APPENDIX A – Notice of Preparation / Initial Study

NOTICE OF PREPARATION

TO: Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Focused Environmental Impact Report in Compliance with Title 14, Section 15082(a), and 15375 of the California Code of Regulations

The City of La Puente ("City") is the Lead Agency under the California Environmental Quality Act ("CEQA") in the preparation of the Focused Environmental Impact Report ("Focused EIR") for the Project identified below. The Lead Agency has prepared this Notice of Preparation ("NOP") for the Focused EIR in order to provide the widest exposure and opportunity for input from public agencies, stakeholders, organizations, and individuals on the scope of the environmental analysis addressing the potential effects of the Proposed Project.

PROJECT TITLE: 22-Unit Condominium Housing Project

AGENCIES: The City requests your agency's response to the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b).

ORGANIZATIONS AND INTERESTED PARTIES: The City requests your comments and concerns regarding the environmental issues associated with the construction of the 22-Unit Condominium Housing Project, including demolition, construction, and operation.

PROJECT LOCATION: The Project site is located at 135 – 145 North 1st Street in the City of La Puente Currently, the Project site is occupied by the abandoned Star Theater building which spans the northwest corner of Workman Street and Glendora Avenue. A parking lot is immediately adjacent to the Star Theater building at the southern portion of the Project site. Both the Star Theater building and the parking lot comprise the Project site.

PROJECT DESCRIPTION: The Project consists of the demolition of the existing structure, the Star Theater, removal of the surface parking lot, and construction of a 22-unit, three-story, approximately 37,720 square feet attached condominium Project, with 44 private parking spaces and 11 guest parking spaces. Each unit will have washer/dryer hookup and a private patio. Areas surrounding the condominium will include landscaping, hardscape and open space areas. The Project site will be gated with one main vehicle access point located along Glendora Avenue.

POTENTIAL ENVIRONMENTAL EFFECTS: The City has prepared the attached Initial Study ("IS") that describes the potential environmental effects of the proposed Project. The conclusions of the Initial Study found that impacts to be analyzed further in the Focused EIR based on their potential to cause environmental impacts include air quality, historic resources, energy and noise. Based on the conclusions of the Initial Study, it has been determined that a Focused EIR is the appropriate level of environmental documentation. The Focused EIR will include the provision of project alternatives.

PUBLIC REVIEW PERIOD: The City has determined to make this NOP and Initial Study available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). *The City will accept written comments for the NOP and Initial Study between July 13, 2018 and August 14, 2018.*

RESPONSES AND COMMENTS: Please indicate a contact person for your agency or organization and send your comments to:

John Di Mario
Development Services Director
City of La Puente
15900 East Main Street
La Puente, CA 91744

Your comments may also be sent by FAX to (626) 961-4626 or by email to jdimario@lapuente.org and include "22-Unit Condominium Project" in the subject line.

DOCUMENT AVAILABILITY: The Initial Study is available for public review during regular business hours at the locations listed below.

- City Hall – 15900 E. Main Street; La Puente, CA 91744

- Community Center – 501 Glendora Avenue.; La Puente, CA 91744
- Senior Center – 16001 Main Street; La Puente, CA 91744
- La Puente Library – 15920 Central Avenue; La Puente, CA 91744

In addition, the NOP/IS is available online at www.lapuente.org

INITIAL STUDY FOR A
22-UNIT CONDOMINIUM HOUSING PROJECT
LA PUENTE, CA

Prepared for:

CITY OF LA PUENTE
15900 East Main Street
La Puente, CA 91744

Prepared by:

5 Hutton Centre Drive, Suite 750
Santa Ana, California 92707
(949) 261-5414

July 2018

TABLE OF CONTENTS

Page

APPENDICES

LIST OF FIGURES

Page

SECTION 1.0 – INTRODUCTION

The California Environmental Quality Act ("CEQA"), codified in the Public Resources Code, Section 21000 *et seq*., and the *CEQA Guidelines*, Title 14, Section 15000 *et seq*. of the California Code of Regulations was established to require public agencies to consider and disclose the environmental implications of their actions (projects). 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 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 governmental agencies at all levels, including local, regional, and state, as well as boards, commissions, and special districts.

As provided by Public Resources Code Section 21067, the public agency with the principal responsibility for approving a project that may have a significant effect upon the environment is considered the Lead Agency. The City of La Puente ("City"), as Lead Agency for the 22-Unit Condominium Project ("Proposed Project"), is responsible for preparing environmental documentation in accordance with CEQA as amended to determine if approval of the discretionary actions requested and subsequent implementation of the Proposed Project could have a significant impact on the environment. As defined by Section 10563 of the CEQA Guidelines, an Initial Study ("IS") is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report ("EIR"), Negative Declaration ("ND"), Mitigated Negative Declaration ("MND"), or Notice of Exemption ("NOE") would be appropriate for providing the necessary environmental documentation and clearance for the Proposed Project.

City of La Puente
Initial Study and Environmental Evaluation

1.	**Project Title:**	22 Unit Condominium Housing Project
2.	**Lead Agency Name and Address:**	City of La Puente 15900 East Main Street La Puente, CA 91744
3.	**Project Sponsor's Name and Address:**	Star of La Puente, LLC, 15473 Los Robles Hacienda Heights, CA
4.	**City Contact Person and Phone Number:**	John Di Mario Development Services Director 626-855-1517
5.	**Project Location:**	135 – 145 N. First Street, La Puente, CA, 91744
6.	**General Plan Designation:**	Mixed Use
7.	**Zoning Designation:**	Downtown Business District
8.	**Description of Project:**	The applicant proposes the development of a 22-unit condominium housing Project within the 0.96-acre Project site which encompasses two parcels (APN No. 8246-010-001 and APN No. 8246-010-017) at 135-145 North 1st Street. (Description continued in Section 2, below).
9.	**Surrounding Land Uses:**	Surrounding land uses and zoning of nearby properties are similar and include residential and mixed-use as well as office adjacent to the Project. R2-Medium Density Residential is located to the northeast and east of the Project.
10.	**Other Public Agencies Whose Approval is Required:**	La Puente Valley County Water District (water) Los Angeles County Fire Department (development plan approval)
11.	**California Native American Consultation:**	Tribal consultation has begun with the four Native American tribes that have requested consultation for projects in the City. The tribes that have been sent AB 52 notification letters include the San Gabriel Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, the Gabrieleno Band of Mission Indians – Kitz Nation, and the Soboba Band of Luiseno Indians.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

The Project meets the intent of the Downtown Business District (DBD) Specific Plan, as the area was identified as having a need for redevelopment including the following:

- 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
- Providing residential opportunities.

The Project meets the goal for providing residential opportunities in the DBD, and also allows for revitalization through improving the visual appearance of the DBD.

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. Currently, the Project site consists of the former Star Theater building which spans the northwest corner of Workman Street and Glendora Avenue. The site includes the vacant, abandoned theater with the free-standing signage located along 1st Street. A parking lot is immediately adjacent to the Star Theater building at the southern portion of the Project site. Both the Star Theater building and the parking lot comprise the Project site and is enclosed with a chain-link fence along Glendora Avenue, North 1st Street, and Workman Street.

2.3 PROJECT SETTING

The land use designation of the Project site is identified as Sub Area 3-MU-Mixed Use, and zoned as DBD-Downtown Business District Specific Plan. The City prepared a DBD Specific Plan in order to increase the appeal of the DBD area due to its state of decline of attracting retailers, consumers, and residents. The DBD Specific Plan was developed to create revitalization of the retail base, encourage creation of job centers, establish diverse community services, enhance the visual appeal of the area, and provide residential opportunities. The specific plan covers 23.7 acres and is divided into fourteen subs areas in order 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 (townhomes) units in the northern half of the Sub Area 3.

Surrounding land uses and zoning of nearby properties are similar and include R2-Medium Density Residential to the northeast and east. Immediately adjacent to the Project site are other Mixed Use subareas and a park and ride lot located just west of the Project site in the City of Industry. 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 general 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 First Street.

2.4 PROJECT HISTORY

The Project site currently houses the vacant and boarded-up Star theater, formerly known as the Puente Theater, which opened in 1948 and a parking lot. The movie theater was constructed in 1948 and includes a Quonset-Hut style of architecture. Attendance began to decline in the late 1960's, and by the 1970's through the early 1990's, 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. The theater was sold and repurchased through a cycle of owners to revitalize the theater. Ultimately, the theater was forced to close because the management could not control the unlawful activity taking place in the building. The theater had become a public nuisance and a financial drain on City services. In 2004, the Star Theater began showing mainstream movies but was unable to sustain a consistent client base and was eventually shut down as a movie theater, and has remained closed ever since.

A previous Initial Study/Mitigated Negative Declaration (IS/MND) was prepared in 2006 for the construction of a condominium development on the Project site. However, due to engineering design constraints/financial feasibility and the economic downturn of the economy, the proposed development did not move forward. The Star Theater has remained vacant and abandoned falling deeper into disrepair and an attractive nuisance for homeless individuals, vandalism, and graffiti. The Star Theater property was recently purchased by a new owner in 2016 stating 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 highly unlikely and 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 Downtown Business District Specific Plan.

2.5 PROJECT COMPONENTS

The applicant proposes the development of a 22-unit condominium Project within the 0.96-acre Project site which encompasses two parcels (APN No. 8246-010-001 and APN No. 8246-010-017) at 135-145 North 1st Street.

The Project consists of the demolition of the existing structures including the Star Theater and surface parking lot, and construction of a 22-unit, three-story, approximately 37,720 square feet attached condominium Project with 44 private parking spaces and 11 guest parking spaces. Each unit will have three bedrooms, a washer/dryer hookup, a two-car garage, and a private patio. 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.

2.6 CONSTRUCTION

Construction will occur in one phase and will be approximately 14 months in duration and is anticipated to begin in Spring 2019. Schedule of construction activities will be done 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 are not limited to, bulldozers, excavators, backhoe loaders, transport trucks, cranes, and other large hydraulic equipment.

Figure 1 Project Vicinity

Figure 2: Project Site

SECTION 3.0 – ENVIRONMENTAL DETERMINATION

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

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

DETERMINATION

On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐
2. I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☐
3. I find the proposed Project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☒
4. I find that the proposed Project **may have a "potentially significant impact" or "potentially significant unless mitigated impact"** on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☐
5. I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required. ☐

Signature — Date: 7/13/18

John Di Mario — Development Services Director

SECTION 4.0 – ENVIRONMENTAL IMPACTS

4.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

Sections 2.3.1 through 2.3.21 provide a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in the CEQA Guidelines.

4.2 TERMINOLOGY USED IN THIS ANALYSIS

For each question listed in the IS checklist, a determination of the level of significance of the impact is provided. Impacts are categorized 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.

4.3 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."

Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

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

a) Earlier analyses used where they are available for review

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis

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

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used or individuals contacted are cited in the discussion.

The explanation of each issue identifies:

a) The significance criteria or threshold, if any, used to evaluate each question

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.3.1 Aesthetics

a)	Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The Proposed Project is located in an urbanized area adjacent to commercial uses and is a developed site. There are no designated scenic resources on the Proposed Project site, nor is the Proposed Project site part of a state, county, or municipally designated scenic vista (City 2004). The opportunities for long distance views are limited to distant views of the San Gabriel Mountains looking north on First Street, as well as some views of hills looking south on First Street. From most other directions, the visual horizon is limited by existing manmade features. Primary views of the Proposed Project site are in the immediate area from adjacent streets and land uses. Figure 3 shows views of the Proposed Project site from surrounding locations. Overall views from surrounding areas would be impacted due to the height of the 22-Unit Condo development being a three-story development, approximately 36 feet in height. Currently, a portion of the Proposed Project site is a parking lot while the remainder of the Proposed Project site is an abandoned theater approximately 30 feet in height with an approximately 55 foot -tall sign. With the implementation of the Proposed Project, some immediate views of the Proposed Project site would be of increased building height and density, however, the new structures would improve the visual character of the Proposed Project site. Therefore, no impact would result, and no further study of the issue is required.

b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The Proposed Project site is not a scenic resource within State scenic highway corridors. State Route 57, the closest eligible local state highway, is not an officially designated scenic highway in this area (Caltrans 2018). Therefore, no impact would result, and no further study of the issue is required.

c)	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

c) Less than Significant Impact. The visual character of the Project Site and surrounding area is that of a heavily developed urban corridor, developed with a mix of commercial, residential, and public facility, and open space uses. Implementation of the Proposed Project would involve redevelopment, demolition, and new construction on the Proposed Project site. The Proposed Project includes the development of a 22-Unit Condominium Project on 0.96 acre of land in the

Downtown Business District in the City of La Puente. The proposed condominium development is attractively designed and incorporates architectural elements as required by the City's General Plan Community Development Element, and the Architectural and Design Guidelines of the Downtown Business District Specific Plan (City 2002). The Proposed Project has been designed per the guidelines included within the La Puente Downtown Business District Specific Plan (City 2002), which promotes the following conditions:

- Design attractive streetscapes that enhance the visual and aesthetic qualities and contribute to a high quality memorable experience
- Increase commercial activity by improving the visual character and functional efficiency of the Downtown Business District
- Reducing visual impacts associated with vehicle parking through the location, orientation, and design of garage doors and landscape buffers
- Providing visual interest and continuity between different buildings
- Using design features to create wall articulation and visually interesting designs

The construction of buildings consistent with existing architectural style and the improvement of the existing visual character avoids impacts associated with regulations governing scenic quality. Therefore, a less than significant impact would result, and no further study of the issue is required.

d)	Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

d) Less than Significant Impact. Other businesses and land uses adjacent to the Proposed Project Site include existing sources of light in an urbanized area of the City. Sources of illumination near the Project Site include street lighting, interior building lighting, lighting in parking lots, and security lighting. Surrounding businesses and land uses include law offices, restaurants, the La Puente Valley Women's Club, tax offices, a City of Industry Park & Ride, and a few different retail strip centers. The lighting on N. First Street is mostly confined to street lights; however, the Park & Ride facilities includes higher voltage and taller lights.

The Proposed Project would provide additional sources of nighttime illumination with street lights, pedestrian lighting, and general outdoor security lighting. In order to reduce any potential impacts to nighttime views in the area, the Proposed Project will comply with Section 10.10.060 of the La Puente Zoning Code that stipulates: "Exterior lighting shall be provided for safety purposes, shall be compatible with the overall style of the development, and shall be shielded to avoid light spillage onto adjacent properties." All lighting will be shielded and directed onto the Proposed Project site. The applicant will be required to submit a photometric study, ensuring the street lights and other lighting components would not negatively impact the residential component of the project. Therefore, a less than significant impact would result, and no further study of the issue is required.

Further Study Required: No further study of aesthetic or lighting impacts would be required.

Figure 3 – Views of the Project Site

4.3.2 Agricultural & Forestry Resources

a)	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The Proposed Project is located in an urbanized area adjacent to commercial uses and is a developed site. The land use designation of the Proposed Project site is identified as MU-Mixed Use, and zoned as DBD-Downtown Business District. The Proposed Project site does not include any land identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Department of Conservation 2017). Therefore, the Proposed Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur.

b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. As noted above, the Proposed Project site is developed and is not zoned for agricultural use. Additionally, the Proposed Project site does not include land under a Williamson Act contract (Department of Conservation 2016). No impact would occur.

c)	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. As noted above, the Proposed Project site is developed and is not zoned for agricultural of forest land. Additionally, implementation of the Proposed Project would not result in an alteration to the zoning or land use designation of the Proposed Project site. No impact would occur.

d)	Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. As noted above, the Proposed Project site is developed and does not contain nor is zoned for forest land. No impact would occur.

e)	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion forest land to non-forest use?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. As noted above, the Proposed Project is located in an urbanized area adjacent to commercial uses and is a developed site. The Proposed Project site is not zoned for agriculture or forest use and neither are the adjacent properties. Implementation of the Proposed Project would not result in the conversion of farmland or forest land to non-agricultural or non-forest use. Additionally, implementation of the Proposed Project would not preclude agricultural or forestry use on any property near the Proposed Project site. No impact would occur.

Further Study Required: No further study of agriculture and/or forestry resources would be required.

4.3.3 Air Quality

Environmental Setting

The Proposed Project site is located in the City of La Puente within the County of Los Angeles. The Proposed Project site is located within the South Coast Air Basin ("Air Basin"), and air quality regulation is administered by the South Coast Air Quality Management District ("SCAQMD"). The SCAQMD implements the programs and regulations required by the federal and state Clean Air Acts.

a)	(Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

a) Potentially Significant Impact. CEQA requires a discussion of any inconsistencies between a Proposed Project and applicable general plans ("GP") and regional plans (CEQA Guidelines

Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. The Proposed Project may have the potential to conflict with or obstruct implementation of the SCAQMD AQMP. This is a potentially significant impact that will be addressed in the Focused EIR.

b)	Would the project violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

b) Potentially Significant Impact. Implementation of the Proposed Project could have the potential to result in air quality impacts during project construction and operation. Construction phase air quality impacts would include emissions from construction exhaust and travel, demolition and earth moving activities, architectural coatings, and asphalt paving. Operational air quality impacts would include emissions from project generated vehicle traffic and from onsite sources. These emissions may have the potential to violate air quality standards or result in a cumulatively considerable net increase in an existing air quality violation. This is a potentially significant impact that will be addressed in the Focused EIR.

c)	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

c) Potentially Significant Impact. Sensitive receptors are generally defined as facilities that house or attract groups of children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollution. Schools, hospitals, residential areas, and convalescent facilities are examples of sensitive receptors. The closest sensitive receptors are homes located as near as 50 feet south of the Proposed Project site.

The Proposed Project could have the potential to result in short-term construction and permanent operational air pollutant emissions of particulate matter, carbon monoxide, reactive organic gases, oxides of nitrogen as well as toxic air contaminants. This is a potentially significant impact that will be addressed in the Focused EIR.

d)	Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

d) Less than Significant Impact. Individual responses to odor or dust emissions are highly variable and can result in a variety of effects. Generally, the impacts from odor or dust emissions results from a variety of factors such as frequency, intensity, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to the emissions. The intensity refers to an individual's or group's perception of the odor or dust emissions strength or concentration. The duration of the emissions refers to the elapsed time over which the emissions are experienced by individuals or groups. The offensiveness of the emissions is the subjective rating of the unpleasantness of the odor or dust. The location accounts for the distance between the source of the emission and the individuals or groups affected by the emissions.

Potential sources that may emit odor or dust emissions during construction activities include emissions from demolition and dirt moving activities, diesel equipment emissions, and emissions from building materials that include asphalt pavement, paints and solvents. The objectionable emissions that may be produced during the construction process would be temporary and would likely not be noticeable for extended periods of time beyond the project site's boundaries. Odor and dust emissions during construction would be short-term in nature and limited to the operational time of the diesel equipment and the amounts of odor producing materials being utilized, which would result in transitory odor and dust emission impacts at the nearby residences that is not anticipated to impact more than 50 percent of the nearby population at any time. Therefore, a less than significant odor and dust emissions impact would occur and no mitigation would be required.

The long-term operation of the Proposed Project would consist of the operation of 22 residential townhomes, which may result in the creation of odor emissions for the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest sensitive receptors form the project site and through compliance with SCAQMD's Rule 402, a less than significant odor impact would occur and no mitigation would be required.

Issues Requiring Further Study. The Focused EIR will include further study related to conflicts with applicable air quality management plans, short-term construction emissions, long-term operational emissions, a cumulatively considerable net increase of any criteria pollutant, non-stationary source CO hotspot, and exposure of sensitive receptors to substantial pollutant concentrations. Cumulative impacts to global climate change will be further discussed in the Focused EIR.

4.3.4 Biological Resources

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. The Proposed Project includes the development of a 22-unit condominium complex, associated parking garages, and guest parking spaces within the 0.96-acre Proposed Project site. The Proposed Project site currently contains existing development including the Star Theater and a surface parking lot. The Proposed Project is located in an urbanized area adjacent to commercial and residential uses and is currently a developed site. The Proposed Project site is heavily disturbed and habitat is limited to City parkway trees along the perimeter of the Project site. Construction activities associated with the Proposed Project would occur on previously disturbed ground. Additionally, the Proposed Project site does not contain any habitat with the potential to support candidate, sensitive or special status species status species (USFWS 2017a). Therefore, implementation of the Proposed Project would result in less than significant impacts associated with candidate, sensitive or special status species.

b) Would the project have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. There is no riparian habitat adjacent to, around or near the Proposed Project site (USFWS 2017b). Sensitive natural communities provide habitat for sensitive animal or plant species. No such communities exist on or in the vicinity of the Proposed Project site. The entirety of the Proposed Project is developed and all construction activities would occur on previously disturbed ground. Therefore, implementation of the Proposed Project would not affect any riparian habitat or sensitive natural community, either directly or indirectly. No impact would occur.

c)	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. There are no federally protected wetlands adjacent to or near the Proposed Project site (USFWS 2017b). The entirety of the Proposed Project site is developed and all construction activities would occur on previously disturbed ground. Therefore, implementation of the Proposed Project would not affect any federally protected wetlands, either directly or indirectly. No impact would occur.

d)	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

d) Less than Significant with Mitigation Incorporated. Wildlife corridors are typically made up of undeveloped wildlife areas and open space between larger patches of wildlife habitat. The City's General Plan does not identify the Proposed Project site as a nursery site or wildlife corridor (City 2004). The Proposed Project site is completely developed and currently contains the Star Theater and a surface parking lot. Additionally, the Proposed Project site does not contain any critical habitat for threatened and endangered species (USFWS 2017a). The Proposed Project site and surrounding area do not contain any streams or bodies of water that may be inhabited by any native resident or migratory fish species or any sensitive natural communities (USFWS 2017b). However, the Proposed Project does include the removal of City parkway trees. All construction and operational activities would occur within a previously disturbed site. Based on the potential removal of trees on-site, potential impacts to nesting bird species could occur if construction disturbances were to occur during the nesting season (February 1 through August 31). Mitigation measure BIO-1 would reduce potential impacts to nesting birds to less than significant.

BIO-1: **Nesting Bird Surveys and Avoidance.** To avoid the destruction of active nests and to protect the reproductive success of birds protected by Migratory Bird Treaty Act, nesting bird surveys shall be performed not more than 14 days prior to the scheduled construction in areas adjacent to trees identified for removal. In the event that active nests are discovered, a suitable buffer should be established

around such active nests and no construction within the buffer allowed until a qualified biologist has determined that the nest is no longer active (e.g. the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Survey results shall be presented in a letter report and submitted to the City. Nesting bird surveys are not required for construction activities occurring between September 1 and January 31.

Therefore, implementation of BIO-1 would reduce impacts associated with the movement of fish or wildlife and would not affect wildlife corridors. No impact would occur.

e)	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The City's General Plan does not identify the Proposed Project site as one that supports sensitive habitat and/or important biological resources. The City does not have an ordinance that identifies and/or regulates heritage trees, and the City has not adopted a tree preservation ordinance. Additionally, the Proposed Project would not involve the removal or destruction of protected biological resources. No impact would occur.

f)	Would the project conflict with provisions or an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The Proposed Project site is located within an urbanized area and is surrounded by similar urban development. The Proposed Project site is neither located within nor affected directly or indirectly by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

Further Study Required: No further study of biological resources would be required.

4.3.5 Cultural Resources

a)	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?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

a) Potentially Significant Impact. The development of the Proposed Project site will require the demolition of the Star Theater and associated free-standing signage, and construction of the 22-unit condominium complex and parking facilities. Based on a review of available historic research and the results of the field survey, the Star Theater, meets the eligibility criteria for inclusion on the California Register of Historic Resources ("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 S. Charles Lee. Accordingly, the Proposed Project will directly impact and cause a substantial adverse change to a CRHR-eligible historical resource for purposes of CEQA.

The architectural style of the building is what prevents the integration of the theater into the Main Street architectural fabric outlined in the Architectural Design Guidelines, set forth in the Downton Business District Specific Plan ("DBDSP"). The DBDSP calls for buildings to be located side-by-side for a continuous façade along the public right-of-way, and based on the unique design of the theater, it is difficult to achieve the Main Street look with a semi-circular building. Development of the Proposed Project site would provide a residential catalyst, that may lead to developments of other projects that can make the area more economically viable and provide community-oriented construction. This impact is considered potentially significant requiring the addition of mitigation measures. Mitigation measures for this resource area are currently under evaluation for feasibility and effectiveness. Further analysis and development of mitigation measures will be included in the Focused EIR.

b)	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?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

b) Less Than Significant With Mitigation Incorporated. 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. The record search was completed at the request of Keeton Kreitzer Consulting, and provided to Chambers Group by the City. The SCCIC search included a review of all recorded sites and cultural resources reports on file for the specified area. The results of the cultural resources records search 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 current Proposed Project site. The SCCIC search also identified one archaeological site located within the 0.75-mile search radius and did not identify any archaeological sites within the Proposed Project site.

The Proposed Project site has not been previously surveyed for cultural resources. It appears that most of the ground surface within the project area is obscured by urban development; consequently, archaeological surface finds would not be visible. However, based upon the human occupation history of the area, buried prehistoric or historic cultural resources may be present. Therefore, in order to assess cultural sensitivity, an archaeologist should be retained prior to any ground-disturbing construction activities. Implementation of Mitigation Measure CUL-1 would reduce impacts associated with archaeological resources to less than significant.

c)	Would the project disturb any Native American tribal cultural resources or human remains, including those interred outside of dedicated cemeteries	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

c) Less Than Significant With Mitigation Incorporated. A Sacred Lands File Request was submitted to the Native American Heritage Commission (NAHC) on June 25, 2018. Due to the context and location of the Proposed Project, a negative request is anticipated and surface tribal cultural resources are unlikely. However, based upon the human occupation history of the area, buried tribal cultural resources may be present within the Proposed Project site. Therefore, in order to assess tribal sensitivity, a Native American Monitor should be retained prior to any ground-disturbing construction activities.

If human remains are encountered, 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. Impacts will be less than significant. Implementation of Mitigation Measure CUL-2 would reduce impacts associated with tribal cultural resources and/or human remains to less than significant.

CUL-1: 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.

CUL-2: 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 Resource Code 5097.98 and the City's standard conditions of approval.

Further studies required: Impacts associated with a substantial adverse change in the significance of a historical resource will be further studied within the Focused EIR.

4.3.6 Energy

a)	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?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. The Proposed Project includes the demolition and construction of buildings located on the Project Site. Construction associated with the Proposed Project would result in a temporary increase in energy consumption due to the energy requirements associated with operating construction equipment. All construction activities would implement appropriate BMPs to reduce construction related emissions, which would minimize the energy needed to implement the Proposed Project. The Proposed Project would implement California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Compliance with this regulation would result in condominium buildings that require less electricity, natural gas, and other fuels for operational purposes. Therefore, the Proposed Project would result in less than significant impacts associated with wasteful or inefficient energy consumption during construction or operation.

a)	Would conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. The Proposed Project would comply with California Code of Regulations Title 24, which regulates the amount of energy consumed by new development for

heating, cooling, ventilation, and lighting. Additionally, the Proposed Project would implement the City-wide strategy of promoting renewable energy sources and pursue energy efficiency strategy as identified in Chapter 4 of the Energy Action Plan filed with the City in 2013. Therefore, the Proposed Project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Further Study Required: The EIR will provide further analysis regarding energy use during project construction and operation.

4.3.7 Geology and Soils

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of injury, damage or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) i) Less Than Significant Impact. A Geotechnical Investigation Report was prepared for the Proposed Project which determined there are no known active faults that cross the Proposed Project site (EGL 2017a); the nearest fault is the Whittier Fault (approximately 5 miles south) which last ruptured 700,000 years ago. Additionally, the Elysian Park Blind Thrust Fault – Los Angeles segment is located approximately three miles to the north of the Proposed Project site (City of La Puente 2004). However, the Proposed Project site is not located within an active Alquist-Priolo Earthquake Fault Zone. The Proposed Project induces population growth due to the construction of a 22-unit condominium project. Impacts associated with the increased number of people at the Proposed Project site would be minimized due to compliance with existing building regulations. Design and construction of the new facilities would comply with all seismic-safety development requirements, including the Title 24 standards of the current California Building Code. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with rupture of a known earthquake fault.

ii) Strong seismic ground shaking?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

a) ii) Less Than Significant Impact. Although there are no known active faults within the Proposed Project site, the Proposed Project site is subject to potential ground shaking due to nearby faults (EGL 2017a). Impacts associated with strong seismic ground shaking would be minimized due to compliance with existing building regulations. Design and construction of the new facilities would comply with all seismic-safety development requirements, including the Title 24 standards of the current California Building Code. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

a) iii) Less Than Significant Impact. Liquefaction occurs in areas where groundwater levels intersect with loose, unconsolidated soils that lose cohesion. Based on the updated Geotechnical Investigation Report prepared for the Proposed Project site, an area near the center of the Proposed Project site contains potentially liquefiable soils (EGL 2017a); the remaining portions of the Proposed Project site are either above groundwater or have high clay content. The estimated potential settlement induced by the underlying potentially liquefiable soils is approximately 1.65 inches.

The California Building Code requires all project sites with a Site Classification of 'D' or higher (the Proposed site is classified as 'D') and contains potentially liquefiable soils to conduct a geotechnical investigation that identifies peak ground acceleration at the site. The peak ground acceleration is used in building design to minimize any potential impacts associated with seismically induced liquefaction. The Geotechnical Investigation Report prepared for the Proposed Project determined the proposed structures be designed to accommodate up to a maximum horizontal acceleration of 0.789g with two percent probability of being exceeded in 50 years (EGL 2017a). It should be noted that the Structural Engineer for the Proposed Project has the discretion to determine if any additional structural strengthening is warranted. Design compatibility with the peak ground acceleration identified in the Geotechnical Report for the Proposed Project would reduce any impact associated with liquefaction to less than significant.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒

a) iv) No Impact. The Proposed Project site is relatively flat and is not identified as an area at risk of seismically induced landslide (City of La Puente 2004). Additionally, the Proposed Project site is currently developed and all activities associated with the Proposed Project would occur on previously disturbed soil. No impact would occur.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Would the project result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

b) Less Than Significant Impact. The Proposed Project site is currently developed and all construction activities would occur within developed and previously graded areas, and therefore would not result in substantial soil erosion. In addition, the Proposed Project site is relatively flat. The Proposed Project will comply with erosion measures identified in the Low Impact Development Water Quality Management Plan (EGL 2017b). Measures include, but are not limited to:

- Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments;
- Planting of vegetation on-site to help stabilize sediment;
- Installation of infiltration basins as erosion control measures; and
- Reduction in impervious surface on-site to avoid erosion off-site.

Adherence to these measures, along with other measures identified in the Low Impact Development Ordinance, would reduce any impacts associated with erosion. Further, the Proposed Project would require preparation of a Wet Weather Erosion Control Plan, which provides temporary erosion and sediment control measures during the rainy season. Compliance with best management practices identified in the Wet Weather Erosion Control Plan and measures identified in the Low Impact Development Ordinance would reduce the impacts to less than significant.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Would the project be located in a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

c) Less Than Significant Impact. The Proposed Project site is currently developed and all construction activities would occur within developed and previously graded portions of the

Proposed Project site. As noted in Impact (a(iv)), the Proposed Project site is relatively flat and would not increase on- or off-site landslide potential. As discussed in Impact (a(iii)), impacts associated with seismically induced liquefaction would be reduced to less than significant due to compliance with the California Building Code and recommendations of the Geotechnical Investigation Report prepared for the Proposed Project. Additionally, all construction activities associated with the Proposed Project would occur within developed and previously graded areas. The Proposed Project would not extend into any undeveloped or previously undisturbed areas that may become unstable as a result of the Proposed Project. This impact is less than significant.

d)	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property??	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. The Proposed Project does contain potentially expansive soils. As expansive soils absorb water, they swell and as they lose water they shrink. Expansive soils may become unstable during ground shaking, and are one of the most prevalent causes of earthquake damage to buildings. As required by the California Building Code, design of the Proposed Project would accommodate up to a maximum horizontal acceleration of 0.789g as recommended in the Geotechnical Investigation Report (EGL 2017a). Compliance with the design requirement would reduce impacts associated with expansive soils to less than significant.

e)	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The Proposed Project would not require the use of septic tanks or alternative wastewater disposal systems to accommodate wastewater needs. No impact would occur.

f)	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The Proposed Project site is currently fully developed; the site is 99 percent covered in impervious surfaces. All construction activities would occur within developed and previously graded portions of the Proposed Project site. Additionally, the adjacent properties

are developed and no known paleontological resources or unique geologic features are located within the Proposed Project site or the adjacent properties. No impact would occur.

Further Study Required: No further study of geology and soils would be required.

4.3.8 Greenhouse Gas Emissions

This section describes the potential global climate change effects from implementation of the Proposed Project. Greenhouse gas ("GHG") emission modeling was performed through use of the CalEEMod Version 2016.3.2. The model output is provided in Appendix A.

a)	Would the project generate gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. Significant legislative and regulatory activities directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California, and AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. In addition to AB 32, Executive Order B-30-15 was issued on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. In September 2016, AB 197 and SB 32 codified into statute the GHG emission reduction targets provided in Executive Order B-30-15.

The California Air Resources Board ("CARB") is the state agency charged with monitoring and regulating sources of emissions of GHGs in California that contribute to global warming in order to reduce emissions of GHGs. The CARB Governing Board approved the 1990 GHG emissions level of 427 million tons of CO_2 equivalent ($MtCO_2e$) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 $MtCO_2e$. The CARB Board approved the Climate Change Scoping Plan (Scoping Plan) in December 2008, the First Update to the Scoping Plan in May 2014, and California's 2017 Climate Change Scoping Plan in November 2017. The Scoping Plans define a range of programs and activities that will be implemented primarily by state agencies but also include actions by local government agencies. Primary strategies addressed in the Scoping Plans include new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling, and ventilation; reduced-carbon fuels; hybrid and electric vehicles; and other methods of improving vehicle mileage. Local government will have a part in implementing some of these strategies. The Scoping Plans also call for reductions in vehicle-associated GHG emissions through smart growth that will result in reductions in vehicle miles traveled (CARB 2008, 2014, and 2017).

The CalEEMod model was utilized to calculate the GHG emissions associated with construction and operation of the Proposed Project (see Appendix A). The CalEEMod model calculated GHG emissions generated from the Proposed Project's area sources, energy usage, mobile sources, solid waste, water and wastewater, and construction activities. Per the analysis methodology presented in the SCAQMD Working Group meetings, the construction emissions were

amortized over 30 years. Table 1 shows the estimated GHG emissions that would be predicted from development of the Proposed Project.

Table 1 – Annual Greenhouse Gas Emissions from the Proposed Project

Activity	Greenhouse Gas Emissions in metric tons/year			
	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	5.65	0.00	0.00	5.69
Energy Usage[2]	55.49	0.00	0.00	55.74
Mobile Sources[3]	145.48	0.01	0.00	145.69
Solid Waste[4]	2.05	0.12	0.00	5.09
Water and Wastewater[5]	8.13	0.04	0.00	9.35
Construction	5.65	0.00	0.00	5.68
Total Emissions	222.45	0.17	0.00	227.24
SCAQMD Draft Threshold for all Land Use Types				3,000
Exceed Threshold?				**No**

Source: CalEEMod Version 2016.3.1.

This analysis proposes to use the "Tier 3" quantitative threshold for all land use projects[1] as recommended by the SCAQMD. The SCAQMD proposes that if a project generates GHG emissions below 3,000 $MTCO_2e$, it could be concluded that the Project's GHG contribution is not "cumulatively considerable" and is therefore less than significant under CEQA. As shown in Table 1, the Proposed Project would generate 227.24 $MTCO_2e$, which would not exceed SCAQMD draft annual threshold of 3,000 $MTCO_2e$. As such, it could be concluded that the Project's GHG contribution is not "cumulatively considerable" and is therefore less than significant under CEQA.

b)	Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. The California State Legislature adopted AB 32 in 2006, that requires the State's GHG emissions by 2020 to meet the GHG emissions level created in 1990 and adopted AB 197 and SB 32 in 2016, that requires the State's GHG emissions to be 40 percent below 1990 levels by 2030.

In order to achieve the target provided in AB 32, the SCAQMD developed a Working Group that developed a tiered approach in order to determine if proposed land use projects would contribute to an exceedance of the GHG emissions targets detailed in AB 32. As shown above in Section 1.1.2(a), the Proposed Project would generate 227.24 $MTCO_2e$ per year from construction and operation of the proposed project. The GHG emissions generated from the

[1] Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting # 15. *South Coast Air Quality Management District. September 2010.*

Proposed Project would be within the "Tier 3" quantitative threshold of 3,000 $MTCO_2e$ per year for all land use projects as recommended by the SCAQMD.

The SCAQMD has not yet updated its "Tier 3" quantitative threshold to address AB 197 and SB 32. However, it is anticipated that the "Tier 3" thresholds would be reduced around 40 percent, which is equivalent to how much more stringent AB 197 and SB 32 are over AB 32. Since the Proposed Project's GHG emissions are 76 percent below the "Tier 3" threshold, it is anticipated that the Proposed Project's GHG emissions would remain less than significant under any future thresholds developed to address AB 197 and SB 32. Therefore, the Proposed Project would not conflict with any applicable plan, policy, or regulation adopted for reducing the emissions of GHGs. A less than significant impact would occur.

Issues Requiring Further Study. No further studies related to GHG emissions would be required.

4.3.9 Hazards and Hazardous Materials

a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. A Phase I Environmental Site Assessment was created to review the existing environmental conditions and evaluate potential environmental hazards that may exist. Included in the analysis was the discussion of environmental concerns relating to asbestos, radon, and petroleum activities. An inspection of the theater was completed in April 2017, along with a report summarizing the results of the inspection.

Based on the survey and laboratory analysis of the samples taken, it was concluded that asbestos containing materials ("ACMs") were present in some location of the building. A complete list is provided in the Asbestos Report (Appendix B). The Proposed Project will comply with state and federal regulations for asbestos emissions. Under the Air Quality Management District (AQMD), notification and work practice requirements must be implemented to prevent the spread of asbestos emissions during building renovation and demolition activities, including filing the appropriate notification (AQMD 2018).

Radon, a naturally occurring radioactive gas, may be found in soils contaminated by certain types of industrial wastes such as by-products of uranium or phosphate mining waste. The Proposed Project site is underlain by soil deposits of alluvial fans, plains, and terraces of the Los Angeles Basin. Based on the analysis of the site and results of the assessment, the potential of high concentration radon occurring at the site is remote (Appendix C).

The California Department of Conservation, Division of Oil and Gas and Geothermal Resources (DOGGR) regulates the drilling, operation, and abandonment of gas and oil wells throughout California. DOGGR will require the site plan prior to the City issuing the building permit if the active, idle, or abandoned wells are located on or adjacent to the property. Due to the Proposed Project's location within an urban area, and based on the assessment's review of the Munger

Map Book of the California Oil and Gas Field, no oil wells are located on the subject property or any adjacent properties.

During the demolition of the onsite facilities, and construction of the condominium, materials and chemicals used on-site will consist of hydraulic fluids, motor oil, grease, runoff, and other construction related fluids and lubricants. Proposed Project activities will include procedures in disposing and/or recycling of materials, trash, and debris. The Proposed Project also includes Best Management Practices (BMP's) as identified in the Low Impact Development Standard Manual to minimize negative impacts involving stormwater runoff.

The City's General Plan Community Safety Element addresses potential hazards in the City, and identifies goals and policies to reduce risks and damages associated with hazards including disposal of hazardous materials due to human activities. The Los Angeles County Fire Department, Health Hazardous Materials Division provides business inspections for waste generators and ensures handlers/generators of hazardous wastes are complying with the appropriate regulatory guidelines. Goal 2 of the Community Safety Element is for the safe use, transport, and disposal of hazardous materials with the following policies outlined below. Compliance with Goal 2 of the Community Services Element will reduce impacts to less than significant during transport of hazardous materials (City of La Puente 2004).

Policy 2.1	Cooperate with federal, State, and County agencies to reduce risks to residents associated with the use or transport of hazardous materials
Policy 2.2	Develop and maintain a coordinated emergency operations plan, and educate the community on emergency procedures to respond to natural and human activity hazards
Policy 2.3	Continue to educate the community regarding the safe use and disposal of household hazardous waste

While the Proposed Project will include transport of materials to and from the site during the construction schedule, transport activities will be temporary once the condominium is completed. There will be no routine transport or use of hazardous materials. Removal of asbestos containing materials will be done in compliance with AQMD notification and work practice requirements and Policy 2.1 – 2.3 of the Community Services Element. Based on the Proposed Project schedule, results of the Phase I Environmental Site Assessments, Asbestos Report, adherence to state and federal compliance, and implementation of BMPs, impacts will be less than significant.

b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

b) Less than Significant Impact. Based on the Asbestos Report, and as discussed in the previous section (4.3.9a), it was concluded that ACMs were present in some location of the building. The Proposed Project will comply with AQMD and Los Angeles County requirements for work practice and notification requirements during renovation and demolition activities for facilities containing asbestos. The Proposed Project will also comply with goals and policies identified in the Community Services Element for handling hazardous materials. Impacts will be less than significant.

c)	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

c) Less than Significant Impact. La Puente High School is located approximately 0.3 miles from the Proposed Project site. The Proposed Project will abide by state and federal regulations during renovation and demolition for facilities containing asbestos to prevent the spread of asbestos containing emissions. While the haul route for disposal of waste associated with the onsite demolition is not known at this time, all materials being removed from the site will be packaged such that materials will not leave the transport vehicle in which they are contained. Further, DTSC and EPA regulate the shipment of asbestos as a hazardous material be contained and transported in one of the following ways:

1. In sealed, leak-tight, non-returnable containers (e.g., plastic bags of at least 6-mil thickness, cartons, drums, or cans) from which the fibers cannot escape. Additionally, you must wet the wastes to prevent fibers from blowing around in the event that the container is broken (40 CFR 61.150), or

2. For bulk waste that will not fit into such containers without additional breaking, wet it to prevent blowing of fibers in case the wrapping is broken, then wrap it so it will be leak-tight and seal it with packaging or duct tape. If you are placing the wrapped and sealed waste directly in trailers or drop-boxes, you need to line the container with plastic sheeting and covered it with a tarp (Cal. Code Regs., title 13, section 66263.23.).

Given compliance with existing DTSC and EPA requirements, impacts, even if haul routes are located adjacent to schools, will be less than significant.

d)	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. On-site reconnaissance completed in 2016 for the Phase I Environmental Site Assessment did not identify any above ground or underground storage tanks nor was there any signs of major oil stains in the paved areas of any of the surrounding areas. The Department of Toxic Substances Envirostor and State Water Resources Control Board GeoTracker data managements systems did not identify any cleanup, investigation or superfund sites located within the Proposed Project site. The nearest identifiable facility is located on 15844 Workman St E, approximately 200 feet east from the Proposed Project site, that contains a leaking underground storage tank which has been closed as of 2002 (DTSC 2018, SWRCB 2018).

Therefore, the Proposed Project is not located on a site that contains hazardous materials that would create a significant hazard to the public or the environment. No impact will occur.

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The nearest public airport is the El Monte Airport located approximately 6.5 miles northwest from the Proposed Project. Haddicks Heliport and Los Angeles County Sheriff's Department Heliport are located approximately 1 mile northwest, and 1.3 miles southwest from the Proposed Project site respectively, and are for private use. The Proposed Project is not located within an airport land use plan and is not within 2 miles of a public airport. Therefore, no impacts will occur.

f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

f) Less than Significant with Mitigation. The County of Los Angeles Department of Public Works provides a Disaster Routes With Road Districts for South Los Angeles County. The Proposed Project site is located east of Glendora Avenue; Glendora Avenue is identified as a Secondary Disaster Route (County of Los Angeles 2012). The Proposed Project will not involve roadwork that will interfere or impair disaster routes located within the Proposed Project. While the

construction phase of the Proposed Project may result in slow-down of traffic or activities within the immediate area, these will be temporary in nature and will not result in long term delays along Glendora Avenue. In addition, the Proposed Project will not require rerouting along Glendora Avenue.

Workman Street and 1st Street consists of a single lane in each direction. Access along these streets will be temporarily impacted during the demolition and construction period in order for construction vehicles and equipment to access the site. A traffic control plan will be developed as needed to ensure efficient movement of traffic within the Proposed Project site. While the demolition and construction of the Proposed Project may delay traffic in the immediate area, with Mitigation Measure TRA-1, these will be temporary and will not result in long delays that would impede emergency vehicles from utilizing the roads.

The City of La Puente's General Plan Community Safety Element addresses potential hazards in the City and identifies goals and policies to reduce risks and damages associated with disasters that would require activation of the City's emergency response procedures. Goal 3 of the Community Services Element focuses on providing adequate emergency response to public health and safety threats (City of La Puente 2004). Policies include:

Policy 3.1 Prepare and Maintain an Emergency Operations Plan that addresses all potential disasters affecting the community

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

Policy 3.3 Continue to contract with experienced and well-qualified service providers for hazardous materials response

The City's Emergency Operations Plan is a comprehensive system that provides guidelines to appropriately respond to emergency events such as natural disasters, technological, and human-caused events (City of La Puente 2017). The Proposed Project does not involve activities that would directly require modification of the Emergency Operations Plan. With implementation of Mitigation Measure TRA-1, impacts related to the impairment and/or interference of an adopted emergency response plan or emergency evacuation plan will be less than significant.

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

f) No Impact. The City of La Puente is not located within a State Responsibility Area or Local Responsibility Area for Fire Hazard Severity zones (CalFire 2007). The Proposed Project area is surrounded mostly by urban development and a park located immediately west. Due to the Proposed Project's location within an urban setting, the Proposed Project will not expose people or structures involving wildland fires. No impact will occur.

Further Study Required: No further studies for hazards and hazardous materials would be required.

4.3.10 Hydrology and Water Quality

a)	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

g) Less Than Significant Impact. The City of La Puente is one of the municipal permittees under the Municipal Separate Storm Sewer system ("MS4") Permit Order No. R4-2012-0175 issued by the California Regional Water Quality Control Board. The City adopted ordinance No. 15-936 to amend Chapter 4.16 of the City's municipal code relating to Standard Urban Stormwater Mitigation Plan ("SUSMP") requirements by imposing Low Impact Development ("LID") strategies on projects that require building, grading and encroachment. The Proposed Project will comply with the City's revised ordinance to lessen water quality impacts by integrating LID standards to the Proposed Project (City of La Puente 2018c).

The Proposed Project site is currently developed; 99 percent of the 0.96 acre site is covered in impervious surface. It should be noted that the post-construction Proposed Project site will include 13 percent less impervious surface than the current site. EGL Associates, Inc. prepared a Water Quality Manage Plan ("WQMP") for the Proposed Project (EGL 2017), which identifies water quality impacts from stormwater and non-stormwater discharges. The WQMP identifies BMPs required in order to comply with the LID Standards Manual. The BMPs include actions that will retain pre-construction peak stormwater runoff discharge rates, conserve natural areas, minimize stormwater pollutants of concern, protect slopes and channels, properly design trash storage areas, provide storm drain stenciling and signage, properly design trash storage areas, require proof of ongoing BMP maintenance, ad implement design standards for structural or treatment control BMPs. The BMPs are designed to achieve compliance with the NPDES MS4 Permit. Adherence to the BMPs outlined in the WQMP (EGL 2017) will reduce any impacts associated with water quality standards or waste discharge requirements. This impact is less than significant.

b)	Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. The La Puente Valley County Water District ("VCWD") provides water to the Proposed Project site. Approximately 80 percent of the water supplies serving the Proposed Project site would be pumped from the San Gabriel Basin. The VCWD has approximately 12,500 municipal connection and provides approximately 7,302 acre-feet of

water to its customers every year. The San Gabriel Basin is not in overdraft and the VCWD does not pump all the water in which it has a right to within the basin (VCWD 2016). The population growth associated with the proposed project is minimal compared to the existing number of customers currently receiving service from VCWD, and would represent a less than 0.002 percent increase in water demand; 80 percent of which would be groundwater. Additionally, the Proposed Project site is not considered a groundwater recharge area and implementation of the Proposed Project would decrease the amount of impervious surface on the Proposed Project site. Therefore, impacts associated with groundwater supplies and recharge is less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a stream or river or through the addition of impervious surfaces, in a manner that would:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
i) result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒

c) i-iv) Less Than Significant Impact. The Proposed Project site is currently developed and all construction activities would occur within developed and previously graded areas. As described in the WQMP, the Proposed Project would not alter the existing drainage on-site. The Proposed Project will comply with measures identified in the WQMP to reduce erosion and siltation, flooding on- or off-site, and increased surface runoff. Measures include, but are not limited to:

- Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments;
- Planting of vegetation on-site to help stabilize sediment;
- Installation of infiltration basins as erosion control measures; and
- Reduction in impervious surface on-site to avoid erosion off-site.

Adherence to these measures, along with other measures identified in the WQMP, would reduce any impacts associated with erosion, flooding, or increased runoff. Further, the Proposed Project would require preparation of a Wet Weather Erosion Control Plan, which provides temporary erosion and sediment control measures and site runoff during the rainy season. Compliance with best management practices identified in the Wet Weather Erosion Control Plan and measures identified in the WQMP would reduce the impacts associated with erosion and siltation, flooding on- or off-site, and increased surface runoff to less than significant.

Additionally, the Proposed Project site is not within an identified floodplain (FEMA 2018); therefore, implementation would not result in the redirection of flood flows. No impact would occur.

d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. As noted above in Impact (c), the Proposed Project site is not located in a flood hazard area (FEMA 2018). Additionally, there are no blue line streams in the vicinity of the Proposed Project site (USFWS 2017). The Proposed Project site is approximately 50 miles from the Pacific Ocean and is not located within any inundation area of a large body of water (City of La Puente 2004). No impact associated with a flood hazard, tsunami, or seiche would occur.

Further Study Required: No further study of hydrology and water quality would be required.

4.3.11 Land Use Planning

a)	Would the project physically divide an established community?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The Proposed Project consists of the demolition of the existing theater and construction of a condominium project within the existing property. The Proposed Project will not physically divide an established community because the activities will occur within the existing property. No impact will occur.

b)	Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The Proposed Project site is within the Downtown Business District Specific Plan, Sub Area 3 which has been prepared in accordance with City's General Plan. Land uses permitted within the Downtown Business District are consistent with the goals, objectives, policies, and general land uses identified in the General Plan (City of La Puente 2002). The Proposed Project site land use category is Mixed-Use (MU) according to the General Plan Community Development Element. Uses of the parcels allow for mixtures of commercial, office, and residential including apartments, condominiums, and single-occupancy units (City of La Puente 2004). Multi-family residential uses are permitted in the Downtown Business District Specific Plan for Sub Area 3. Development of different housing types such as condominiums are also permitted. The Proposed Project includes the development of a 22-unit condominium project which is consistent with the current land use. Because of the Proposed Project's consistency with current land use designation, it will not conflict with a land use plan. No impact will occur.

Further Study Required: No further studies for land use planning would be required.

4.3.12 Mineral Resources

a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The Proposed Project site is located within an urbanized area and is surrounded by similar urban development. The Proposed Project site is identified as a Mineral Resource Zone 1 by the California Department of Conservation, California Division of Mines and Geology (1982). Mineral Resource Zone 1 is defined as an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. No impact would occur.

b)	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan other land use plan?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The Proposed Project site is located within an urbanized area and is surrounded by similar urban development. As stated above, the Proposed Project site is identified as a Mineral

Resource Zone 1 by the California Department of Conservation, California Division of Mines and Geology (1982). No impact would occur.

Further Study Required: No further study of mineral resources would be required.

4.3.13 Noise

Environmental Setting

The Proposed Project site is located within the City of La Puente. Currently, the primary sources of noise within the study area consists of vehicle noise on Glendora Avenue, Workman Street, and North First Street that are located adjacent to the project site, and train noise from the Union Pacific Railway that is located as near as 470 feet southwest of the Proposed Project site.

a)	Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

a) Potentially Significant Impact. Construction of the Proposed Project will create short-term noise impacts associated with construction equipment. Grading equipment, as well as excavators, lifts, bulldozers, backhoes, concrete pumps, pickup trucks, paving machines, and generators may be used in construction of building and parking areas for the Proposed Project. After, construction, traffic associated with the Proposed Project may increase traffic on area roadways and possibly increase localized noise levels. Therefore, the Proposed Project could potentially generate substantial temporary or permanent increases in ambient noise levels or in excess of standards established in the general plan or noise ordinance or other applicable standards that may have a potentially significant impact on the environment. This is a potentially significant impact that will be addressed in the Focused EIR.

b)	Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

b) Potentially Significant Impact. Construction of the Proposed Project will utilize equipment such as bull dozers and jack hammers that are known sources of vibration. The long-term operation of the Proposed Project would not include the operation of any known vibration sources. Since there is an existing commercial structure that is located adjacent to the south property line, the Proposed Project could potentially generate excessive groundborne vibration or groundborne noise levels during construction activities at the nearest offsite structures. This is a potentially significant impact that will be addressed in the Focused EIR.

Issues Requiring Further Study. Issues requiring further study in the Focused EIR include construction and operation noise impacts, vibration impacts, and potential to expose sensitive receptors to noise above ambient noise levels.

4.3.14 Population and Housing

a)	Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. The Project is the development of 22 condominiums which will house approximately 100 additional permanent residents within the Project area. The Project will provide additional residential space and will induce some population growth. As of 2018, the City's population is estimated to be approximately 40,435 with 9,761 housing units (City 2018). The Project is not of significant size that would result in a substantial increase of residents to the area. Additionally, the Project will not include development of additional businesses to the area and does not include roadway extensions to that may indirectly create a substantial population increase. Impacts will be less than significant.

b)	Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The Project will not result in the displacement of existing people or housing because the Project involves the construction of a condominium complex to replace the currently abandoned theater. The Project will actually result in the construction of additional housing in the City. The Project will not result in necessitating the construction of replacement housing elsewhere since the Project will create additional housing within the area. No impact will occur.

Further Study Required: No further study of population and housing is required.

4.3.15 Public Services

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

a) i) Less than Significant Impact. The City contracts with the County of Los Angeles Fire Department to provide fire protection services for the City. The closest fire station to the Proposed Project site is Los Angeles County Fire Station No. 26 at 15336 Elliott Avenue, approximately 1.1 miles from the Proposed Project site. Development of the Proposed Project site is permitted under the existing land use designation, and development will create a demand for fire protection services. The Proposed Project will be implemented in compliance with all applicable state and municipal code requirements that regulate construction, emergency access, water main capacity, fire flows, and fire hydrant capacity and location. The Proposed Project will be designed to provide unobstructed access to the Proposed Project site at all times. Existing fire safety compliance will be enforced through established state and municipal project review and permitting procedures. The Proposed Project's compliance with these procedures will ensure that it does not exceed a fire department's ability to provide adequate fire protection and emergency services to the Proposed Project site during both construction and operation. The plans will be subject to the Los Angeles County Fire Plan Check. Therefore, the Proposed Project will not result in short-term or long-term impacts to a fire department's ability to provide fire protection and emergency services to the Proposed Project. Less than significant impacts are expected, no significant change is anticipated from previous analyses, and no further study of the issue is required.

ii. Police protection?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

a) ii) Less than Significant Impact. The City contracts with the County of Los Angeles Sheriff's Department (LASD) to provide police protection services for the City. The police protection and law enforcement services are provided through the Industry Sheriff's Station, located at 150 N. Hudson Avenue in the City of Industry. The Industry Sheriff's Station is approximately 0.5 mile

from the Proposed Project site. The proposed 22-unit condominium project could increase the current volume of calls for services for law enforcement services, resulting in an increase in law enforcement responses. Although development of the proposed project may result in additional (new) calls for service, based on the current service/staffing level contract with the City, police services are available to adequately serve the proposed project. However, should the need arise to adjust or alter service/staffing levels, the City has the ability through its contract with the LASD to request additional services, which can be provided from the City of Industry Station. As a result, project implementation would not adversely affect the LASD's ability to provide an adequate level of police protection for the project.

In order to ensure that adequate police access can be provided, the Proposed Project will be designed to incorporate knox boxes to facilitate emergency access. Compliance with these procedures will ensure that the Proposed Project will not increase the need for police protection services. Therefore, less than significant impacts are expected with mitigation incorporated, and no further study of the issue is required.

PS-1: In order to ensure that adequate police access can be provided, the Proposed Project will be designed to incorporate knox boxes to facilitate emergency access.

iii. Schools?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

a) iii) Less than Significant Impact. The Proposed Project is in the vicinity of La Puente High School, Sierra Vista Middle School, and Workman Elementary School, and has the potential to induce population growth in the City. The Hacienda La Puente Unified School District provides schools and educational facilities for residents in La Puente, Industry, Hacienda Heights, and Valinda. According to the California Department of Education, enrollment within the school district has been declining, with a decrease of approximately 2,000 students since 2012 (Education Data Partnership 2018). Schools within the District such as Del Valle Elementary, Sierra vista Middle School, and Workman High School are operating below design capacities (City of La Puente 2016). As a result, the District is expected to accommodate potential increase in student enrollment induced by the Proposed Project. Further, the Proposed Project will be required to pay any pertinent development fees to the local school district. Therefore, less than significant impacts are expected, and no further study of the issue is required.

iv. Parks?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

a) iv) Less than Significant Impact. The Proposed Project is approximately 0.6 mile south of La Puente City Park and has the potential to induce population growth within the City. The Proposed Project could increase usage of La Puente City Park, but other park and open space facilities could experience increased usage, as well. Due to the low number of units proposed

to be constructed, no additional park facilities would be needed to accommodate the increased population at the condominium development. Therefore, less than significant impacts are expected, and no further study of the issue is required.

v. Other public facilities?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

a) v) Less than Significant Impact. The Proposed Project could potentially result in impacts to other public facilities through the potential to induce population growth within the City. The La Puente Library is located approximately 0.2 mile from the Proposed Project site, and would likely serve the new population at the condominium development. Based on the City's General Plan (City 2004), the City, including unincorporated County areas within its sphere of influence has capacity for a population of approximately 62,333 persons in 14,156 housing units. In addition, based on the Southern California Association of Governments profile of La Puente, the population in 2017 was 40,521 with approximately 9,791 housing units. Although the Proposed Project will add 22 new housing units to the City, the condominium development is expected to serve existing housing needs within the City or general vicinity; and should not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts. Therefore, less than significant impacts are expected, and no further study of the issue is required.

Further Study Required: No further study of public services is required.

4.3.16 Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

a) Less than Significant Impact. The Proposed Project involves the construction of a condominium which could add to the existing neighborhood parks. The nearest park to the Proposed Project is La Puente City Park located approximately 0.6 mile north and immediately north of La Puente High School. Additional parks are available for public use to accommodate additional users such as William Steinmetz Park and Allen J. Martin Park located approximately 1.3 miles south and north from the Proposed Project, respectively. The City of La Puente has a significant shortage of parks due to the urban built-out of the area and limited vacant open spaces available. Due to current deficiencies in park availability, parks within the City currently face physical deterioration (City of La Puente 2004). While the Proposed Project could slightly increase park

use at La Puente City Park, it will not result in new substantial physical deterioration, or acceleration of deterioration since the number of units proposed to be constructed is relatively small. Therefore, any new impacts to existing neighborhood and regional parks and other recreational facilities will be less than significant.

b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse effect on the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The Proposed Project does not include the addition of park amenities or activities, and the Proposed Project does not include construction of a public park, or other recreational facilities within the Proposed Project site. Therefore, no recreational facilities, or expansion of recreational facilities are proposed or are required that would have an adverse effect on the environment. No impact will occur.

Further Study Required: No further studies for recreation would be required.

4.3.17 Transportation

a)	Would the project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. Plans, ordinances, and policies that would be applicable to the Proposed Project site include the Circulation and Infrastructure Element of the General Plan (City 2004) and Los Angeles County Congestion Management Program ("CMP") requirements. As noted in the General Plan, the performance standard for commercial intersections is Level of Service ("LOS") E. In addition, the City "strives to achieve LOS D for peak-hour operations and LOS C for non-peak hour operations along roadway segments throughout the City and at residential intersections" (City of La Puente 2004). The La Puente Link provides transit routes along Glendora Avenue, Stimson Avenue, and Main Street (City of La Puente 2018). The Proposed Project does not include road modification activities that would conflict with any circulation system or public/pedestrian uses and transit. The Proposed Project will temporarily close access to sidewalks surrounding the Proposed Project. However, these impacts will be short-term during the demolition and construction of the Proposed Project. The Proposed Project includes one main access point for residents on Glendora Avenue, with two fire department access points on 1st Street and at the southern border of the Proposed Project site. Proposed Project construction will not interfere with bus stops located along Glendora Avenue. Plans and permits issued by the City's Engineering Division would address any transportation

and access concerns through conditions of approval to maintain transit services and pedestrian access around the development. A less than significant impact would occur.

b)	For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

b) Less than Significant Impact. A Trip Generation was prepared for the Proposed Project in April 2017 to estimate the daily trips that would potentially be generated by the Proposed Project. The daily trips generated by the Proposed Project are 128 with 10 trips being generated during the AM peak hour and 11 trips during the PM peak hour. Typically, the Los Angeles County traffic impact study guidelines requires a traffic study if the Proposed Project will add more than 500 daily trips. Furthermore, the guidelines also require a traffic impact study be prepared for study intersections where the Proposed Project would add 50 or more project peak hour trips. Since this Proposed Project's land use does not generate more than 500 daily trips nor does it add more than 50 trips to an intersection, a traffic impact analysis is not required (Appendix D). Additionally, the Proposed Project is located within one half mile of a transit stop, including a park and ride. City of La Puente Transit Services named the La Puente Link provide transit routes along Glendora Avenue, Stimson Avenue, and Main Street (City of La Puente 2018b). Based on these conditions, impacts will be less than significant.

c)	For a transportation project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The Proposed Project is not identified to be a transportation project. No impact will occur.

d)	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curve or dangerous intersections) or incompatible uses (e.g. farm equipment)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The Proposed Project does not include roadway modifications or adjustments, including geometric design features or the addition of incompatible uses on the Proposed Project site. While the Proposed Project includes building fire department access routes within the property, these additions will not occur within the existing roads. No impact will occur.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

e) Less than Significant with Mitigation. See response Section 4.3.9f regarding emergency response. In addition, fire department access will be built within the property so that housing units and the residents may be accessed immediately in the event of an emergency. Workman Street and 1st Street consist of a single lane in each direction. Access along these streets will be temporarily impacted during the demolition and construction period in order for construction vehicles and equipment to access the site. A traffic control plan will be developed as needed to ensure efficient movement of traffic within the Proposed Project site. While the demolition and construction of the Proposed Project may delay traffic in the immediate area, and with mitigation measure TRA-1, these will be temporary and will not result in long delays that would impede emergency vehicles from utilizing the roads. With mitigation, impacts will be less than significant.

TRA -1 A Traffic/Encroachment Permit shall be obtained from the City of La Puente at least 45 days prior to the start of construction. Traffic Detour Plans prepared by a registered Traffic Engineer shall be prepared and submitted to the City of La Puente.

Further Study Required: No further studies for transportation would be required.

4.3.18 Tribal Cultural Resources

a)	Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
	i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

ii.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

i) and ii) Less Than Significant with Mitigation Incorporated. Sacred Lands File Request was submitted to the Native American Heritage Commission ("NAHC") on June 25, 2018. Due to the context and location of the Proposed Project, a negative request is anticipated and surface tribal cultural resources are unlikely. However, based upon the lengthy history of human occupation of the area, buried tribal cultural resources may be present within the Proposed Project Site project area. Therefore, in order to assess tribal sensitivity, a Native American Monitor should be retained prior to any ground-disturbing construction activities.

If human remains are encountered, 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. Implementation of CUL-2 will reduce Impacts to less than significant.

Further Study Required: Results of the AB 52 consultation with tribes will be discussed in the Focused Draft EIR.

4.3.19 Utilities and Service Systems

a)	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication, the construction or relocation of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. The Proposed Project involves the demolition of the existing structures including the Star Theater and surface parking lot, and construction of a 22-unit, three-story, approximately 37,720 square feet attached condominium complex, with 44 private parking spaces and 11 guest parking spaces. The Proposed Project will utilize existing water and wastewater, and electric power, natural gas, and telecommunication infrastructure currently serving the Proposed Project site. Although utilities may require relocation and expansion on-site to adequately supply the condominiums and associated facilities, the Proposed Project would not require the expansion or relocation of utilities off-site.

The Proposed Project is located within the Sanitation Districts of Los Angeles County (District 15) wastewater services area. The Sanitation Districts operate ten water reclamation plants (WRPs) and one ocean discharge facility (Joint Water Pollution Control Plant), which treat approximately 510 million gallons per day (mgd). The capacities at these facilities range from 0.2 mgd (La Cañada WRP) to 400 mgd (Joint Water Pollution Control Plant); the San Jose Creek WRP is the largest of the water reclamation plants with a capacity of 100 mgd; it should be noted that all WRPs are not near wastewater flow capacity. Seventeen of the Sanitation Districts that provide sewerage services in the metropolitan Los Angeles area are also signatory to a Joint Outfall Agreement that provides a regional, interconnected system of facilities known as the Joint Outfall System (JOS). The service area of the JOS encompasses 73 cities and unincorporated territory, including some areas within the city of Los Angeles, and ultimately providing service to approximately 5.4 million people (SDLAC 2018). The growth associated with the Proposed Project is marginal compared to the overall number of people receiving wastewater treatment within Los Angeles County Sanitation District 15, and the overall service area of the Los Angeles County Sanitation Districts. The increased wastewater flow would amount to a less than 0.0002 percent increase in wastewater flow with the Los Angeles County Sanitation Districts. Implementation of the Proposed Project would not require an expansion of Los Angeles County Sanitation Districts wastewater infrastructure in order to accommodate increased wastewater flows.

The VCWD provides water to the Proposed Project site. The VCWD has approximately 12,500 municipal connection and provides approximately 7,302 acre-feet of water to its customers every year. Although 80 percent of water delivered by VCWD is groundwater mainly from the San Gabriel Basin, the VCWD has the opportunity to supplement groundwater supplies with imported water purchased from Metropolitan Water District. The growth associated with the Proposed Project would increase the water demand within VCWD by less than 0.002 percent.

The Proposed Project would not alter the existing stormwater drainage on-site and would utilize the existing stormwater infrastructure to accommodate runoff from the Proposed Project site. It should be noted that implementation of the Proposed Project would result in a decrease in impervious surface within the Proposed Project site, which would result in decreased runoff from the Proposed Project site.

Southern California Edison provides electricity and Southern California Gas Company provides natural gas to the Proposed Project site. Both of these utility companies provide service to over 5.5 million customers. The growth associated with the Proposed Project would be minimal compared to the number of existing electricity and natural gas customers within their respective service areas.

As detailed above, the Proposed Project would result in minimal impacts associated with the provisions of wastewater, water, electricity, and natural gas providers to accommodate the needs of the Proposed Project. This impact would be less than significant.

b)	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. As noted above in Impact (a), the Proposed Project would result in an increase in water usage (0.002 percent) within the VCWD service area; however, the VCWD has sufficient supplies to accommodate the increased water demand. The VCWD does not pump their full entitlement from the San Gabriel Basin, and the VCWD also has the ability to purchase water from the Metropolitan Water District in the event that local supplies are low. Therefore, VCWD has sufficient water supplies to service the Proposed Project. This impact is less than significant.

c)	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant. As noted above in Impact (a), the Proposed Project wastewater demands would be accommodated by the Los Angeles County Sanitation Districts. All of the ten WRPs currently have capacity and the Proposed Project would result in a less than 0.0002 percent increase in wastewater flow within the Los Angeles County Sanitation Districts service area. This impact is less than significant.

d)	Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

d) Less than Significant Impact. The Sanitation Districts of Los Angeles County and private waste management collectors and disposal facilities manage solid waste in the County. The Sanitation Districts of Los Angeles County operates a comprehensive solid waste management system that includes three active sanitary landfills, three closed landfills, two materials recovery/transfer stations, three gas-to-energy facilities, a clean-fuel facility, two full-service recycle centers, multiple landfill recycling programs, and, in conjunction with the County's Department of Public Works, an extensive program of household hazardous waste and electronic waste collection round-ups.

The active landfills and the materials recovery/transfer stations receive approximately 19,000 tons of nonhazardous solid waste per day, of which approximately 15,500 tons per day is disposed, with the remainder being reused or recycled. This disposal represents approximately 40 percent of the total solid waste disposed of by the residents and businesses of the County. The remaining 60 percent is disposed of at privately owned landfills. In general, solid waste is hauled directly to Class III landfills, transfer stations, resource recovery centers, and refuse-to-energy facilities.

Construction of the Proposed Project would result in the generation of solid waste including scrap lumber, concrete, residual waste, packaging material, and plastics. Additionally, operation of the Proposed Project would result in a minimal increase in solid waste generation at the Proposed Project site. The Proposed Project will increase solid waste delivery to landfills of approximately 80.3 tons/year. This is based off a population of 10,095,000 in the Los Angeles County Sanitation District and 2014 disposal rate of 8,111,637 tons delivered to landfills. The landfills used by the Sanitation Districts of Los Angeles County have approximately 114.37 million tons of remaining capacity (CLADPW 2016). Solid waste management facilities that are operated by the County are 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). The Proposed Project would generate a minimal amount of solid waste compared to the amount of waste generated daily within the Sanitation Districts of Los Angeles County service area. The City will comply with the California Integrated Waste Management Act (AB 939) that requires diversion of 50 percent of the waste stream from land disposal by fulfilling requirements established in the Source Reduction and Recycling Element (SRRE). It is anticipated that some construction waste may be recycled, thereby resulting in a reduction of waste that would be transported in landfills. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with sufficient landfill capacity.

e)	Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐
f)	Would the project comply with federal, state and local management and reduction statutes and regulations related to solid waste?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

e) and f) Less than Significant Impact. During construction and operation of the Proposed Project, the Proposed Project would comply with all city, county, and state solid waste diversion, reduction, and recycling mandates, including compliance with the county-wide Integrated Waste Management Plan (IWMP). Additionally, the Proposed Project would implement BMPs that facilitate compliance with existing state solid waste reduction statutes. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with waste regulations.

Further Study Required: No further study of Utilities and Service Systems would be required.

4.3.20 Wildfire

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

a) No Impact. The Proposed Project site is not located within a very high fire hazard severity zone of state responsibility (CAL FIRE 2007). No impact would occur.

b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of wildfire?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The Proposed Project site is not located within an area identified as a very high fire hazard severity zone (CAL FIRE 2007). Additionally, the Proposed Project site is not located within or adjacent to any open spaces identified as a very high fire hazard severity zone. The Proposed Project site is currently developed and the surrounding areas is an urban environment. The lack of wildland-urban interface in or near the Proposed Project site reduce any risk associated with exacerbation of wildfire risks. No impact would occur.

c)	Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. As described above, the Proposed Project site is not in an area at risk of wildfire. The Proposed Project would not require infrastructure that would exacerbate fire risk. No impact would occur.

d)	Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

d) No impact. The Proposed Project site is not in an area prone to wildfire. Additionally, the Proposed Project site is relatively flat and not located near a stream. No impact would occur.

Further Study Required: No further study of wildfire impacts would be required.

4.3.21 Mandatory Findings of Significance

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Potentially Significant Impact ☒	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☐

a) Potentially Significant Impact. The Proposed Project will not significantly impact the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. As described throughout Section 2 of this Initial Study, the Proposed Project site is highly disturbed and covered in impervious surface. There are no streams or natural vegetation within the Proposed Project site. Additionally, the adjacent properties are developed. The Focused EIR will address impacts associated with elimination of important examples of the major periods of California history or prehistory.

b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

b) **Less Than Significant Impact.** Cumulative impacts will be addressed in the Focused EIR.

c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

e) Less Than Significant Impact. The Focused EIR will address potential environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

Further Study Required: The Focused EIR will further study the impacts associated with elimination of important examples of the major periods of California history or prehistory, cumulative impacts, and adverse effects on human being, either directly or indirectly.

SECTION 5.0 – REFERENCES

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APPENDIX B – Historical Resources Assessment

HISTORIC ASSESSMENT REPORT
STAR THEATER, 145 NORTH 1ST STREET
LA PUENTE, CALIFORNIA

Prepared for:

THE CITY OF LA PUENTE
Mr. John DiMario
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December 2018

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SUMMARY OF FINDINGS (ABSTRACT)

The purpose of this investigation is to document the results of a historic architectural resources survey and assessment completed for the theater building known as the Star Theater located at 145 North 1st Street, La Puente, California ("Property").

Chambers Group, Inc. ("Chambers Group") has been contracted by the City of La Puente ("City") to complete a Historic Assessment Report for the Star Theater to assess the potential impacts to the building associated with the development of a proposed 22-unit condominium project at the Property Chambers Group conducted the survey and evaluation of the Property to determine if it meets the criteria as a significant historical resource as defined by the California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000, *et seq.*) and the California Register of Historical Resources ("CRHR"). The analysis complies with State environmental regulations concerning the protection of historic architectural resources. To this end, the study was conducted in accordance with Section 15064.5(a)(2)-(3) of the CEQA.

The project area for the proposed project includes the Star Theater and the associated free-standing signage located adjacent to the building or the Property. The Star Theater and the associated signage were evaluated as a single resource because the signage is a related element to the theater. As such, the boundaries of the project area include the footprint of the parcel (APN 8246-010-001).

Review of the project area failed to identify any previously recorded historical resources potentially eligible for listing in the National Register of Historic Places ("NRHP") or CRHR. Based on a review of available historic research and the results of the field survey, the building identified as 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 S. Charles Lee. Accordingly, the project will directly impact and cause a substantial adverse change to a CRHR-eligible historical resource for purposes of CEQA.

A formal historical resource evaluation for the residence can be found in the California Department of Parks and Recreation ("DPR") 523 Series forms in Appendix A. To reduce the Proposed Project's environmental effects to historical resources, the following are presented as feasible mitigation measures, which shall be implemented before the commencement of demolition activities.

MM-HIST-1 Preparation of a Historic American Building Survey ("HABS") Level III (like) 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 for inclusion in its local history collection.

MM-HIST-2 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 project manager will review and approved prior to installation.

TABLE OF CONTENTS

Page

APPENDICES

LIST OF FIGURES

Page

SECTION 1.0 – PROJECT DESCRIPTION

Chambers Group was contracted with the City to complete a Historic Assessment Report for the Star Theater located at 145 North 1st Street in La Puente, California (Figure 2). As described by the City, the proposed project will consider potential impacts that might result from the demolition of the theater and proposed construction of a 22-unit condominium The proposed project is located in a developed area of La Puente, California (Figure 1). The building was constructed in late 1947 to early 1948; however, according to the Los Angeles County Department of Regional Planning, the Property was originally constructed in 1948 (Los Angeles County Assessor 2017).

Mr. Justin Castells, M.A., who meets the *Secretary of the Interior Professional Qualifications* as an Architectural Historian, undertook the current investigation to evaluate the significance of the Property.

Following a thorough investigation, including an assessment of the Property's historic integrity per CRHR guidelines, Mr. Castells has determined that the Star Theater located at 145 North 1st Street in La Puente, California, is eligible for listing on the CRHR under Criterion 3.

SECTION 2.0 – REGULATORY SETTING

2.1 PUBLIC RESOURCES CODE & CEQA GUIDELINES

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 California Register of Historical Resources (CRHR). Historical resources included in a local register of historical resources…or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this §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 subdivision (g) of §5024.1 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 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, and citizens 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 resources" per CEQA §21084.1. The determination of significant of impacts to historical resources is defined in §15064.5(a)(3) 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 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 historical or cultural significant.

a) Any object building, structure, site, area, place, record, or manuscript which a lead agency determines to be historical 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 by 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:

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

2) Is associated with the lives of persons important to our past;

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;

4) 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, 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) 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.

(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 resources 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 manger 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 resources 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 Secretary of the Interior's (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 a 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.

SECTION 3.0 – FIELD METHODS

The project area for the Property was determined by examining the project and the potential for direct impacts to historical resources, including built environment resources within the project area. As such, the project area includes Assessor Parcel Number 8246-010-001.

In accordance with CEQA §15064.5 the SOI's Standards and Guidelines, for determining whether resources meet defined criteria for significance was applied to this assessment. Additionally, Mr. Justin Castell's, M.A., Architectural Historian that meets the SOI's Qualification Standards in Architectural History and History conducted this field assessment, evaluation recommendations, and prepared the technical report. The document was reviewed by SOI-qualified historian Rachael Nixon, M.A., Managing Cultural Resources Specialist with Chambers Group. The field investigation was completed on November 1, 2017. This site visit included an examination of the exterior of the Property as observed from the pedestrian public right-of-way ("ROW") as well as the interior of the building. During the field survey, the property within the project area was analyzed, photographed, and recorded. 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 resulting forms are included as Appendix A, attached hereto and incorporated herein by reference.

SECTION 4.0 – RESEARCH METHODS

In addition to the field survey, investigators executed general contextual and site-specific research for the Property and the surrounding area. Sources used to conduct this research effort include 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. Investigators also consulted the California Historic Resources Inventory, and NPS Focus (National Park Service database) to determine if any properties had been previously surveyed or evaluated.

Chambers Group also contacted the La Puente Valley Historical Society on October 26, 2017, and the Los Angeles Historic Theater Foundation on October 31, 2017, requesting available information on the Property. As of the date of this report, no response from either organization has been received.

A cultural resources records search for the project area and a 0.75-mile search radius around the project area was performed at the South Central Coastal Information Center ("SCCIC") at California State University – Fullerton on May 18, 2017 (Appendix B). The record search was completed at the request of Keeton Kreitzer Consulting and provided to Chambers Group by the City. 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. Of the 14 previous investigations, the SCCIC indicated that none of the studies overlapped with the current project area.

The SCCIC search identified one archaeological site located within the 0.75-mile search radius and did not identify any archaeological sites within the project area. The SCCIC search did identify two built environment resources and 11 properties listed on the office of Historic Preservation Historic Properties Directory within the 0.75-mile search radius. According to the SCCIC search, no historical resources were mapped within the project area. Also, no California Points of Historical Interest ("CPHI") or California Historical Landmark ("CHL") were located within the 0.75-mile search radius or the project area. In total, no NRHP, CRHR, or locally listed or eligible properties are located within the project area.

SECTION 5.0 – HISTORICAL OVERVIEW

In an effort to establish a context within which to evaluate properties located in the project area, overarching historic themes were researched. These historic themes include the following:

- City of La Puente History
- S. Charles Lee – Star Theater Architect
- History of the Star Theater

5.1 CITY OF LA PUENTE HISTORY

Europeans first came to the La Puente region in 1769 when the Portola Expedition led by Gaspar de Portola entered the San Gabriel Valley. When the Mission San Gabriel was established in 1771, the La Puente region was incorporated into the mission lands and used primarily as agricultural land. By 1819 the region was being referred to as Rancho de La Puente (Van Horn and White 1992). After Mexico declared independence from Spain in 1821, the Mexican government secularized mission lands and distributed much of the property as land grants. Rancho La Puente was one of the largest Mexican land grants in California. In 1842, it was granted to John Rowland by Governor Juan Alvarado as a 17,740-acre rancho for $1,000. The rancho was enlarged to 48,790 acres in 1845 when Governor Pío Pico named both John Rowland and William Workman as co-owners. With the annexation of California by the United States in 1848, the validity of the grant was reviewed by the U. S. Land Commission; and it was not until 1867 that title was confirmed by President Andrew Johnson (Workman and Temple Family Homestead Museum 2017). The western half of the rancho was granted to Workman; while the eastern half, including the future site of the City of La Puente, was granted to Rowland (Van Horn and White 1992).

In 1872 the Southern Pacific Railroad came through the La Puente Valley and a depot was built to accommodate the railroad. By 1886 only two additional buildings had been constructed, a saloon/store/post office and a warehouse. The town of La Puente was officially established in 1886 when a townsite of 37 parcels of land was offered for sale. The townsite grew slowly as businesses serving the railroad and surrounding ranches began to be built. Growth in the area was slow in large part due to the lack of readily available water in the La Puente Valley (Van Horn and White 1992).

In 1900, to address the lack of water, rancher Will McClintock drilled a line of wells across his property. Other ranchers followed suit, and soon the region's agricultural economy began to thrive. By 1912 the area's major agricultural products were oranges, beans, and walnuts. Between 1910 and 1920 the population of La Puente more than doubled, and the agricultural industry continued to grow (Van Horn and White 1992). In the 1930s, the city was home to the world's largest walnut packing plant (City of La Puente 2017).

As with most of the country, La Puente was hit hard by the great depression, which also coincided with significant loss of citrus and walnut crops due to disease. The post-World War II years saw a dramatic reversal of fortune for the region as agricultural lands were developed into housing tracts. In 1956 the City of La Puente was incorporated. The community continued to grow throughout the twentieth century as a bedroom community for the City of Los Angeles (Van Horn and White 1992). Today, the suburban community of over 40,000 people is predominately residential (70 percent), with commercial

land use located primarily along major highways and streets. Industrial land use is less than five percent of the City's 3.5-square-mile land area (City of La Puente 2017).

5.2 S. CHARLES LEE – STAR THEATER ARCHITECT

Simeon Charles Levi (later Lee) was born in Chicago in 1899. Growing up in Chicago, he was influenced by the works of Daniel Burnham, Louis Sullivan, and Frank Lloyd Wright. Lee's favorite building was reportedly the Carson Pirie Scott Department Store designed by Louis Sullivan. Lee's career in architecture began in 1915 working after school in the office of architect Henry Newhouse, who specialized in designing small motion picture houses and nickelodeons and remodeling storefronts into theaters. Lee attended the Chicago Technical College and graduated in 1918. He served in the Navy during World War I, after which he attended the Armor Institute of Technology and earned a degree in architecture in 1921. At the Armor Institute of Technology, Lee's coursework primarily followed the principles of the Ecole des Beaux Arts, but he was also interested in modernism (Scheid 2000).

Lee moved to Los Angeles in 1922 and joined an architecture syndicate. By 1923, Lee was unhappy with the arrangement of the syndicate and sold his interest to form his own architecture firm. It was during this time that he changed his last name from Levi to Lee to avoid potential anti-Semitism from clients (Valentine 1994). Soon after the establishment of his firm, Lee received his first theater commission, The Tower Theater (Los Angeles Conservancy 2017a). Completed in 1927, the theater was designed in the Renaissance Revival style and was the first movie theater to be wired for talking pictures (Los Angeles Conservancy 2017b). With the success of the Tower Theater, Lee's career skyrocketed as he received commissions for a succession of grand movie palaces, including the Saban Theater (formerly the Fox Wilshire) in 1930, the Los Angeles Theater in 1931, and the Bruin Theater in 1937 (Los Angeles Conservancy 2017a). Lee's designs of the 1930s, often Art Deco or Streamline Modern, reflected the opulence of Hollywood during that period. They often included extensive use of neon lighting, etched aluminum, bas relief murals, and sculptures. Lee also recognized early the impact of the automobile and incorporated driveways and rear parking into his theater designs, most notably with the Florence Theater (1932) and the Academy Theater (1939) (DeWolfe 1984).

With the onset of World War II, the construction of new theaters in the United States slowed as building materials such as steel were diverted to support the war effort. Material scarcity continued into the years after the War and, as a result, influenced the look of movie theaters, including those designed by S. Charles Lee. He began to experiment using alternative materials such as porcelain, glass, and plastics. His designs of the 1940s also often used plaster, terra cotta, and concrete. Lee's theater designs of the 1940s differed from his earlier designs in many respects. Much of the flamboyant curves and excessive ornamentation that typified his work during the 1930s was gone. His designs were squarer, sparer, and less streamlined in appearance. The scale and proportions, however, were much larger to attract the attention of passing motorists. The space above the marquee often featured a huge decorative motif, and the name of the theater was often spelled in large letters directly on the building itself (Valentine 1994).

One of Lee's most notable departures from his previous work was his experiments with the Quonset hut design. The Quonset hut, which is composed of a prefabricated structure of corrugated metal that is shaped like a half cylinder, was developed during World War II as an economical building that was quick and easy to construct. The design appealed to Lee in the post-War years because it was inexpensive to build and easy to cool while also having good acoustics (Valentine 1994).

Lee also experimented with lamella roof structures, which are trussless roofs made of short, wooded sections arranged in a diamond pattern that formed a continuous arch. The design originated in Europe in 1908 but did not become commonly used in the United States until the 1940s and 1950s. Among the most prominent uses of lamella structures was for the Houston Astrodome (1962-64) and the New Orleans Superdome (1973). The design was particularly attractive during this period because wood was a cheap, unrestricted material; and the design allowed for wide spans with no supporting columns. Lee designed five theaters using the lamella design between 1947 and 1950, including the Star Theater (Valentine 1994). Of the five lamella roof theaters designed by S. Charles Lee, two have been demolished (Los Angeles Conservancy 2017c). The Helix Theater in La Mesa, CA and the Garmer Theater in Montebello, CA were both demolished in the 1980s (Cinema Treasures 2017; LA Eastside 2017).

During his career, Lee designed more than 400 movie theaters around the world. While he is most widely recognized as a designer of movie theaters, he also designed thousands of residential, industrial, and commercial buildings over the course of his prolific career. One of his most notable commercial buildings was the Max Factor Building (1935) in Hollywood. Lee died in 1990 at the age of 90 (*Los Angeles Times* 1990).

5.3 HISTORY OF THE STAR THEATER

According to Los Angeles County Assessor Office data, the Property was constructed in 1948 (Los Angeles County Assessor 2017). The building was the Puente Theater, which was later renamed the Star Theater. Prior to 1948, it appears that the lot that the Star Theater occupies was undeveloped. Sanborn Map coverage from 1915, 1925, and 1932 show no development on the parcel (Sanborn Fire Insurance Company 1915, 1925, and 1932). USGS maps from 1894, 1897, 1898, 1901, 1904, and 1927 also do not depict any buildings on the parcel (USGS 2017).

The Puente Theater was designed by S. Charles Lee and constructed during the post-World War II period when demand for movie theaters was growing in suburban areas, but restrictions were still in place for certain building materials including steel. The Puente Theater was one of five theaters designed by Lee between 1947 and 1950 that utilized lamella roof design. Of Lee's five lamella roof theaters, the Puente Theater is the only theater designed with the half-cylinder shape exposed (Los Angeles Conservancy 2017c). The other four theaters were designed with rectangular facades more consistent with Lee's other theaters from the 1940s.

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 2017d). In subsequent years the theater has been abandoned and has fallen into disrepair.

SECTION 6.0 – DESCRIPTION OF HISTORICAL RESOURCES

The proposed project is located in a developed area in La Puente, California. The Property currently consists of a two-story theater building located at 145 North 1st Street. The parcel is bounded by Glendora Avenue to the west, Workman Street to the north, and North 1st Street to the east. The surrounding area is primarily characterized by one-story commercial buildings as well as one-story residential buildings that have been converted to commercial use.

In accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act, an investigation was undertaken to identify historical resources within the project area. As such, the theater was formally evaluated with regard to its historical significance and potential eligibility for inclusion in the CRHR (See Appendix A).

6.1 STAR THEATER, 145 NORTH 1ST STREET

The Star Theater is a two-story Modern-style theater building constructed in 1947. 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 to approximately three-quarters of the way 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 largely in disrepair and much of the building 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 which have been covered with plywood. Above the windows are two rows of vents, one of which has been filled with an A/C 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 of 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 of 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.

6.1.1 Public Resources Code Section 5024.1

The following evaluation of the Star Theater includes reviews for each criterion set forth in the California Code of Regulations Title 14. Natural Resources, Division 6. Resources Agency, Chapter 3 Guidelines for Implementation of CEQA as amended, Article 5 Preliminary Review of Projects and Conduct of Initial Study Section 15064.5 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. 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, or as the work of an important creative individual, or as having high artistic value. 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 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 3: Has yielded, or may be likely to yield, information important to the 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. Therefore, this resource is not eligible for the CRHR under Criterion 4.

Integrity: 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 building, 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.

After close examination of all available materials and information, the Property as a whole does meet 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.

SECTION 7.0 – FINDINGS AND CONCLUSIONS

Upon review of the proposed project, data gathered during the site survey, and information acquired through historical research, Chambers Group opines that the Property identified as the Star Theater, located at 145 North 1st Street, is eligible for listing to the CRHR and is, therefore; a historical resource for purposes of CEQA. The formal evaluation performed by Chambers Group concludes that the property is eligible for listing to the CRHR under Criterion 3.

This historic assessment was conducted by Mr. Justin Castells, M.A., who meets the Secretary of the Interior ("SOI") Professional Qualifications as an Architectural Historian and who found that the building identified as the Property, meets the eligibility criteria for inclusion on the CRHR under Criterion 3. The document was reviewed by SOI-qualified Historian Rachael Nixon, Managing Cultural Resources Specialist with Chambers Group.

7.1 MANAGEMENT RECOMMENDATIONS

The Star Theater meets the eligibility criteria for inclusion on the CRHR under Criterion 3 and is, therefore, a historic resource for the purposes of CEQA.

In regards to historic buildings and structures, preferred mitigation is to avoid impacts to historical resources through project redesign (CEQA Guidelines 15064.5[b[3-5]] and 15370). If the resource and impact cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending on project impacts, measures can include, but are not be limited to:

- implementing the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings;
- preparing an historic resource management plan (e.g., Historic Structures Report);
- adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); or
- screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource. CEQA Guidelines section 15064.5(b) further states a project that follows the Secretary of Interior Standards generally mitigates a project's effects to a level of less than a significant impact on the historical resource.

CEQA Guidelines section 15064.5(b) further states a project that follows the Secretary of Interior Standards generally mitigates a project's effects to a level of less than significant impacts to the historical resource. There are no SOI standards that apply to demolition. However, SOI standards will be applied to the proposed mitigation measures.

The objectives of the proposed project, such as demolition and removal of the Star Theater, prevent the accomplishment of certain mitigation measures for historical resources such as discovery of an adaptive use or incorporation of historic materials, fabric, and designs into compatible designs. Therefore, the

mitigation actions outlined above are not considered applicable for the Proposed Project to reduce impacts to a less than significant level.

To reduce the Proposed Project's environmental effects to historical resources, the following are presented as feasible mitigation measures, which shall be implemented before the commencement of demolition activities.

MM-HIST-1 Preparation of a Historic American Building Survey ("HABS") Level III (like) 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 for inclusion in its local history collection.

MM-HIST-2 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 project manager will review and approved prior to installation.

SECTION 8.0 – FIGURES

Figure 1: Project Vicinity and Location Map

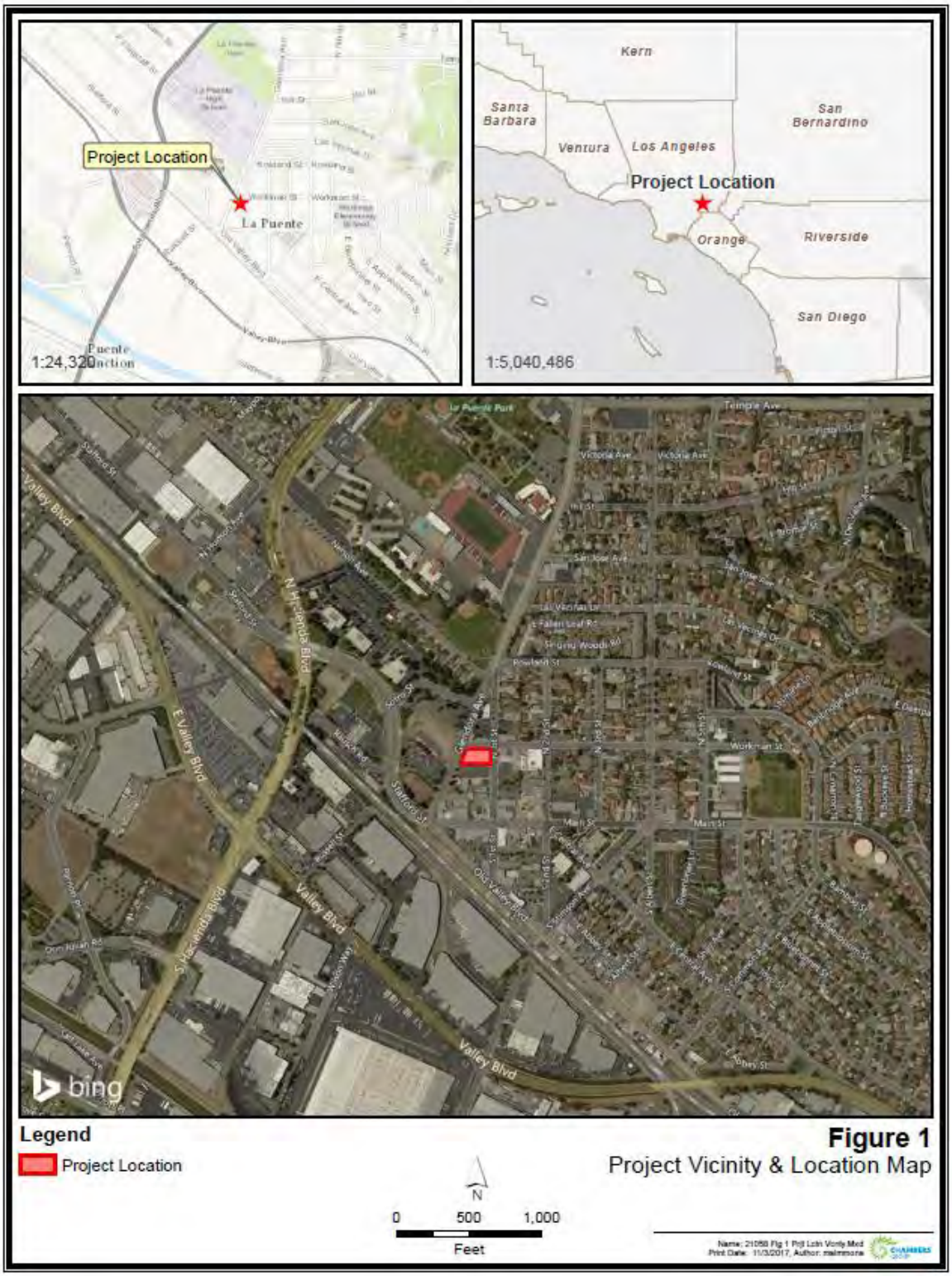

Figure 2: Project Area Map

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SECTION 10.0 – PREPARER'S QUALIFICATIONS

Justin Castells, MA, Senior Architectural Historian

Mr. Castells is a Secretary of the Interior Professional Qualified Architectural Historian. He has an M.A. in History and over six years of professional experience in historic preservation and cultural resources management.

Mr. Castells has worked on assessments for properties based on local, state, and National Register of Historic Places (NRHP) criteria. He has prepared technical reports in compliance with the National Environmental Policy Act (NEPA), the California Environmental Quality ACT (CEQA), and Section 106 of the National Historic Preservation Act (Section 106) including Environmental Impact Studies/Environmental Impact Reports, California Department of Parks and Recreation (DPR) 523 series forms, HABS/HAER Documentation, historic preservation plans, and cultural landscape reports. He has completed work for various federal, State, and local agencies, including the Federal Emergency Management Agency (FEMA), California High Speed Rail Authority, and California Department of Transportation (Caltrans), as well as numerous private clients.

APPENDIX A – DPR-523 SERIES FORMS

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # HRI # Trinomial NRHP Status Code	
Other Listings Review Code	Reviewer	Date

Page 1 **of** 18 *__Resource Name or #:__ Star Theater

P1. Other Identifier: 145 N. 1st Street

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Baldwin Park **Date:** 1966 **T** 2S; **R** 10W; **¼ of ¼ of Sec** 5; SB **B.M.**

c. Address: 145 N. 1st Street City: La Puente Zip: 91744

d. UTM: Zone: 11; 412011 mE/ 3764944 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 334 AMSL
The property is located at Assessor Parcel Number (APN) 8246-010-001

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
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. (Continued on pg. 3)

***P3b. Resource Attributes:** (List attributes and codes) NA

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #)
Looking southwest at subject property, November 1, 2017

***P6. Date Constructed/Age and Sources:** ■Historic
☐Prehistoric ☐Both
1948, Los Angeles County Assessor

***P7. Owner and Address:**
Linda Young
1345 N. 1st Street
La Puente, CA 91744

***P8. Recorded by:** (Name, affiliation, and address)
J. Castells, MA
Chambers Group, Inc.
9620 Chesapeake Drive, Suite 202
San Diego, CA 92123

***P9. Date Recorded:** November 1, 2017

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historical Assessment Report: Star Theater, 145 N. 1st Street, La Puente, California. Chambers Group, Inc., 2017

***Attachments:** ☐NONE ☐Location Map ■Sketch Map ■Continuation Sheet ■Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code:**

***Resource Name or #** (Assigned by recorder) Star Theater

B1. Historic Name: Puente Theater
B2. Common Name: Star Theater
B3. Original Use: Movie Theater
B4. Present Use: Movie Theater

***B5. Architectural Style:** Modern

***B6. Construction History:** (Construction date, alterations, and date of alterations)

The building was constructed in 1948 (Los Angeles County Assessor); rough textured replacement stucco applied to the building (date unknown, based on field observations); removal of historic ticket window on east elevation (date unknown, based on historic photographs and field observations), removal of "Puente" lettering, removal of clock, and replacement of plastic insert on marquee sign (date unknow, based on historic photographs and field observations); wood electrical room addition with stucco siding on the north elevation (date unknow, based on field observations), replacement security doors on west elevation (date unknown, based on field observations).

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** NA **Original Location:** NA

***B8. Related Features:**

A large scaled sign is located adjacent to the northeast corner of the building. The sign is freestanding and comprised of ten 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 small star shapes made of neon lights on the north and south elevations. The lights are all white with the exception for the third star, which is yellow.

B9a. Architect: S. Charles Lee
b. Builder: Unknown

***B10. Significance: Theme:** Work of master architect, S. Charles Lee **Area:** La Puente, CA
Period of Significance: 1948 **Property Type:** Movie Theater **Applicable Criteria:** CRHR 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of the subject property was evaluated by applying the procedure and criteria for the California Register of Historical Resources (CRHR).

CRHR Criterion 1: This building does not meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. 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.

B11. Additional Resource Attributes: (List attributes and codes)
HP10. Theater

***B12. References:**
Refer to Continuation Sheet

B13. Remarks:
NA

***B14. Evaluator:** J. Castells, MA

***Date of Evaluation:** November 2017

(Sketch Map with north arrow required.)

Image courtesy of Google Earth, 2017, Not to Scale

***P3a. Description (Continued):**

The walls are clad in rough texture stucco on the east and west elevations. The north and south elevations feature rough textured stucco to approximately ¾ of the way up the building with the top of the cylinder being clad in exposed aluminum sheeting. Heating, ventilation, and air condition units and piping are located on the roof of the building. 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 which 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 wither 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 of fenestration. A metal pipe, likely a portion of a light pole, mounted to the building is located 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 there is a dormer with a small door with two vents. A metal pipe, likely a portion of a light pole, mounted to the building is located 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.

***B10. Significance (Continued):**

CRHR Criterion 2: This resource does not meet CRHR Criterion 2 for any direct associations with the lives of persons important in local, state, or national history. Research has yielded no information to suggest that this building is specifically associated with the lives of persons important to local, state, or national history. 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 Chroak, Robert Stein, Leo Borunda, Arturo Gutierrez, Efrain Tobalina, and Jose Cortez. Research into the lives of these individuals yielded no information to suggest that they are persons important in local, state, or national history. Therefore, this resource is not eligible for the CRHR under Criterion 2.

(See Continuation Sheet)

***B10. Significance (Continued):**

CRHR Criterion 3: This resource 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. 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 motorist, also contributes 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.

CRHR Criterion 4: This resource does not meet CRHR Criterion 4 since it 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. Therefore, this resource is not eligible for the CRHR under Criterion 4.

Integrity: 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 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 generally retain 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 building, 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.

After close examination of all available materials and information, the subject property as a whole does meet eligibility requirements for listing on the CRHR under Criterion 3 and retains some integrity, andtherefore; meets the threshold of significance for consideration as a historical resource for purposes of CEQA.

***B12. References (Continued):**

Baer, Stephanie K.
2017 "La Puente's Star Theater could be headed for demolition. Here's why activists are trying to save it." *San Gabriel Valley Times*. May 8, 2017' updated August 30, 2017.

City of La Puente
1965 Planning Department Correspondence, Re: Advertising Sign – Star Theater. March 31, 1965.
1977 Planning Department Correspondence, Re: 145 N. First Street. March 10, 1977.

2017 "A Little History of La Puente." Accessed at http://www.lapuente.org/about-us/history.

(See Continuation Sheet)

***B12. References (Continued):**

County of Los Angeles Department of Building and Safety

1947 Application for Building Permit, Permit #92466. Dated November, 1947.

1975 Application for Occupancy Inspection. Dated October 23, 1975.

DeWolfe, Evelyn

1984 "UCLA to Be Custodian for S. Charles Lee's Renderings." *Los Angeles Times*, February, 19, 1984; pg. O1

Los Angeles Conservancy

2017a "S. Charles Lee (1899-1990)." Accessed at https://www.laconservancy.org/architects/s-charles-lee.

2017b "Tower Theater." Accessed at https://www.laconservancy.org/locations/tower-theatre.

2017c Correspondence between Adrian Scott Fine of the Los Angeles Conservancy and John DiMario of the City of La Puente, Dated June 20, 2017.

2017d "Star Theater." Accessed at https://www.laconservancy.org/locations/star-theatre.

Los Angeles County Assessor

2017 Property Assessment Information System. Retrieved October 2017, from http://maps.assessor.lacounty.gov.

Los Angeles Times

1949 "Film-Booking Battle Won by Distributors." October 21, 1949, pg. A1

1990 "S. Charles Lee; Architect of Art Deco Theaters." Jan 30, 1990, pg. A22.

Morris, Jonathon S.

1983 "Groups Fight Theater Showing X-Rated Films: Protesters Press la Puente City Council to Close Movie House for Zoning and Moral Reasons." *Los Angeles Times*, October 30, 1983, pg. SG1

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1915 *La Puente, CA*. Volume 1, Sheet 4.

1925 *La Puente, CA*. Volume 1, Sheet 4.

1932 *La Puente, CA*. Volume 1, Sheet 4.

Scheid, Ann

2000 "S. Charles Lee, Architect." UCLA Library, Special Collections. Accessed at http://digital.library.ucla.edu/sclee/lee_bio.htm.

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2017 USGS Historical Topographic Maps, various dates. Accessed at http://historicalmaps.arcgis.com/usgs/.

Valentine, Maggie

1994 *The Show Starts at the Sidewalk: An Architectural History of the Movie Theater, Starring S. Charles Lee*. Yale University Press.

(See Continuation Sheet)

***B12. References (Continued):**

Van Horn, David M. and Laurie S. White
1992 *An Historic Resource Report on the City of La Puente Downtown Business District Specific Plan Area, Los Angeles County, California*. Prepared by Archaeological Associates, Sun City, California.

Workman and Temple Family Homestead Museum
2017 "Rancho La Puente.: Accessed at:
http://www.homesteadmuseum.org/Rancho_La_Puente

(See Continuation Sheet)

East Elevation, facing northwest (11.1.17)

East Elevation, facing west (11.1.17)

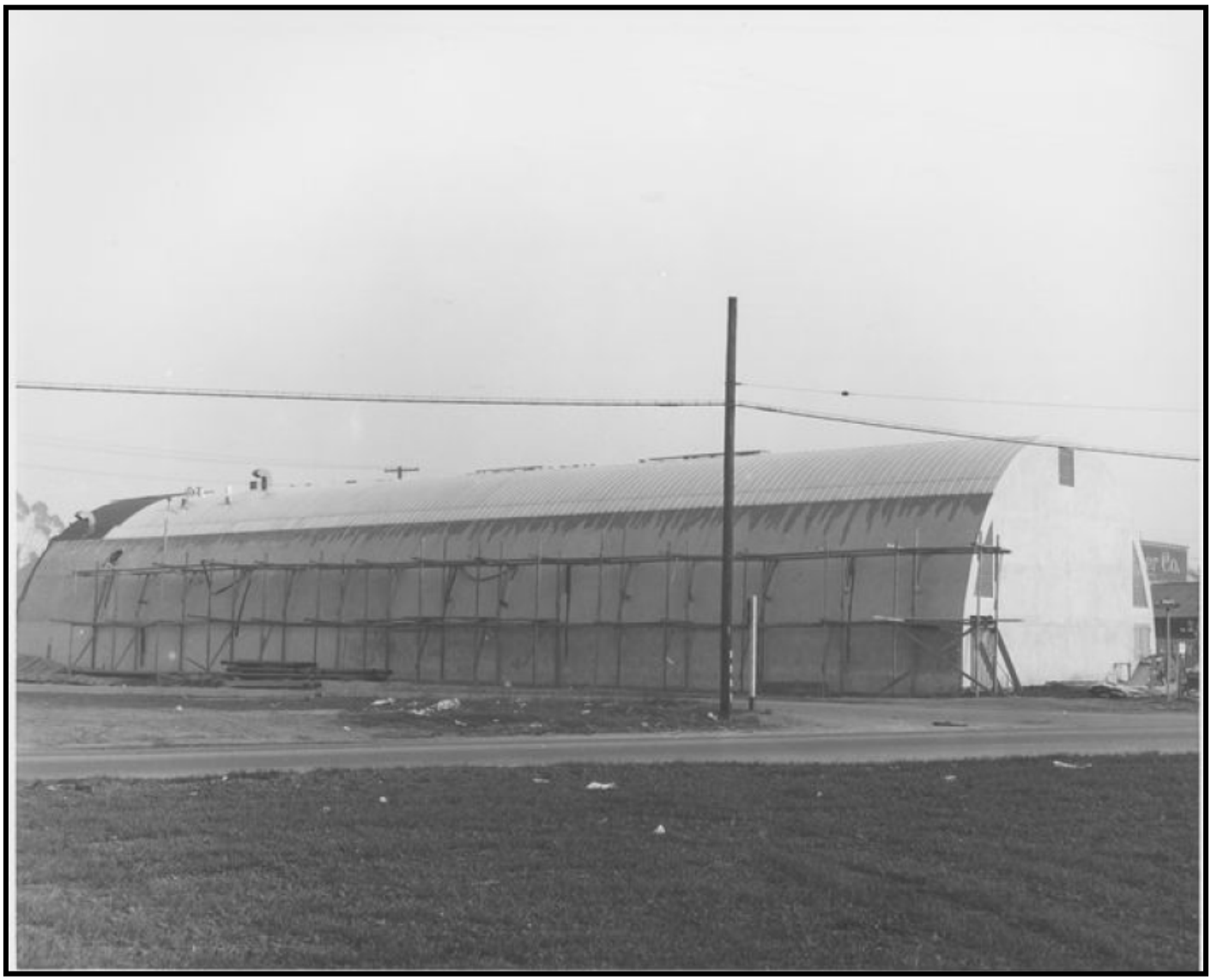
South Elevation, facing northwest (11.1.17)

North and West Elevations, facing southeast (11.1.17)

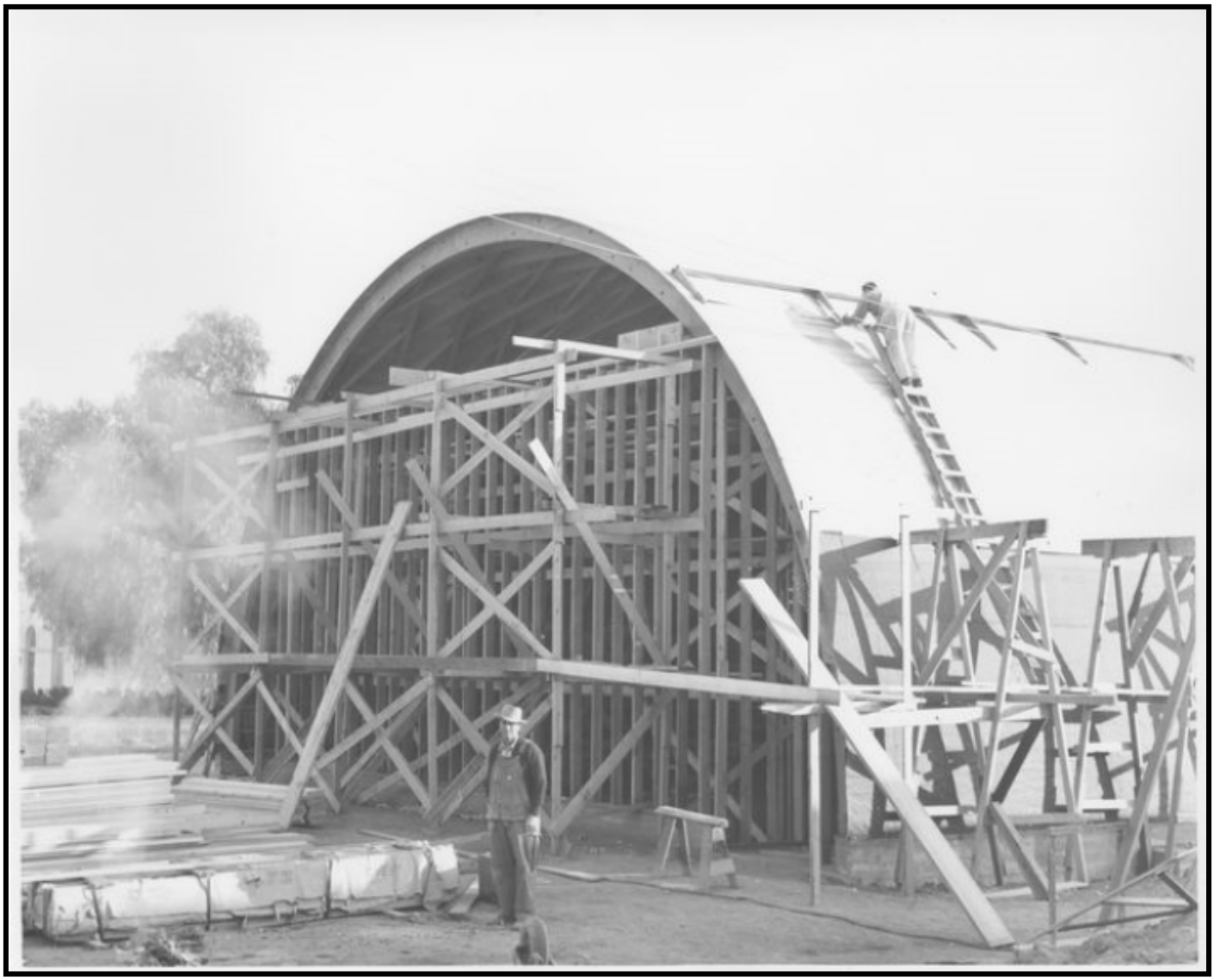
West Elevation, facing east (11.1.17)

North Elevation, facing south (11.1.17)

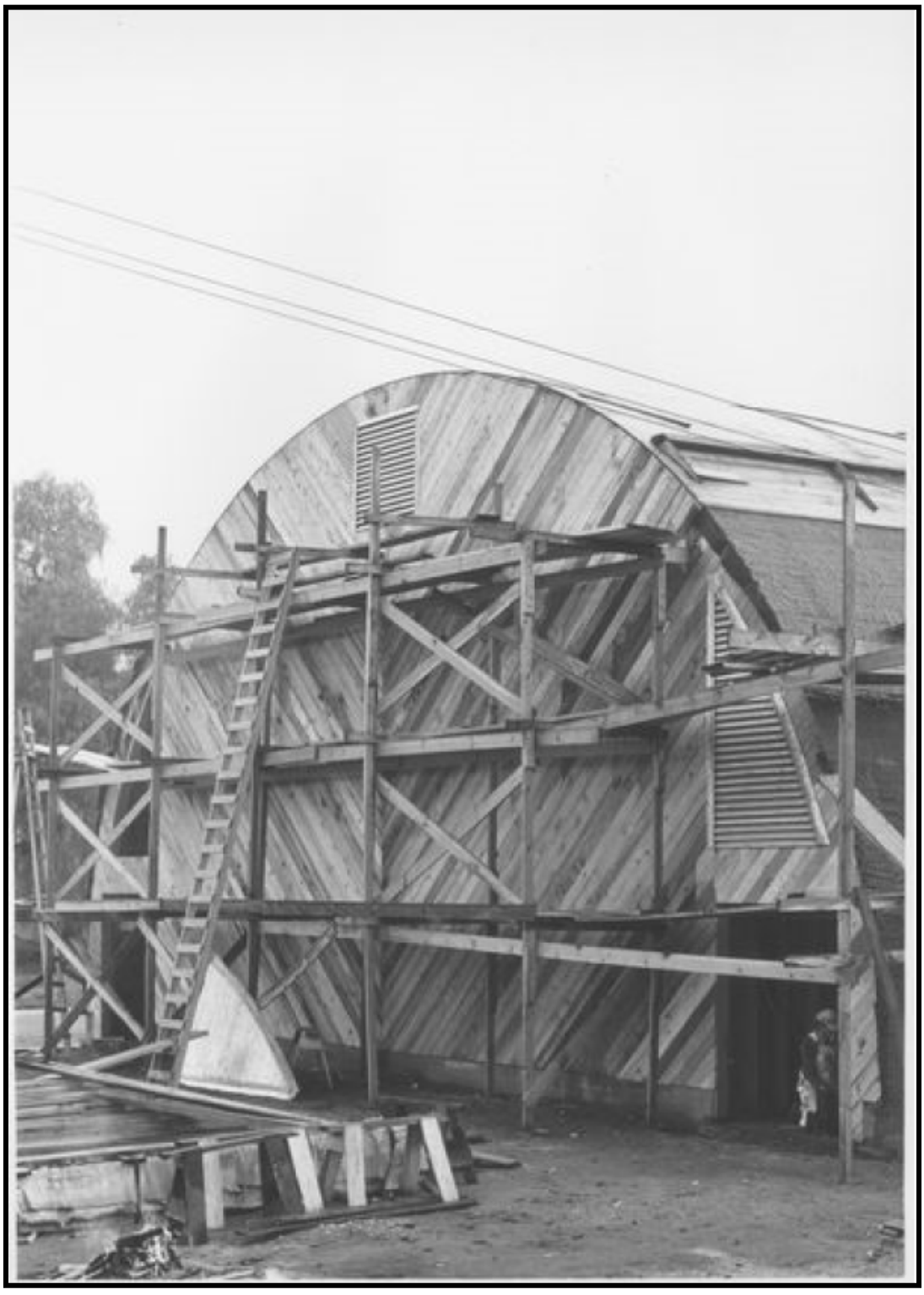
Puente Theater ca. 1948. Image Courtesy of Cinema Treasures, http://cinematreasures.org/theaters/3495/.



Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.

Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.

Puente Theater ca. 1948. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.

APPENDIX B – (CONFIDENTIAL) RECORDS SEARCH RESULTS

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542
sccic@fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

5/18/2017 SCCIC File #: 17669.3679

Keeton Kreitzer
Keeton Kreitzer Consulting
31986 Calle Balareza
Temecula, CA 92592

Re: Record Search Results for 22-Unit Condominium Project, La Puente, CA

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Baldwin Park USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Historic Properties Directory (HPD) listings were reviewed for the above referenced project site. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources	Within project area: 0 Within project radius: 1
Built-Environment Resources	Within project area: 0 Within project radius: 2
Reports and Studies	Within project area: 0 Within project radius: 14
OHP Historic Properties Directory (HPD)	Within project area: 0 Within ¼-mile radius: 11
California Points of Historical Interest (SPHI)	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL)	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG)	Within project area: 0 Within ¼-mile radius: 2
National Register of Historic Places (NRHP)	Within project area: 0 Within ¼-mile radius: 0

Archaeological Determinations of Eligibility (ADOE):	Within project area: 0 Within project radius: 0

HISTORIC MAP REVIEW – Pomona, CA (1894 & 1904) 15' USGS historic maps indicate that in 1896 there was visible development within the project area which included two improved roads and one building. The search radius also had visible development with several roads and buildings. The Southern Pacific Railroad ran northwest to southeast of the project area. The project area and search radius were located within the historic place man of Puente. The San Jose Creek ran adjacent to the south portion of the project radius. In 1904, all previously mentioned features still remain with no new additional features.

RECOMMENDATIONS

The project location has not been previously surveyed for the presence of cultural resources. It appears that most of the natural ground surface within the project area is obscured by urban development; consequently, archaeological surface finds would not be visible. However, based upon the human occupation history of the area, buried prehistoric or historic cultural resources may be present. Therefore, in order to assess archaeological sensitivity, an archaeological monitor should be retained to monitor all ground-disturbing activities. In the event that cultural resources are observed, all work within the vicinity of the find should be diverted until the archaeologist can assess and record the find and make recommendations. Additionally, the subject property appears to be older than 45 years of age. Therefore, it is further recommended that any structure(s) on the subject property be identified, recorded, and evaluated for local, state, or national significance prior to the approval of project plans as may be required by the lead agency. Finally, it is also recommended that the Native American Heritage Commission should be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

For your convenience, you may find a professional consultant* at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

*The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Digitally signed by Stacy St. James
Date: 2017.06.07 10:14:39 -07'00'

Isabela Kott
GIS Technician/Staff Researcher

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

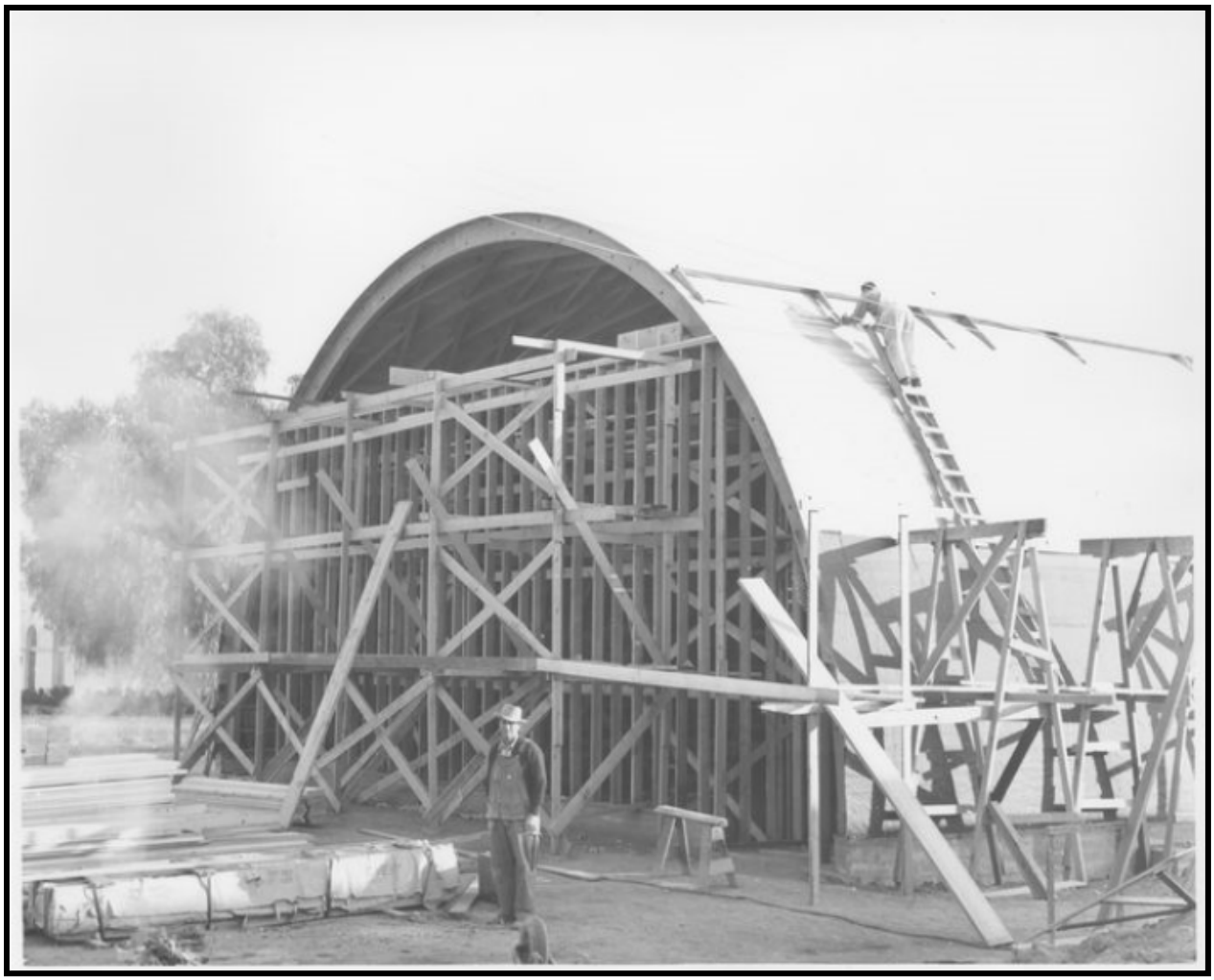
The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

APPENDIX C – BACKGROUND AND RESEARCH MATERIALS

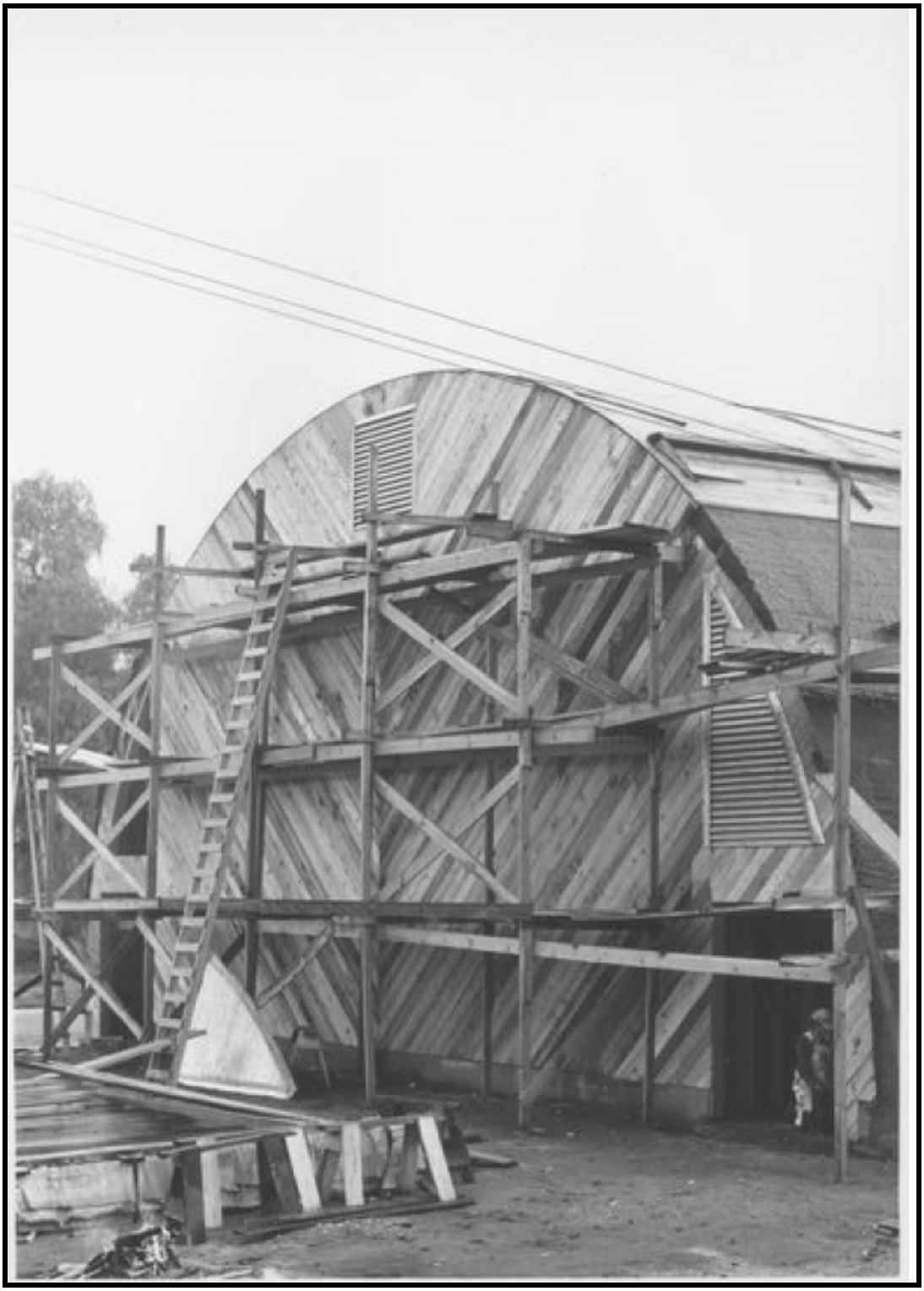
HISTORIC IMAGES

Concept Image of Puente Theater. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.

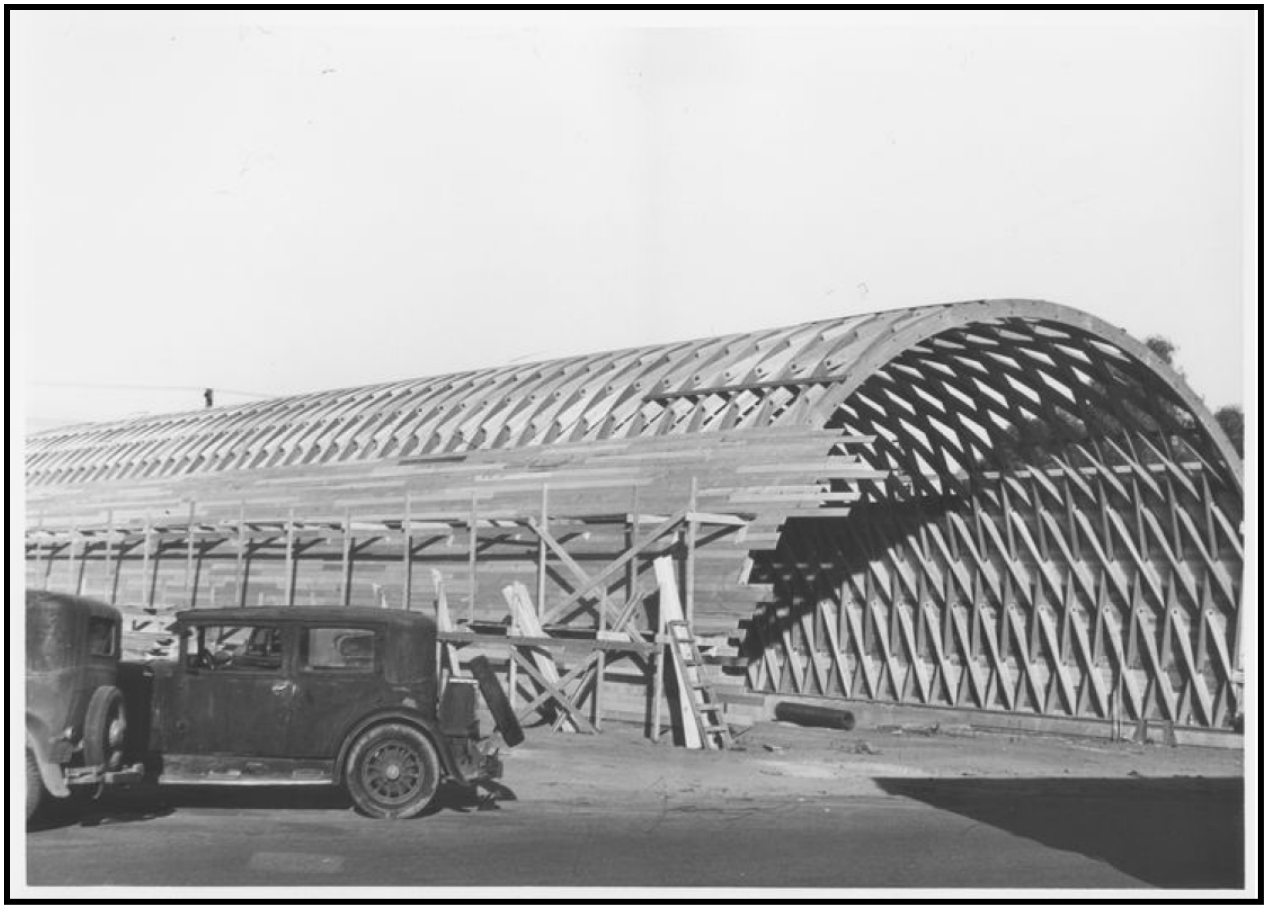
Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



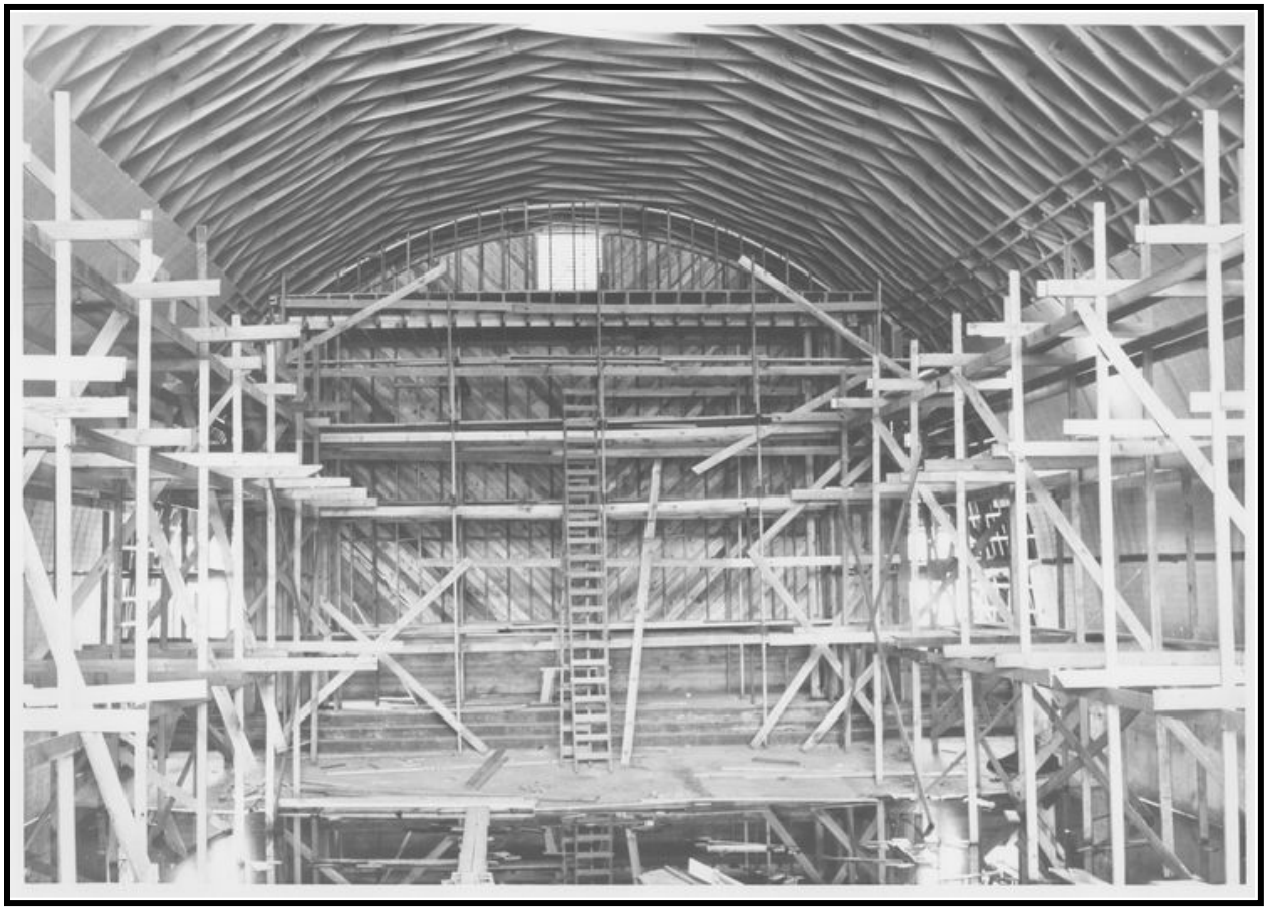
Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



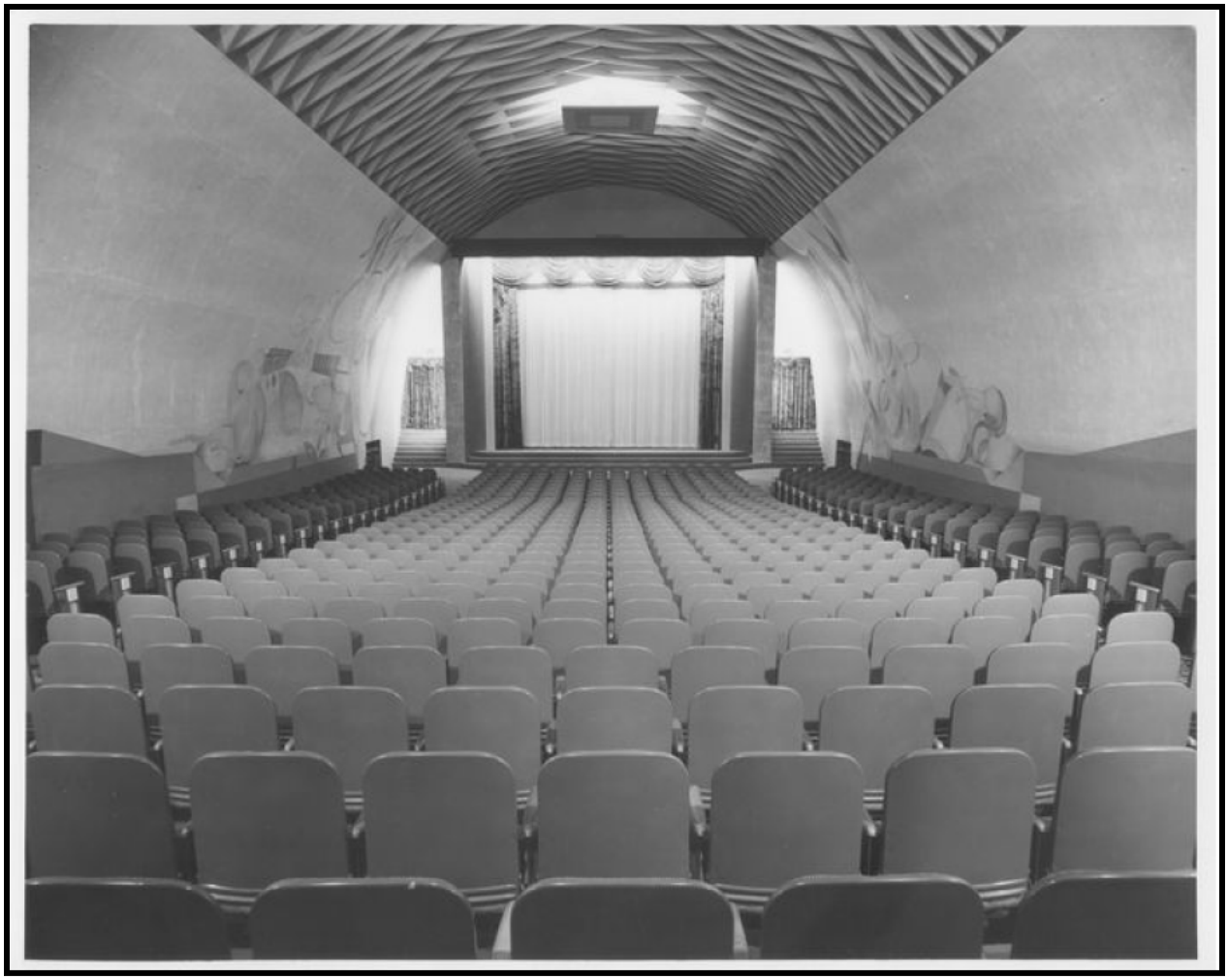
Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



Puente Theater during construction ca. 1947. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.

Puente Theater ca. 1948. Image Courtesy of Cinema Treasures, http://cinematreasures.org/theaters/3495/.

Puente Theater ca. 1948. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.



Puente Theater ca. 1948. Image Courtesy of the Charles E. Young Research Library at UCLA, S. Charles Lee Papers, 1919-1962.

SANBORN MAPS

Phase I Environmental
145 N. 1st Street
LA Puente, CA 91744

Inquiry Number: 4559054.3
March 08, 2016

Certified Sanborn® Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

3/08/16

Site Name:
Phase I Environmental
145 N. 1st Street
LA Puente, CA 91744

Client Name:
Cal Land Engineering
576 E. Lambert Rd
Brea, CA 92821

EDR Inquiry # 4559054.3

Contact: Abe Kazemzadeh

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Cal Land Engineering were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name: Phase I Environmental
Address: 145 N. 1st Street
City, State, Zip: LA Puente, CA 91744
Cross Street:
P.O. # 16-094-002
Project: 16-094-002
Certification # 9EA6-465F-8F41

Sanborn® Library search results
Certification # 9EA6-465F-8F41

Maps Provided:

1932
1925
1915

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

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Cal Land Engineering (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

Sanborn Sheet Thumbnails

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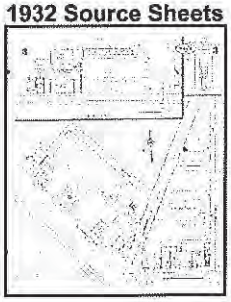
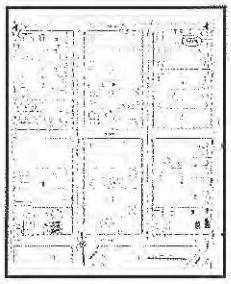
1932 Source Sheets

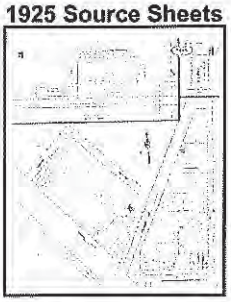


Volume 1, Sheet 3

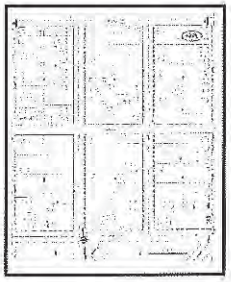


Volume 1, Sheet 4

1925 Source Sheets

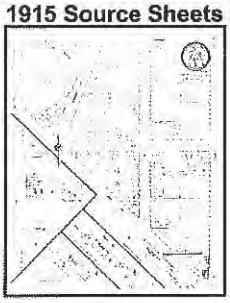


Volume 1, Sheet 3



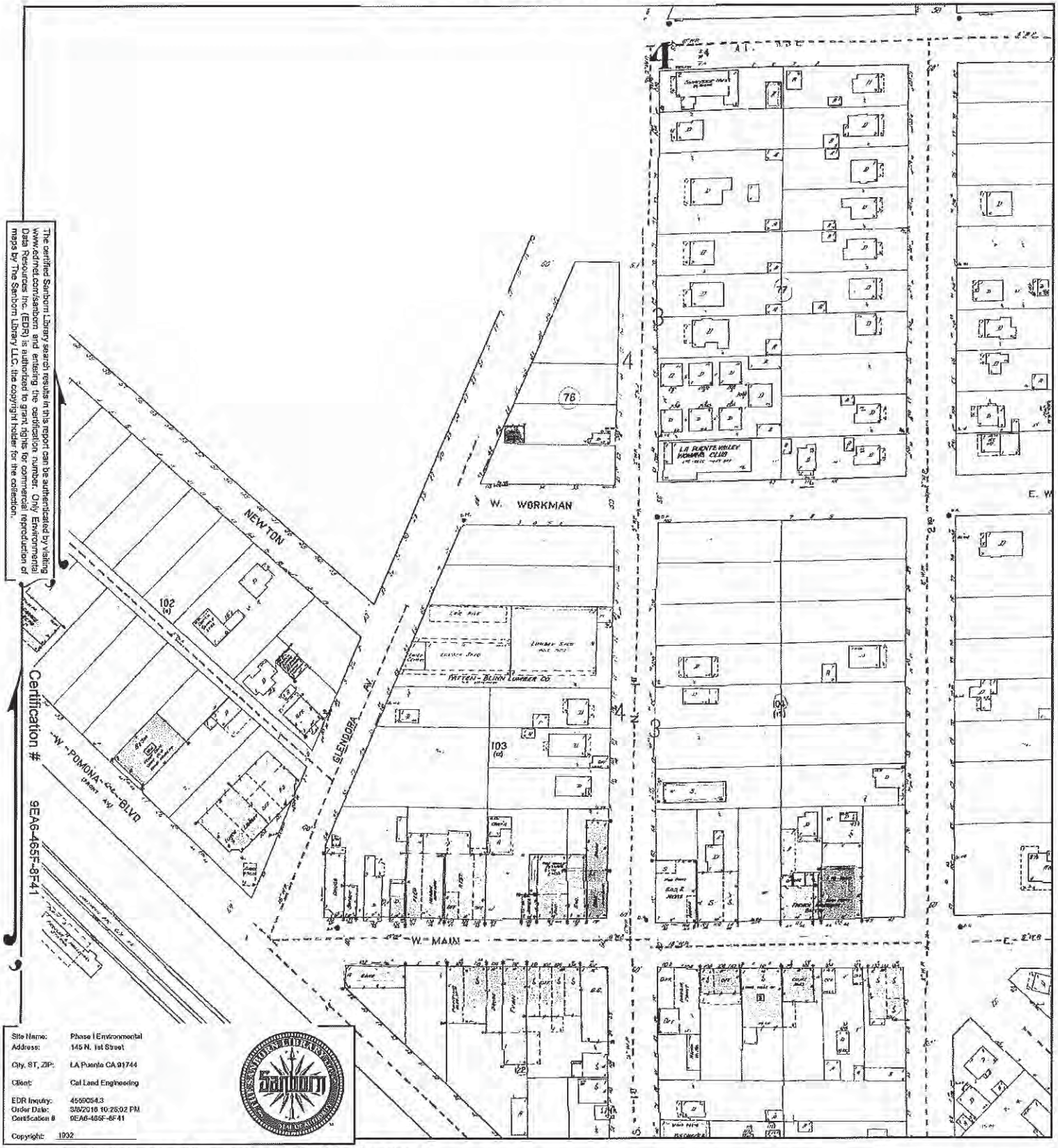
Volume 1, Sheet 4

1915 Source Sheets



Volume 1, Sheet 1

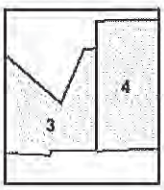
1932 Certified Sanborn Map



Certification # 9EA6-465F-8F41

Site Name:	Phase I Environmental
Address:	145 N. 1st Street
City, ST, ZIP:	LA Puente CA 91744
Client:	Cal Land Engineering
EDR Inquiry:	4559054.3
Order Date:	3/8/2016 10:25:02 PM
Certification #	9EA6-465F-8F41
Copyright:	1932

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 3
Volume 1, Sheet 4

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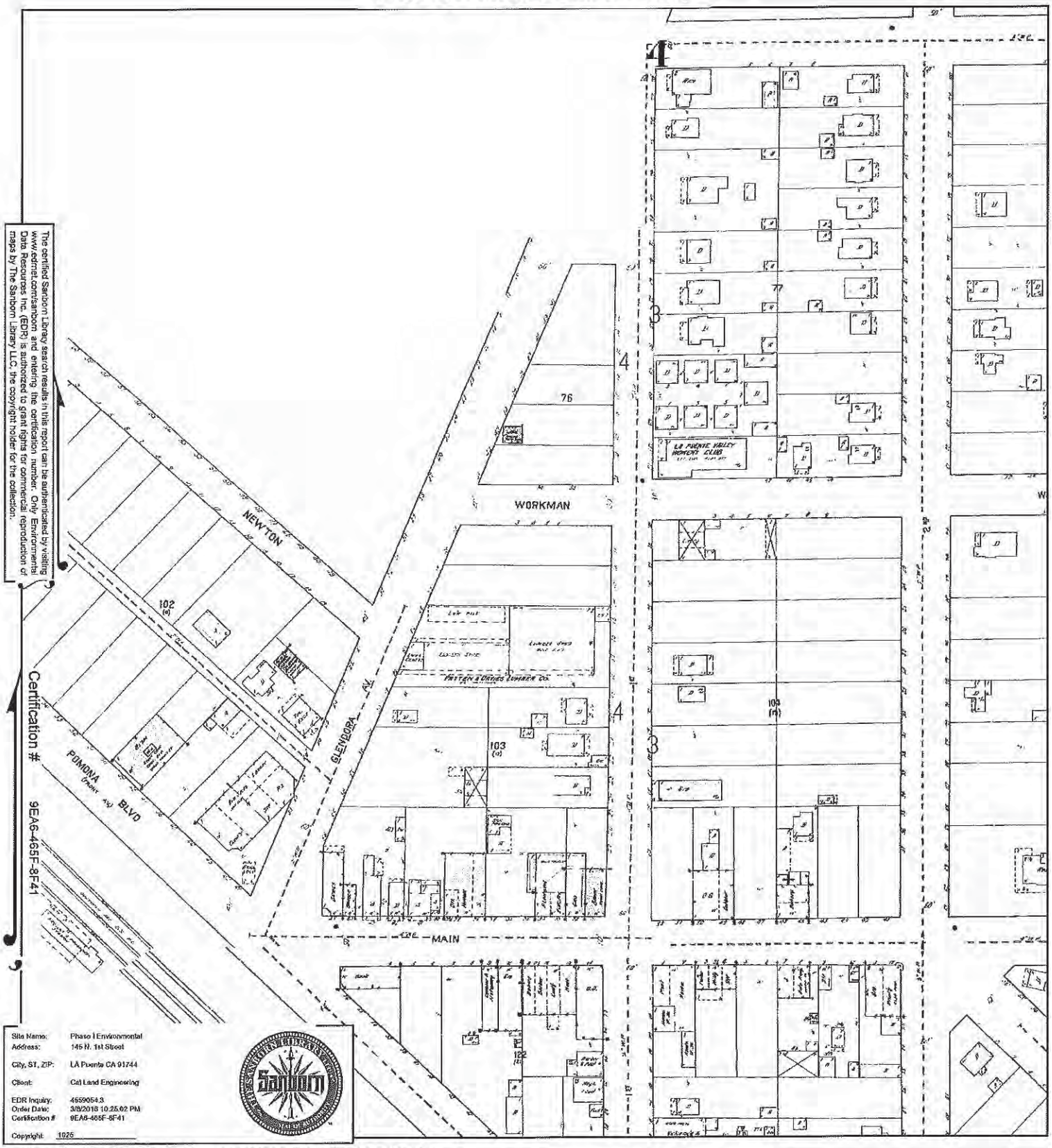
N

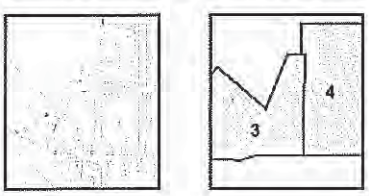
1925 Certified Sanborn Map



Certification # 9EA6-465F-8F41

Site Name:	Phase I Environmental
Address:	145 N. 1st Street
City, ST, ZIP:	LA Puente CA 91744
Client:	Cal Land Engineering
EDR Inquiry:	4559054.3
Order Date:	3/8/2018 10:25:02 PM
Certification #	9EA6-465F-8F41
Copyright:	1926

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

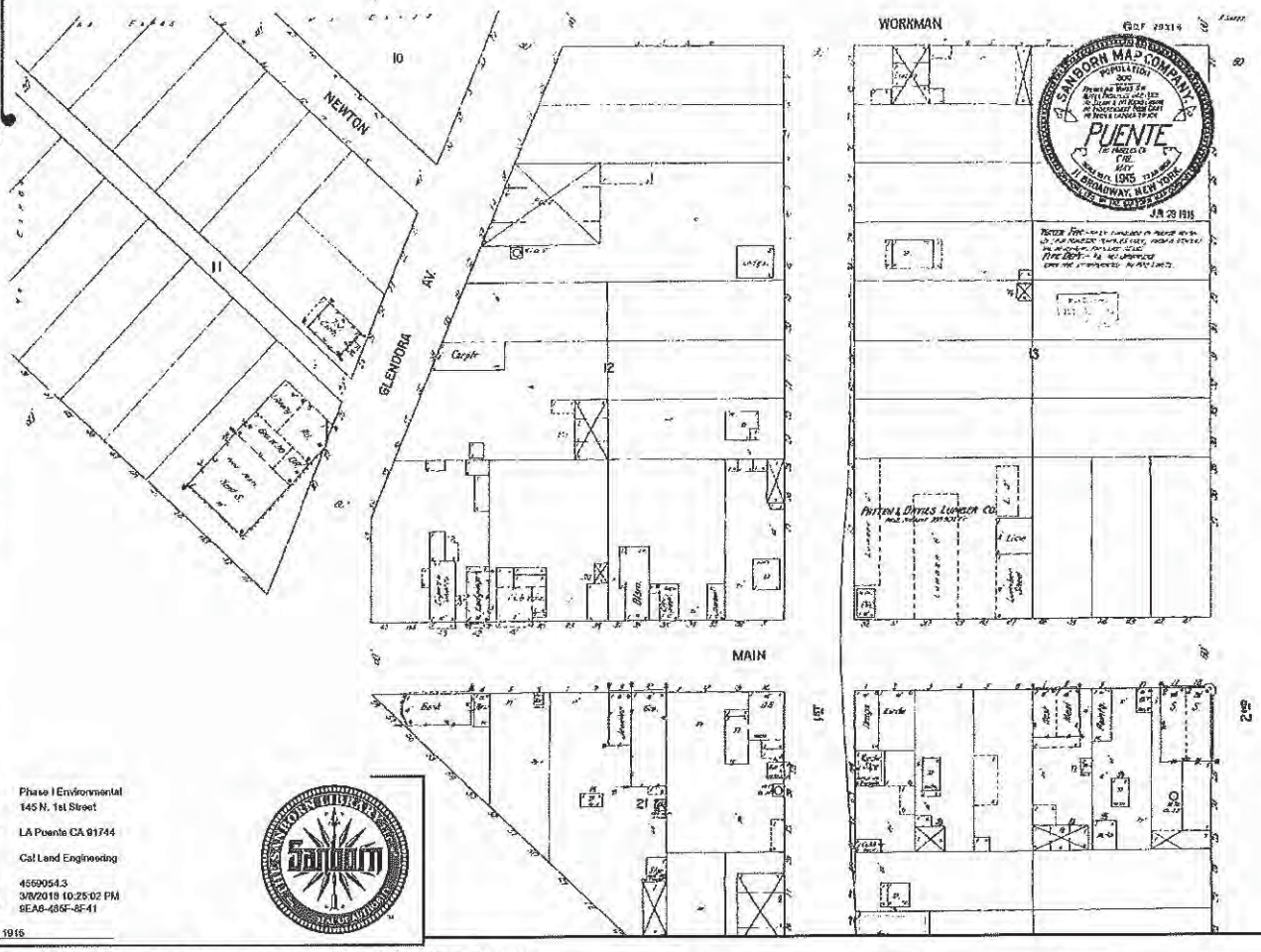


Volume 1, Sheet 3
Volume 1, Sheet 4

0 Feet 150 300 600

N

1915 Certified Sanborn Map



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Certification # 9EA6-465F-8F41

Site Name:	Phase I Environmental
Address:	145 N. 1st Street
City, ST, ZIP:	LA Puente CA 91744
Client:	Cal Land Engineering
EDR Inquiry:	4559054.3
Order Date:	3/8/2019 10:25:02 PM
Certification #:	9EA6-465F-8F41
Copyright:	1915

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

Volume 1, Sheet 1

0 Feet 150 300 600

N

BUILDING PERMITS

City of La Puente

76A636A DBS-3 11-55

APPLICATION FOR BUILDING PERMIT

1

DIVISION OF BUILDING AND SAFETY
Department of County Engineer
County of Los Angeles
JOHN A. LAMBIE, COUNTY ENGINEER
CASSATT D. GRIFFIN, SUP'T OF BUILDING

BUILDING ADDRESS: 145 N First St.
LOCALITY: City of La Puente
NEAREST CROSS ST.: Workman

DISTRICT NO.	GROUP	TYPE CONST.	SEWER BK	MAP PG
2.02	Sign	V	14	6

MAP NUMBER: 2532 — STATE HWY: YES / NO
USE ZONE: C-2 — SPECIAL CONDITIONS: 1494

BUILDING SETBACK	YARD	HWY	STREET NAME	EXIST. WIDTH
FRONT P. L.	0	0	First	60
SIDE P. L.	0	0	Workman	50

0 TRACT DWELL. 1 UNIT
1 DWELL. 9 1 UNIT
2 DUPLEX 2 UNITS
3 APT. ____ UNITS
4 COMMERCIAL
5 INDUSTRIAL
6 PUBLIC BLDG.
7 ADDN., ALT., ETC.
8 MISCEL.

FOR APPLICANT TO FILL IN

BUILDING ADDRESS: 145 No. 1st. St.
LOT NO.: 1 — BLOCK: 10
TRACT: Town of Puente
SIZE OF LOT: 50 x 120 — NO. OF BLDGS. NOW ON LOT:
USE OF EXISTING BLDG.: Theatre
OWNER: Star Puente Theatre
MAIL ADDRESS: 145 No. 1st. St.
CITY: Puente — TEL. NO.:
ARCHITECT OR ENGINEER: — TEL. NO.:
ADDRESS:
CONTRACTOR: A. A. Sign Co. — TEL. NO.: Th. 22203
ADDRESS: 41 San Jose Ave.--Burbank

DESCRIPTION OF WORK

NEW — ADD X — ALTER X — REPAIR — DEMOLISH
SQ. FT. SIZE — NO. OF STORIES — NO. OF FAMILIES
USE OF STRUCTURE: 1 Neon Sign to be Remodel & 1 New 5' x 12'6" Neon Sign
SIGNATURE OF APPLICANT: Helen Avery (agent)
ADDRESS: 516 ½ W.3rd.St. - L.A.13

$ 250.00 VALUATION
P. C. FEE: $ No Fee
FEE: $ 2.00

INSPECTION RECORD

U.W.Lable will be Posted.

Cancel 12-4-56

APPROVALS

	DATE	INSPECTOR'S SIGNATURE
FOUNDATION: LOCATION FORMS, MATERIALS		
FRAME: FIRE STOPS, BRACING, BOLTS		
FURNACE: LOCATION, GAS VENT, DUCTS		
LATH, INT.		
LATH, EXT.		
HOUSE NUMBER CORRECT AND POSTED		
FINAL		

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE: Jack Wagman
ADDRESS: 41 San Jose Ave. -- Burbank

JOHN A. LAMBIE, COUNTY ENGINEER — **VALIDATION** CK MO CASH — CLYDE N. DIRLAM, CHIEF BLDG. INSPECTOR

LACo 1 2 2 4 8 NOV 21 1 6 A 29

Stearns

76A663
DBS-5A 3-55

APPLICATION FOR ELECTRIC PERMIT

1

DIVISION OF BUILDING AND SAFETY
Department of County Engineer
County of Los Angeles
WM. J. FOX, County Engineer
CASSATT D. GRIFFIN, Sup't of Building

BUILDING ADDRESS 145 N. 1st st
LOCALITY La Puente
NEAREST CROSS ST. E Workman st
OWNER STAR Puente Theatre
MAIL ADDRESS 145 N 1st st
CITY La. Puente TEL. NO.
ELECTRICIAN Flashy Repair Co.
ADDRESS 2122 W. Arrow
CITY El Monte TEL. NO. FO 8-3500
LICENSE NO. 154981

DISTRICT NO.	GROUP	ZONE	READY FOR INSPECTION
2, 0 2	Sign	C-2	

FOR APPLICANT TO FILL IN
PERMIT FEES

	NUMBER	EACH	FEE
LIGHT OUTLETS			
RECEPTACLES			
WALL SWITCHES			
TOTAL OUTLETS		5¢	$
ELEC. RANGES		25	
ELEC. HEATERS		25	
KW EA			
FIXTURES		5	
NUMBER OF LIGHT CIRCUITS			
NUMBER OF RECEPTACLE CIRCUITS			

MOTORS

NUMBER NEW	NUMBER MVD.	HP	HORSEPOWER OVER	HORSEPOWER INC.	FEE EACH	
				½ & LESS	$ .25	
			½	2	.50	
			2	5	1.00	
			5	15	1.50	
			15	50	2.50	
			50	200	5.00	

MISC.			
NO. SIGNS 2 NO. TRANS. 2		2	00
NO. SIGNS NO. LAMPS			
FOR EACH PERMIT:		1	00
WIRING	$1.00		
FIXTURES	$1.00		
SUPPLEMENTARY	.50		50
TOTAL FEE		$ 3	

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE Walter J. Press

INSPECTION RECORD

APPROVALS

	DATE	INSPECTOR'S SIGNATURE
CONDUIT		
WIRING		
FIXTURES		
POWER		
UTILITY CO. NOTIFIED		
FINAL	3/7/57	[illegible]

WILLIAM J. FOX, County Engineer

VALIDATION

A. C. VEIT, Chief Elect. Inspector

LACo 12688 DEC 4 2 3.00 ®

76A638A DBS-3 3-55

City of La Puente

APPLICATION FOR BUILDING PERMIT

1

DIVISION OF BUILDING AND SAFETY
Department of County Engineer
County of Los Angeles
WM. J. FOX, COUNTY ENGINEER
CASSATT D. GRIFFIN, SUP'T OF BUILDING

1-N

BUILDING ADDRESS 145 N 1st st.
LOCALITY City of La Puente
NEAREST CROSS ST. Workman

DISTRICT NO. 2.02 | GROUP SIGN | TYPE CONST. D | SEWER MAP BK A-6 PG

MAP NUMBER 2532 | STATE HWY YES NO

USE ZONE C-2 | SPECIAL CONDITIONS 1494

FOR APPLICANT TO FILL IN

BUILDING ADDRESS 145 N 1st st.
LOT NO. 1 BLOCK 10
TRACT Town of Puente
SIZE OF LOT 50 X 12 | NO. OF BLDGS. NOW ON LOT
USE OF EXISTING BLDG. THEATRE
OWNER STAR PUENTE Th.
MAIL ADDRESS 145 N. First st
CITY Puente TEL. NO.
ARCHITECT OR ENGINEER TEL. NO.
ADDRESS
CONTRACTOR Flasher Repair Co. TEL. NO. GI 1,8350
ADDRESS 2122 N SEAMAN

BUILDING SETBACK	YARD	HWY	STREET NAME	EXIST. WIDTH
FRONT P. L.	0	0	First	60'
SIDE P. L.	0	0	Workman	50'

0	TRACT DWELL.	1 UNIT	5	INDUSTRIAL	
1	DWELL.	1 UNIT	6	PUBLIC BLDG.	
2	DUPLEX 9	1 UNIT	7	ADDN., ALT., ETC.	
3	APT.	____ UNITS	8	MISCEL.	
4	COMMERCIAL				

DESCRIPTION OF WORK

NEW ADD X ALTER X REPAIR DEMOLISH
SQ. FT. SIZE | NO. OF STORIES | NO. OF FAMILIES
USE OF STRUCTURE Remodel one sign
1-new 5'X12' 6 sign
SIGNATURE OF APPLICANT Walter J. Brass
ADDRESS 2122 N Seaman

$ VALUATION 250.00

P. C. $ FEE No Fee
$ FEE 2.00

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE Walter J. Brass
ADDRESS Flasher Repair Co.

INSPECTION RECORD

	1/2 on sign	
	APPROVALS	

	DATE	INSPECTOR'S SIGNATURE
FOUNDATION: LOCATION FORMS, MATERIALS		
FRAME: FIRE STOPS, BRACING, BOLTS		
FURNACE: LOCATION, GAS VENT, DUCTS		
LATH, INT.		
LATH, EXT.		
HOUSE NUMBER CORRECT AND POSTED		
FINAL	3/21/67	Johnson

WM. J. FOX, COUNTY ENGINEER — VALIDATION — C. N. DIRLAM, CHIEF BLDG. INSPECTOR

LAC 12678 DEC 4 1 2.00 8

City Hall
Telephone 330-4511

CITY OF LA PUENTE
1841 1956
CALIFORNIA

15900 Main Street
La Puente, California 91744

March 18, 1971

Neo-Lite Sign Company Incorporated
14850 E. Valley Boulevard
Industry, California 91744

SUBJECT: Application filed by NEO-LITE SIGN COMPANY INCORPORATED requesting approval of plans to install a changeable copy marquee sign, on rear of building of the STAR THEATRE on property described ~~as being Lot 1, Block~~ 10, Town of Puente Tract and addressed as 145 North First Street La Puente.

Pursuant to Chapter 10.92, Title 10 of the La Puente Municipal Code, the Development Review Board examined this permit application at its meeting of February 16, 1971. Following a complete review of the submitted plans and application, the Development Review Board approved Permit Application No. DPA-551, but also found and determined that such approval would be detrimental to the public health, safety and general welfare unless the owner of the property, as a condition precedent to issuance of any permit whatsoever, agrees to the execution and/or fulfillment of the following conditions of permit approval:

1. Except as set forth in subsequent Conditions 2 through 5, all inclusive, installation of the proposed sign shall take place substantially as shown on the submitted plans and as described in the application.

2. No other signs or advertising of any type whatsoever shall be placed, erected and/or installed until said signs or advertising have first been approved by the Development Review Board for such placement, erection and/or installation.

3. All electrical service provided for the proposed sign shall be installed underground and shall be completely concealed from inside of the building to which such building identification sign is attached.

4. Development shall commence within 90 days after Development Review Board action, or such approval shall become null and void.

5. Prior to the release of utilities, final Building and/or Electrical approval, the following shall first be completed in their order of priority:

A. The owner or general contractor shall submit a list of all contractors and/or subcontractors performing work on this project or development to the City Finance Department and all of such persons shall obtain all required Business Licenses to do business and/or work in the City of La Puente.

B. All requirements of the Municipal Code as they pertain to this permit application, shall be complied with and such requirements shall be made a condition of permit approval.

C. The Director of Planning shall issue a CERTIFICATE OF ZONING COMPLIANCE.

Cordially,

WILLIAM H. JOY, Secretary
Development Review Board

cc: Mr. Ken Easter
145 North First Street
La Puente, California

Department of Building and Safety

WHJ:cr

City Hall
Telephone 330-4511

CITY OF LA PUENTE
1841 1956
CALIFORNIA

15900 Main Street
La Puente, California 91744

March 25, 1977

Mr. Jose Cortez
145 N. First Street
La Puente, California 91744

145 N. FIRST STREET
LA PUENTE, CALIFORNIA

Dear Mr. Cortez:

On March 10, 1977, we sent you a letter notifying you of the results of an occupancy inspection made on the theater at the above address.

In that letter I outlined certain Building Code violations that had to be corrected. At this time we have received no response from you.

This letter is to notify you that the necessary corrections are to be made within ten days.

Please contact me at 330-6825 if you have any questions on this matter.

Yours very truly,

Stephen J. Koonce
BUILDING OFFICIAL

All Corrections were made per Larry Ammon 8/23/77

Larry L. Ammon
District Engineer

LLA:kt 4

City Hall
Telephone 330-4511

15900 Main Street
La Puente, California 91744

March 2, 1977

Mr. Jose Cortez
410 Twelfth Street
Pomona, California 91766

145 N. FIRST STREET
LA PUENTE, CALIFORNIA

Dear Mr. Cortez:

A recent inspection conducted by the Fire Department at the above address has indicated that a number of possible building violations exist on the site.

We have been unable to gain access to the building to make the necessary inspections.

Please contact this office as soon as possible to make the necessary arrangements for access to the building. I can be reached at 330-6825.

Yours very truly,

Stephen J. Koonce
ACTING COUNTY ENGINEER

Larry L. Ammon
District Engineer

LLA:kt 4

City Hall
EDgewood 3-1268

15917 Main Street
La Puente, California 91744

March 31, 1965

Mr. Robert Stein
Vogate Theaters
1966 S. Vermont Avenue
Los Angeles 7, California

ADVERTISING SIGN - STAR THEATER

It has been called to the attention of this office that the large reader board attached to the Glendora Avenue frontage of the Star Theater has a race-way of flashing lights.

Section 10.40.050 (6) of the Municipal Code reads "No sign shall be permitted which is designed to flash, or in any way simulate motion."

Variance No. 59 was approved by the City Council on December 8, 1964 to permit the erection of the over-sized reader board on the rear of the theater. No request was made in this variance application for a variance to permit the race-way of flashing lights.

It is recommended that the race-way of flashing lights be altered so that it will be in conformity with the sign provisions of the Municipal Code.

If you have any questions, please call me.

Sincerely,

WILLIAM KEMP,
Planning Director

WK:fl
cc: Gordon L. Oehl, City Manager
Building Department
Heath & Co., Inc.

City Hall
Telephone 330-4511

15900 Main Street
La Puente, California 91744

March 10, 1977

Mr. Jose Cortez
145 N. First Street
La Puente, California 91744

145 N. FIRST STREET
LA PUENTE, CALIFORNIA

Dear Mr. Cortez:

On March 8, 1977 we made an occupancy inspection for the theater at the above address.

Prior to approval of the premises the following requirements must be completed:

1. The occupancy load is to be limited to 300 persons maximum.
2. All exits are to be provided with lighted exit signs.
3. The glass in the front exit doors is to be tempered glass or other approved safety glass.
4. The second floor is not to be used for living quarters. All kitchen equipment is to be removed and all plumbing lines capped.

Should you have any questions please contact me at 330-6825.

Yours very truly,

Stephen J. Koonce
BUILDING OFFICIAL

Larry L. Ammon
District Engineer

LLA:kt 4

City of La Puente

APPLICATION FOR OCCUPANCY INSPECTION

1

FOR APPLICANT TO FILL IN (Print or type only)

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS	145 N 1ST ST
CITY	LA Puente ZIP 91745
SIZE OF LOT	NO. OF BLDGS. NOW ON LOT 1
TRACT / BLOCK / LOT NO.	
OWNER	Leo Borunda TEL NO 968-3456
ADDRESS	3544 Turnbull
CITY	Hacienda Heights ZIP 91745
SIZE OF EXISTING BLDG.	NO. OF STORIES 1
PRESENT USE OF BUILDING	Theater used as some Within six mo.
NO. PARKING SPACES PROVIDED	
REASON FOR INSPECTION REQUEST	use Permit City of La Puente. (Business Lic App.)
PROPOSED MAX. OCC.	

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT.

SIGNATURE OF APPLICANT Ronnie K. Williams

ADDRESS 7955 MAGNOLIA

RIVER SIDE

ZIP 92504

PHONE 714 785-4376

MAKE CHECKS PAYABLE TO:
HARVEY T. BRANDT, COUNTY ENGINEER

BUILDING ADDRESS	145 N. 1st St.
LOCALITY	City of LA PUENTE
NEAREST CROSS ST.	MAIN ST.
ASSESSOR MAP BOOK / PAGE / PARCEL	
DISTRICT	2.02
TYPE CONST.	THEATRE
FIRE ZONE	III
PROCESSED BY	Teasmer
USE ZONE	C-2
MAP NO.	120-301
SPECIAL CONDITIONS	Approved for Inspection only

BLDG. SETBACK FROM FRONT PROP. LINE OF N. FIRST (STREET)

HIGHWAY + YARD =	TOTAL SETBACK FROM FRONT PROP. LINE	TYPE OF HIGHWAY	EXISTING WIDTH
30 + — =	0	Loc	60

BLDG. SETBACK FROM SIDE PROP. LINE OF WORKMAN (STREET)

HIGHWAY + YARD =	TOTAL SETBACK FROM SIDE PROP. LINE	TYPE OF HIGHWAY	EXISTING WIDTH
25 + 0 =	0	Loc	50

CORNER CUTOFF YES NO

OCCUPANCY GROUP AS VERIFIED

OCCUPANT LOAD

EXIT HARDWARE:

NO. OF EXITS

NO SPEC. KNOWL. ☐

PANIC DEVICES ☐

PARKING SPACES: REQ'D 1/214 PROVIDED

Inspected & approved only as a movie theater. NO other usage is approved. 8/5/75 B

FINAL DATE 10/23/75 BY T

APPLICATION VALIDATION CK. M.O. CASH

743 3RD JUN 2322 B 18.00=

Teasmer

76A662-CE992 12-73

ILLEGIBLE CARD

DEPARTMENT OF BUILDING AND SAFETY
COUNTY OF LOS ANGELES
WM. J. FOX, CHIEF ENGINEER

APPLICATION FOR PERMIT
BUILDING 1

FOR APPLICANT TO FILL IN

BUILDING ADDRESS	1ST ST & WORKMAN RD
LOCALITY	PUENTE
NEAREST CROSS ST.	
OWNER	S. CHORAK
MAIL ADDRESS	P.O. Box 222
CITY	[illegible] TEL. NO.
ARCHITECT OR ENGINEER	BROWNING CONST. CO. TEL. NO.
ADDRESS	ANAHIEM
CONTRACTOR	JOHNSON HEATING CO TEL. NO. BU1 83549
ADDRESS	121 S. PECK RD
LEGAL DESCRIPTION	LOT NO. BLOCK
TRACT	[illegible]
SIZE OF LOT	NO. OF BLDGS. NOW ON LOT
USE OF EXISTING BLDG.	THEATRE — NO. OF FAMILIES — NO. OF ROOMS

DESCRIPTION OF WORK

NEW	✓	ALTERATION		ADDITION	
REPAIR		MOVING		DEMOLISH	

SQ. FT. SIZE — NO. OF ROOMS — STORIES

WALL COVERING — ROOF COVERING

USE OF NEW BUILDING: THEATRE - 3 - GAS - FIRED SPACE HEATERS 40,000 BTU EA.

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE: JOHNSON HEATING CO

AUTHORIZED AGT.: [signature]

DBS-3 50M SETS 7-47

VALUATION $ 250.00

P.C. $ FEE

$ FEE 2.25

FOR OFFICE USE ONLY

DISTRICT NO.	PLAN CK. NO.	PERMIT NO.
2	—	92466
RECEIVED BY	DATE OF APPL.	DATE ISSUED
[initials]	Nov. 28	Nov 28 -49

BUILDING ADDRESS	139 First St
LOCALITY	Puente
NEAREST CROSS ST.	Workman
FIRE ZONE	NO. OF PLANS — TYPE V — GROUP B-2
BLDG. SETBACK LINE	None — ORD. NO.
APPROVED BY	DATE
USE ZONE M-3	APPROVED BY — DATE

CORRECTIONS

2/6 Called for [illegible]. [illegible] would not OK due to the fact that the [illegible] for the furnaces not [illegible] installed. Talked to [illegible] Ward regarding furnaces & called [illegible] heating man at [illegible] of [illegible] office. [illegible] Ward talked to [illegible] of Johnson Heating Co. [illegible] told me to [illegible]

APPROVALS

	INSPECTOR	DATE
FOUNDATION: LOCATION FORMS, MATERIALS		
FRAME: FIRE STOPS, BRACING, BOLTS		
LATH, INT.:		
LATH, EXT.:		
PLASTER, INT.		
PLASTER, EXT.		
FINAL	10/18	

ORIGINAL

APPENDIX C – Air Quality/Greenhouse Gas Modeling

La Puente Condo Development at 135-145 N 1st Street

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	22.00	Dwelling Unit	0.60	22,000.00	63
Other Asphalt Surfaces	0.36	Acre	0.36	15,681.60	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

La Puente Condo Development at 135-145 N 1st Street - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - 22 units Condos/Townhomes on .6 acre and .36 acre of Other Asphalt Surfaces

Construction Phase - Construction schedule estimated based on construction schedules provided for other similar sized projects

Demolition - 8,800 sq ft of building space (0.046 tons/sq ft = 405 tons) + 33,018 sq ft of 4 in avg paving (0.0242 tons/sq ft = 798 tons) = 1,203 tons

Trips and VMT - 6 vendor trucks per day added to Demolition and Grading Phases to account for water truck emissions

Woodstoves - Per SCAQMD Rule 445, any fireplaces must be natural gas only

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Increase Transit Accessibility - 0.05 mile distance to nearest bus station (Foothill Transit Bus 185). Improve Pedestrian Network onsite and connecting offsite.

Water Mitigation - Install low-flow faucets, toilets and showers and use water-efficient irrigation system selected to account for Title 24 Part 11 requirements

La Puente Condo Development at 135-145 N 1st Street - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	181.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	PhaseEndDate	6/19/2019	12/31/2019
tblConstructionPhase	PhaseEndDate	6/5/2019	11/9/2019
tblConstructionPhase	PhaseEndDate	1/14/2019	1/31/2019
tblConstructionPhase	PhaseEndDate	1/16/2019	2/28/2019
tblConstructionPhase	PhaseEndDate	6/12/2019	11/30/2019
tblConstructionPhase	PhaseStartDate	6/13/2019	12/1/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	3/1/2019
tblConstructionPhase	PhaseStartDate	1/15/2019	2/1/2019
tblConstructionPhase	PhaseStartDate	6/6/2019	11/10/2019
tblFireplaces	NumberGas	18.70	22.00
tblFireplaces	NumberNoFireplace	2.20	0.00
tblFireplaces	NumberWood	1.10	0.00
tblLandUse	LotAcreage	1.38	0.60
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblWoodstoves	NumberCatalytic	1.10	0.00
tblWoodstoves	NumberNoncatalytic	1.10	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	6.7419	10.9197	8.7575	0.0189	1.3599	0.6112	1.9082	0.4545	0.5624	0.9721	0.0000	1,895.5320	1,895.5320	0.3749	0.0000	1,902.2019
Maximum	**6.7419**	**10.9197**	**8.7575**	**0.0189**	**1.3599**	**0.6112**	**1.9082**	**0.4545**	**0.5624**	**0.9721**	**0.0000**	**1,895.5320**	**1,895.5320**	**0.3749**	**0.0000**	**1,902.2019**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	6.7419	10.9197	8.7575	0.0189	0.6772	0.6112	1.2254	0.2021	0.5624	0.7197	0.0000	1,895.5320	1,895.5320	0.3749	0.0000	1,902.2019
Maximum	**6.7419**	**10.9197**	**8.7575**	**0.0189**	**0.6772**	**0.6112**	**1.2254**	**0.2021**	**0.5624**	**0.7197**	**0.0000**	**1,895.5320**	**1,895.5320**	**0.3749**	**0.0000**	**1,902.2019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.21**	**0.00**	**35.78**	**55.54**	**0.00**	**25.97**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988
Energy	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Mobile	0.2688	1.2637	3.6979	0.0120	0.9288	0.0120	0.9408	0.2486	0.0113	0.2598		1,222.8593	1,222.8593	0.0663		1,224.5164
Total	**0.8582**	**1.7451**	**5.7149**	**0.0151**	**0.9288**	**0.0592**	**0.9880**	**0.2486**	**0.0585**	**0.3071**	**0.0000**	**1,813.8098**	**1,813.8098**	**0.0807**	**0.0108**	**1,819.0389**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988
Energy	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Mobile	0.2387	1.0695	2.9221	9.2400e-003	0.7017	9.2600e-003	0.7109	0.1878	8.6800e-003	0.1965		939.0671	939.0671	0.0523		940.3752
Total	**0.8281**	**1.5509**	**4.9391**	**0.0123**	**0.7017**	**0.0565**	**0.7582**	**0.1878**	**0.0559**	**0.2437**	**0.0000**	**1,530.0176**	**1,530.0176**	**0.0668**	**0.0108**	**1,534.8977**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	3.51	11.12	13.57	18.57	24.46	4.61	23.27	24.46	4.39	20.63	0.00	15.65	15.65	17.29	0.00	15.62

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/31/2019	5	23	
2	Grading	Grading	2/1/2019	2/28/2019	5	20	
3	Building Construction	Building Construction	3/1/2019	11/9/2019	5	181	
4	Paving	Paving	11/10/2019	11/30/2019	5	15	
5	Architectural Coating	Architectural Coating	12/1/2019	12/31/2019	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.36

Residential Indoor: 44,550; Residential Outdoor: 14,850; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 941 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	6.00	119.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	22.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1193	0.0000	1.1193	0.1695	0.0000	0.1695			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**1.1193**	**0.5371**	**1.6563**	**0.1695**	**0.5125**	**0.6819**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0486	1.5847	0.3379	4.1300e-003	0.0905	5.8100e-003	0.0963	0.0248	5.5600e-003	0.0304		447.2909	447.2909	0.0308		448.0610
Vendor	0.0249	0.6944	0.1843	1.5700e-003	0.0384	4.4300e-003	0.0428	0.0111	4.2300e-003	0.0153		167.2888	167.2888	0.0107		167.5568
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.1235**	**2.3158**	**1.0043**	**6.9200e-003**	**0.2407**	**0.0112**	**0.2519**	**0.0655**	**0.0107**	**0.0762**		**735.8749**	**735.8749**	**0.0457**		**737.0172**

3.2 Demolition - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4365	0.0000	0.4365	0.0661	0.0000	0.0661			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.4365**	**0.5371**	**0.9736**	**0.0661**	**0.5125**	**0.5786**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0486	1.5847	0.3379	4.1300e-003	0.0905	5.8100e-003	0.0963	0.0248	5.5600e-003	0.0304		447.2909	447.2909	0.0308		448.0610
Vendor	0.0249	0.6944	0.1843	1.5700e-003	0.0384	4.4300e-003	0.0428	0.0111	4.2300e-003	0.0153		167.2888	167.2888	0.0107		167.5568
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.1235**	**2.3158**	**1.0043**	**6.9200e-003**	**0.2407**	**0.0112**	**0.2519**	**0.0655**	**0.0107**	**0.0762**		**735.8749**	**735.8749**	**0.0457**		**737.0172**

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7528**	**0.5371**	**1.2898**	**0.4138**	**0.5125**	**0.9263**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0249	0.6944	0.1843	1.5700e-003	0.0384	4.4300e-003	0.0428	0.0111	4.2300e-003	0.0153		167.2888	167.2888	0.0107		167.5568
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.0749**	**0.7311**	**0.6664**	**2.7900e-003**	**0.1502**	**5.3900e-003**	**0.1556**	**0.0407**	**5.1200e-003**	**0.0458**		**288.5841**	**288.5841**	**0.0149**		**288.9562**

3.3 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2936	0.0000	0.2936	0.1614	0.0000	0.1614			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.2936**	**0.5371**	**0.8307**	**0.1614**	**0.5125**	**0.6738**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0249	0.6944	0.1843	1.5700e-003	0.0384	4.4300e-003	0.0428	0.0111	4.2300e-003	0.0153		167.2888	167.2888	0.0107		167.5568
Worker	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.0749**	**0.7311**	**0.6664**	**2.7900e-003**	**0.1502**	**5.3900e-003**	**0.1556**	**0.0407**	**5.1200e-003**	**0.0458**		**288.5841**	**288.5841**	**0.0149**		**288.9562**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0208	0.5787	0.1535	1.3100e-003	0.0320	3.6900e-003	0.0357	9.2200e-003	3.5300e-003	0.0128		139.4073	139.4073	8.9300e-003		139.6307
Worker	0.1099	0.0808	1.0608	2.6800e-003	0.2459	2.1200e-003	0.2480	0.0652	1.9500e-003	0.0672		266.8496	266.8496	9.1700e-003		267.0788
Total	**0.1307**	**0.6594**	**1.2143**	**3.9900e-003**	**0.2779**	**5.8100e-003**	**0.2837**	**0.0744**	**5.4800e-003**	**0.0799**		**406.2569**	**406.2569**	**0.0181**		**406.7094**

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0208	0.5787	0.1535	1.3100e-003	0.0320	3.6900e-003	0.0357	9.2200e-003	3.5300e-003	0.0128		139.4073	139.4073	8.9300e-003		139.6307
Worker	0.1099	0.0808	1.0608	2.6800e-003	0.2459	2.1200e-003	0.2480	0.0652	1.9500e-003	0.0672		266.8496	266.8496	9.1700e-003		267.0788
Total	**0.1307**	**0.6594**	**1.2143**	**3.9900e-003**	**0.2779**	**5.8100e-003**	**0.2837**	**0.0744**	**5.4800e-003**	**0.0799**		**406.2569**	**406.2569**	**0.0181**		**406.7094**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106		1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0629					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8928**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**		**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0899**	**0.0661**	**0.8679**	**2.1900e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**218.3315**	**218.3315**	**7.5000e-003**		**218.5190**

3.5 Paving - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106	0.0000	1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0629					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8928**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**	**0.0000**	**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0899**	**0.0661**	**0.8679**	**2.1900e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**218.3315**	**218.3315**	**7.5000e-003**		**218.5190**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**6.7219**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0200	0.0147	0.1929	4.9000e-004	0.0447	3.9000e-004	0.0451	0.0119	3.6000e-004	0.0122		48.5181	48.5181	1.6700e-003		48.5598
Total	**0.0200**	**0.0147**	**0.1929**	**4.9000e-004**	**0.0447**	**3.9000e-004**	**0.0451**	**0.0119**	**3.6000e-004**	**0.0122**		**48.5181**	**48.5181**	**1.6700e-003**		**48.5598**

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**6.7219**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0200	0.0147	0.1929	4.9000e-004	0.0447	3.9000e-004	0.0451	0.0119	3.6000e-004	0.0122		48.5181	48.5181	1.6700e-003		48.5598
Total	**0.0200**	**0.0147**	**0.1929**	**4.9000e-004**	**0.0447**	**3.9000e-004**	**0.0451**	**0.0119**	**3.6000e-004**	**0.0122**		**48.5181**	**48.5181**	**1.6700e-003**		**48.5598**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2387	1.0695	2.9221	9.2400e-003	0.7017	9.2600e-003	0.7109	0.1878	8.6800e-003	0.1965		939.0671	939.0671	0.0523		940.3752
Unmitigated	0.2688	1.2637	3.6979	0.0120	0.9288	0.0120	0.9408	0.2486	0.0113	0.2598		1,222.8593	1,222.8593	0.0663		1,224.5164

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	127.82	124.74	106.48	424,859	320,957
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	127.82	124.74	106.48	424,859	320,957

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Other Asphalt Surfaces	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
NaturalGas Unmitigated	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1035.3	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0112**	**0.0954**	**0.0406**	**6.1000e-004**		**7.7100e-003**	**7.7100e-003**		**7.7100e-003**	**7.7100e-003**		**121.7999**	**121.7999**	**2.3300e-003**	**2.2300e-003**	**122.5237**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1.0353	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0112**	**0.0954**	**0.0406**	**6.1000e-004**		**7.7100e-003**	**7.7100e-003**		**7.7100e-003**	**7.7100e-003**		**121.7999**	**121.7999**	**2.3300e-003**	**2.2300e-003**	**122.5237**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988
Unmitigated	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0427	0.3649	0.1553	2.3300e-003		0.0295	0.0295		0.0295	0.0295	0.0000	465.8824	465.8824	8.9300e-003	8.5400e-003	468.6509
Landscaping	0.0555	0.0211	1.8211	1.0000e-004		0.0100	0.0100		0.0100	0.0100		3.2682	3.2682	3.1900e-003		3.3479
Total	**0.5782**	**0.3860**	**1.9764**	**2.4300e-003**		**0.0395**	**0.0395**		**0.0395**	**0.0395**	**0.0000**	**469.1506**	**469.1506**	**0.0121**	**8.5400e-003**	**471.9988**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0427	0.3649	0.1553	2.3300e-003		0.0295	0.0295		0.0295	0.0295	0.0000	465.8824	465.8824	8.9300e-003	8.5400e-003	468.6509
Landscaping	0.0555	0.0211	1.8211	1.0000e-004		0.0100	0.0100		0.0100	0.0100		3.2682	3.2682	3.1900e-003		3.3479
Total	**0.5782**	**0.3860**	**1.9764**	**2.4300e-003**		**0.0395**	**0.0395**		**0.0395**	**0.0395**	**0.0000**	**469.1506**	**469.1506**	**0.0121**	**8.5400e-003**	**471.9988**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

La Puente Condo Development at 135-145 N 1st Street

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	22.00	Dwelling Unit	0.60	22,000.00	63
Other Asphalt Surfaces	0.36	Acre	0.36	15,681.60	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 22 units Condos/Townhomes on .6 acre and .36 acre of Other Asphalt Surfaces

Construction Phase - Construction schedule estimated based on construction schedules provided for other similar sized projects

Demolition - 8,800 sq ft of building space (0.046 tons/sq ft = 405 tons) + 33,018 sq ft of 4 in avg paving (0.0242 tons/sq ft = 798 tons) = 1,203 tons

Trips and VMT - 6 vendor trucks per day added to Demolition and Grading Phases to account for water truck emissions

Woodstoves - Per SCAQMD Rule 445, any fireplaces must be natural gas only

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Increase Transit Accessibility - 0.05 mile distance to nearest bus station (Foothill Transit Bus 185). Improve Pedestrian Network onsite and connecting offsite.

Water Mitigation - Install low-flow faucets, toilets and showers and use water-efficient irrigation system selected to account for Title 24 Part 11 requirements

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	181.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	PhaseEndDate	6/19/2019	12/31/2019
tblConstructionPhase	PhaseEndDate	6/5/2019	11/9/2019
tblConstructionPhase	PhaseEndDate	1/14/2019	1/31/2019
tblConstructionPhase	PhaseEndDate	1/16/2019	2/28/2019
tblConstructionPhase	PhaseEndDate	6/12/2019	11/30/2019
tblConstructionPhase	PhaseStartDate	6/13/2019	12/1/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	3/1/2019
tblConstructionPhase	PhaseStartDate	1/15/2019	2/1/2019
tblConstructionPhase	PhaseStartDate	6/6/2019	11/10/2019
tblFireplaces	NumberGas	18.70	22.00
tblFireplaces	NumberNoFireplace	2.20	0.00
tblFireplaces	NumberWood	1.10	0.00
tblLandUse	LotAcreage	1.38	0.60
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblWoodstoves	NumberCatalytic	1.10	0.00
tblWoodstoves	NumberNoncatalytic	1.10	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	6.7441	10.9457	8.6980	0.0187	1.3599	0.6112	1.9084	0.4545	0.5625	0.9721	0.0000	1,876.3412	1,876.3412	0.3750	0.0000	1,883.0524
Maximum	**6.7441**	**10.9457**	**8.6980**	**0.0187**	**1.3599**	**0.6112**	**1.9084**	**0.4545**	**0.5625**	**0.9721**	**0.0000**	**1,876.3412**	**1,876.3412**	**0.3750**	**0.0000**	**1,883.0524**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	6.7441	10.9457	8.6980	0.0187	0.6772	0.6112	1.2256	0.2021	0.5625	0.7197	0.0000	1,876.3412	1,876.3412	0.3750	0.0000	1,883.0524
Maximum	**6.7441**	**10.9457**	**8.6980**	**0.0187**	**0.6772**	**0.6112**	**1.2256**	**0.2021**	**0.5625**	**0.7197**	**0.0000**	**1,876.3412**	**1,876.3412**	**0.3750**	**0.0000**	**1,883.0524**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.21**	**0.00**	**35.78**	**55.54**	**0.00**	**25.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988
Energy	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Mobile	0.2616	1.2994	3.5138	0.0115	0.9288	0.0121	0.9409	0.2486	0.0113	0.2599		1,163.3704	1,163.3704	0.0659		1,165.0184
Total	**0.8510**	**1.7809**	**5.5308**	**0.0145**	**0.9288**	**0.0593**	**0.9881**	**0.2486**	**0.0585**	**0.3071**	**0.0000**	**1,754.3209**	**1,754.3209**	**0.0804**	**0.0108**	**1,759.5409**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988
Energy	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Mobile	0.2322	1.0939	2.8093	8.7800e-003	0.7017	9.3200e-003	0.7110	0.1878	8.7400e-003	0.1965		892.7494	892.7494	0.0523		894.0580
Total	**0.8216**	**1.5753**	**4.8263**	**0.0118**	**0.7017**	**0.0566**	**0.7582**	**0.1878**	**0.0560**	**0.2438**	**0.0000**	**1,483.7000**	**1,483.7000**	**0.0668**	**0.0108**	**1,488.5805**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.45**	**11.54**	**12.74**	**18.43**	**24.46**	**4.61**	**23.27**	**24.46**	**4.37**	**20.63**	**0.00**	**15.43**	**15.43**	**16.90**	**0.00**	**15.40**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	1/31/2019	5	23	
2	Grading	Grading	2/1/2019	2/28/2019	5	20	
3	Building Construction	Building Construction	3/1/2019	11/9/2019	5	181	
4	Paving	Paving	11/10/2019	11/30/2019	5	15	
5	Architectural Coating	Architectural Coating	12/1/2019	12/31/2019	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.36

Residential Indoor: 44,550; Residential Outdoor: 14,850; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 941 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	6.00	119.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	22.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1193	0.0000	1.1193	0.1695	0.0000	0.1695			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**1.1193**	**0.5371**	**1.6563**	**0.1695**	**0.5125**	**0.6819**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0498	1.6058	0.3607	4.0600e-003	0.0905	5.9200e-003	0.0964	0.0248	5.6700e-003	0.0305		439.7048	439.7048	0.0320		440.5043
Vendor	0.0260	0.6953	0.2031	1.5300e-003	0.0384	4.5000e-003	0.0429	0.0111	4.3000e-003	0.0154		162.7663	162.7663	0.0114		163.0521
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.1312**	**2.3418**	**1.0063**	**6.7400e-003**	**0.2407**	**0.0114**	**0.2520**	**0.0655**	**0.0109**	**0.0764**		**716.6842**	**716.6842**	**0.0473**		**717.8677**

3.2 Demolition - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4365	0.0000	0.4365	0.0661	0.0000	0.0661			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.4365**	**0.5371**	**0.9736**	**0.0661**	**0.5125**	**0.5786**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0498	1.6058	0.3607	4.0600e-003	0.0905	5.9200e-003	0.0964	0.0248	5.6700e-003	0.0305		439.7048	439.7048	0.0320		440.5043
Vendor	0.0260	0.6953	0.2031	1.5300e-003	0.0384	4.5000e-003	0.0429	0.0111	4.3000e-003	0.0154		162.7663	162.7663	0.0114		163.0521
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.1312**	**2.3418**	**1.0063**	**6.7400e-003**	**0.2407**	**0.0114**	**0.2520**	**0.0655**	**0.0109**	**0.0764**		**716.6842**	**716.6842**	**0.0473**		**717.8677**

3.3 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7528**	**0.5371**	**1.2898**	**0.4138**	**0.5125**	**0.9263**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0260	0.6953	0.2031	1.5300e-003	0.0384	4.5000e-003	0.0429	0.0111	4.3000e-003	0.0154		162.7663	162.7663	0.0114		163.0521
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.0814**	**0.7360**	**0.6456**	**2.6800e-003**	**0.1502**	**5.4600e-003**	**0.1557**	**0.0407**	**5.1900e-003**	**0.0459**		**276.9794**	**276.9794**	**0.0154**		**277.3634**

3.3 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2936	0.0000	0.2936	0.1614	0.0000	0.1614			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.2936**	**0.5371**	**0.8307**	**0.1614**	**0.5125**	**0.6738**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0260	0.6953	0.2031	1.5300e-003	0.0384	4.5000e-003	0.0429	0.0111	4.3000e-003	0.0154		162.7663	162.7663	0.0114		163.0521
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.0814**	**0.7360**	**0.6456**	**2.6800e-003**	**0.1502**	**5.4600e-003**	**0.1557**	**0.0407**	**5.1900e-003**	**0.0459**		**276.9794**	**276.9794**	**0.0154**		**277.3634**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0217	0.5794	0.1692	1.2700e-003	0.0320	3.7500e-003	0.0358	9.2200e-003	3.5900e-003	0.0128		135.6386	135.6386	9.5300e-003		135.8768
Worker	0.1218	0.0895	0.9735	2.5200e-003	0.2459	2.1200e-003	0.2480	0.0652	1.9500e-003	0.0672		251.2688	251.2688	8.6400e-003		251.4849
Total	**0.1435**	**0.6689**	**1.1427**	**3.7900e-003**	**0.2779**	**5.8700e-003**	**0.2838**	**0.0744**	**5.5400e-003**	**0.0800**		**386.9073**	**386.9073**	**0.0182**		**387.3617**

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0217	0.5794	0.1692	1.2700e-003	0.0320	3.7500e-003	0.0358	9.2200e-003	3.5900e-003	0.0128		135.6386	135.6386	9.5300e-003		135.8768
Worker	0.1218	0.0895	0.9735	2.5200e-003	0.2459	2.1200e-003	0.2480	0.0652	1.9500e-003	0.0672		251.2688	251.2688	8.6400e-003		251.4849
Total	**0.1435**	**0.6689**	**1.1427**	**3.7900e-003**	**0.2779**	**5.8700e-003**	**0.2838**	**0.0744**	**5.5400e-003**	**0.0800**		**386.9073**	**386.9073**	**0.0182**		**387.3617**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106		1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0629					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8928**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**		**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.0997**	**0.0732**	**0.7965**	**2.0700e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**205.5836**	**205.5836**	**7.0700e-003**		**205.7604**

3.5 Paving - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106	0.0000	1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0629					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8928**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**	**0.0000**	**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.0997**	**0.0732**	**0.7965**	**2.0700e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**205.5836**	**205.5836**	**7.0700e-003**		**205.7604**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**6.7219**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0222	0.0163	0.1770	4.6000e-004	0.0447	3.9000e-004	0.0451	0.0119	3.6000e-004	0.0122		45.6852	45.6852	1.5700e-003		45.7245
Total	**0.0222**	**0.0163**	**0.1770**	**4.6000e-004**	**0.0447**	**3.9000e-004**	**0.0451**	**0.0119**	**3.6000e-004**	**0.0122**		**45.6852**	**45.6852**	**1.5700e-003**		**45.7245**

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.4555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**6.7219**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0222	0.0163	0.1770	4.6000e-004	0.0447	3.9000e-004	0.0451	0.0119	3.6000e-004	0.0122		45.6852	45.6852	1.5700e-003		45.7245
Total	**0.0222**	**0.0163**	**0.1770**	**4.6000e-004**	**0.0447**	**3.9000e-004**	**0.0451**	**0.0119**	**3.6000e-004**	**0.0122**		**45.6852**	**45.6852**	**1.5700e-003**		**45.7245**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2322	1.0939	2.8093	8.7800e-003	0.7017	9.3200e-003	0.7110	0.1878	8.7400e-003	0.1965		892.7494	892.7494	0.0523		894.0580
Unmitigated	0.2616	1.2994	3.5138	0.0115	0.9288	0.0121	0.9409	0.2486	0.0113	0.2599		1,163.3704	1,163.3704	0.0659		1,165.0184

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	127.82	124.74	106.48	424,859	320,957
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	127.82	124.74	106.48	424,859	320,957

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Other Asphalt Surfaces	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
NaturalGas Unmitigated	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1035.3	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0112**	**0.0954**	**0.0406**	**6.1000e-004**		**7.7100e-003**	**7.7100e-003**		**7.7100e-003**	**7.7100e-003**		**121.7999**	**121.7999**	**2.3300e-003**	**2.2300e-003**	**122.5237**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	1.0353	0.0112	0.0954	0.0406	6.1000e-004		7.7100e-003	7.7100e-003		7.7100e-003	7.7100e-003		121.7999	121.7999	2.3300e-003	2.2300e-003	122.5237
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0112**	**0.0954**	**0.0406**	**6.1000e-004**		**7.7100e-003**	**7.7100e-003**		**7.7100e-003**	**7.7100e-003**		**121.7999**	**121.7999**	**2.3300e-003**	**2.2300e-003**	**122.5237**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988
Unmitigated	0.5782	0.3860	1.9764	2.4300e-003		0.0395	0.0395		0.0395	0.0395	0.0000	469.1506	469.1506	0.0121	8.5400e-003	471.9988

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0427	0.3649	0.1553	2.3300e-003		0.0295	0.0295		0.0295	0.0295	0.0000	465.8824	465.8824	8.9300e-003	8.5400e-003	468.6509
Landscaping	0.0555	0.0211	1.8211	1.0000e-004		0.0100	0.0100		0.0100	0.0100		3.2682	3.2682	3.1900e-003		3.3479
Total	**0.5782**	**0.3860**	**1.9764**	**2.4300e-003**		**0.0395**	**0.0395**		**0.0395**	**0.0395**	**0.0000**	**469.1506**	**469.1506**	**0.0121**	**8.5400e-003**	**471.9988**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0427	0.3649	0.1553	2.3300e-003		0.0295	0.0295		0.0295	0.0295	0.0000	465.8824	465.8824	8.9300e-003	8.5400e-003	468.6509
Landscaping	0.0555	0.0211	1.8211	1.0000e-004		0.0100	0.0100		0.0100	0.0100		3.2682	3.2682	3.1900e-003		3.3479
Total	**0.5782**	**0.3860**	**1.9764**	**2.4300e-003**		**0.0395**	**0.0395**		**0.0395**	**0.0395**	**0.0000**	**469.1506**	**469.1506**	**0.0121**	**8.5400e-003**	**471.9988**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX D – Noise Analysis

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/4/2018
Case Description: La Puente Condos - Demolition

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	5	0
Concrete Saw	No	20		89.6	55	0
Tractor	No	40	84		105	0
Tractor	No	40	84		155	0

		Calculated (dBA)		Results	Noise Limits (dBA)		
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		101.7	97.7	N/A	N/A	N/A	N/A
Concrete Saw		88.8	81.8	N/A	N/A	N/A	N/A
Tractor		77.6	73.6	N/A	N/A	N/A	N/A
Tractor		74.2	70.2	N/A	N/A	N/A	N/A
	Total	**101.7**	**98**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northea	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40.0		81.7	240	0
Concrete Saw	No	20		89.6	290	0
Tractor	No	40	84		340	0
Tractor	No	40	84		390	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Day Leq	Evening Lmax	Evening Leq
Dozer	68	64	N/A	N/A	N/A	N/A
Concrete Saw	74	67	N/A	N/A	N/A	N/A
Tractor	67	63	N/A	N/A	N/A	N/A
Tractor	66	62	**N/A**	N/A	N/A	N/A
Total	**74**	**71**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/4/2018
Case Description: La Puente Condos - Grading

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	5	0
Concrete Saw	No	20		89.6	55	0
Tractor	No	40	84		105	0
Tractor	No	40	84		155	0

		Calculated (dBA)		Results			
				Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		101.7	97.7	N/A	N/A	N/A	N/A
Concrete Saw		88.8	81.8	N/A	N/A	N/A	N/A
Tractor		77.6	73.6	N/A	N/A	N/A	N/A
Tractor		74.2	70.2	N/A	N/A	N/A	N/A
	Total	**101.7**	**98**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northea	Residential	60.0	60.0	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40.0		81.7	240	0
Concrete Saw	No	20		89.6	290	0
Tractor	No	40	84		340	0
Tractor	No	40	84		390	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Leq	Evening Lmax	Leq
Dozer	68.0	64.1	N/A	N/A	N/A	N/A
Concrete Saw	74.3	67.3	N/A	N/A	N/A	N/A
Tractor	67.3	63.4	N/A	N/A	N/A	N/A
Tractor	66.2	62.2	N/A	N/A	N/A	N/A
Total	**74**	**71**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/4/2018
Case Description: La Puente Condos - Building Construction

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	10	0
Gradall	No	40		83.4	60	0
Gradall	No	40		83.4	110	0
Tractor	No	40	84		160	0
Tractor	No	40	84		210	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		94.5	86.6	N/A	N/A	N/A	N/A
Gradall		81.8	77.8	N/A	N/A	N/A	N/A
Gradall		76.6	72.6	N/A	N/A	N/A	N/A
Tractor		73.9	69.9	N/A	N/A	N/A	N/A
Tractor		71.5	67.6	N/A	N/A	N/A	N/A
	Total	**94.5**	**87**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northea	Residential	60.0	60.0	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16.0		80.6	250	0
Gradall	No	40		83.4	300	0
Gradall	No	40.0		83.4	350	0
Tractor	No	40	84		400	0
Tractor	No	40	84		450	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq
Crane	67	59	N/A	N/A	N/A	N/A
Gradall	68	64	N/A	N/A	N/A	N/A
Gradall	67	63	N/A	N/A	N/A	N/A
Tractor	66	62	N/A	N/A	N/A	N/A
Tractor	65	61	N/A	N/A	N/A	N/A
Total	**68**	**69**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/7/2018
Case Description: La Puente Condos - Building Construction Mitigated

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	10	5
Gradall	No	40		83.4	60	5
Gradall	No	40		83.4	110	5
Tractor	No	40	84		160	5
Tractor	No	40	84		210	5

		Calculated (dBA)		Results			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		89.5	81.6	N/A	N/A	N/A	N/A
Gradall		76.8	72.8	N/A	N/A	N/A	N/A
Gradall		71.6	67.6	N/A	N/A	N/A	N/A
Tractor		68.9	64.9	N/A	N/A	N/A	N/A
Tractor		66.5	62.6	N/A	N/A	N/A	N/A
	Total	**89.5**	**82**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northea	Residential	60.0	60.0	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16.0		80.6	250	0
Gradall	No	40		83.4	300	0
Gradall	No	40.0		83.4	350	0
Tractor	No	40	84		400	0
Tractor	No	40	84		450	0

	Results					
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	67	59	N/A	N/A	N/A	N/A
Gradall	68	64	N/A	N/A	N/A	N/A
Gradall	67	63	N/A	N/A	N/A	N/A
Tractor	66	62	N/A	N/A	N/A	N/A
Tractor	65	61	N/A	N/A	N/A	N/A
Total	**68**	**69**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/4/2018
Case Description: La Puente Condos - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	5	0
Roller	No	20		80	55	0
Concrete Mixer Truck	No	40		78.8	105	0
Concrete Mixer Truck	No	40		78.8	155	0
Concrete Mixer Truck	No	40		78.8	205	0
Concrete Mixer Truck	No	40		78.8	255	0
Tractor	No	40	84		305	0
Tractor	No	40	84		355	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Day Leq	Noise Limits (dBA) Evening Lmax	Evening Leq
Paver	97.2	94.2	N/A	N/A	N/A	N/A
Roller	79.2	72.2	N/A	N/A	N/A	N/A
Concrete Mixer Truck	72.4	68.4	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69.0	65.0	N/A	N/A	N/A	N/A
Concrete Mixer Truck	67	63	N/A	N/A	N/A	N/A
Concrete Mixer Truck	64.6	60.7	N/A	N/A	N/A	N/A
Tractor	68	64	N/A	N/A	N/A	N/A
Tractor	67	63	N/A	N/A	N/A	N/A
Total	**97**	**94**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northeas	Residential	60	60	60

Description	Impact Device	Usage(%	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	340	0
Roller	No	20		80	390	0
Concrete Mixer Truck	No	40		78.8	440	0
Concrete Mixer Truck	No	40		78.8	490	0
Concrete Mixer Truck	No	40		78.8	540	0
Concrete Mixer Truck	No	40		78.8	590	0
Tractor	No	40	84		640	0
Tractor	No	40.0	84		690	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Day Leq	Evening Lmax	Evening Leq
Paver	61	58	N/A	N/A	N/A	N/A
Roller	62	55	N/A	N/A	N/A	N/A
Concrete Mixer Truck	60	56	N/A	N/A	N/A	N/A
Concrete Mixer Truck	59	55	N/A	N/A	N/A	N/A
Concrete Mixer Truck	58	54	N/A	N/A	N/A	N/A
Concrete Mixer Truck	57	53	N/A	N/A	N/A	N/A
Tractor	61.9	57.9	N/A	N/A	N/A	N/A
Tractor	61	57	N/A	N/A	N/A	N/A
Total	**62**	**65**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/7/2018
Case Description: La Puente Condos - Paving Mitigated

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	5	5
Roller	No	20		80	55	5
Concrete Mixer Truck	No	40		78.8	105	5
Concrete Mixer Truck	No	40		78.8	155	5
Concrete Mixer Truck	No	40		78.8	205	5
Concrete Mixer Truck	No	40		78.8	255	5
Tractor	No	40	84		305	5
Tractor	No	40	84		355	5

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		92.2	89.2	N/A	N/A	N/A	N/A
Roller		74.2	67.2	N/A	N/A	N/A	N/A
Concrete Mixer Truck		67.4	63.4	N/A	N/A	N/A	N/A
Concrete Mixer Truck		64.0	60.0	N/A	N/A	N/A	N/A
Concrete Mixer Truck		62	58	N/A	N/A	N/A	N/A
Concrete Mixer Truck		59.6	55.7	N/A	N/A	N/A	N/A
Tractor		63	59	N/A	N/A	N/A	N/A
Tractor		62	58	N/A	N/A	N/A	N/A
	Total	**92**	**89**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northea	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	340	0
Roller	No	20		80	390	0
Concrete Mixer Truck	No	40		78.8	440	0
Concrete Mixer Truck	No	40		78.8	490	0
Concrete Mixer Truck	No	40		78.8	540	0
Concrete Mixer Truck	No	40		78.8	590	0
Tractor	No	40	84		640	0
Tractor	No	40.0	84		690	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Day Leq	Noise Limits (dBA) Evening Lmax	Evening Leq
Paver	61	58	N/A	N/A	N/A	N/A
Roller	62	55	N/A	N/A	N/A	N/A
Concrete Mixer Truck	60	56	N/A	N/A	N/A	N/A
Concrete Mixer Truck	59	55	N/A	N/A	N/A	N/A
Concrete Mixer Truck	58	54	N/A	N/A	N/A	N/A
Concrete Mixer Truck	57	53	N/A	N/A	N/A	N/A
Tractor	61.9	57.9	N/A	N/A	N/A	N/A
Tractor	61	57	N/A	N/A	N/A	N/A
Total	**62**	**65**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/7/2018
Case Description: La Puente Condos - Painting

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	10	0

		Results Calculated (dBA)		Noise Limits (dBA) Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		91.6	87.7	N/A	N/A	N/A	N/A
	Total	**92**	**88**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northeas	Residential	60.0	60.0	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	250	0

		Results Calculated (dBA)		Noise Limits (dBA) Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		63.7	59.7	N/A	N/A	N/A	N/A
	Total	**64**	**60**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/7/2018
Case Description: La Puente Condos - Painting Mitigated

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Workers to the South	Commercial	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	10	5

		Calculated (dBA)		Results Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		86.6	82.7	N/A	N/A	N/A	N/A
	Total	**87**	**83**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to the Northeas	Residential	60.0	60.0	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	250	0

		Calculated (dBA)		Results Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		63.7	59.7	N/A	N/A	N/A	N/A
	Total	**64**	**60**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Stationary Noise Calculation - Proposed Condos

Stationary Noise Sources	Reference Distance	Reference Leq	Homes on South Side of Via Sonata Distance	Leq	
					1 (Line Source: hard=0, soft=.5; Point Source: hard=1, soft=1.5)
Rooftop HVAC	10	66.6	25	59	(eq. N-2141.2 of TeNS)
Parking Lot	5	63.1	15	54	

Stationary Noise Sources	Distance from Receptor to Wall	Distance from source to Wall	Height of Wall (feet)	Without Wall Noise Level at Residence	With Wall Noise Level at Residence	Source Height (feet)	Exterior Observer Height (feet)	Source Frequency (hz)	barrier to receiver - b (all)	source to barrier - a	source to receiver - c	path difference y =a+b-c (auto)	line of sight (slope)	fresnel	Barrier Atten
Rooftop HVAC	12	13	3	59	**41**	20	5	800	12.1655	21.40093	29.15476	4.4117	1	12.54884	-17.405
Parking Lot	10	5	6	54	**45**	5	5	800	10.0499	5.09902	15	0.1489	1	0.423524	-8.1
Combined Noise Levels					**60**	**47**									

General Information

Serial Number	02509
Model	831
Firmware Version	2.112
Filename	831_Data.005
User	GT
Job Description	Northwest Fresno Walmart Relocation
Location	Rooftop HVAC Unit
Measurement Description	
Start Time	Saturday, 2013 July 27 18:31:43
Stop Time	Saturday, 2013 July 27 18:41:44
Duration	00:10:01.1
Run Time	00:10:01.1
Pause	00:00:00.0
Pre Calibration	Saturday, 2013 July 27 17:53:07
Post Calibration	None
Calibration Deviation	---

Note

Located 10 feet southeast of rooftop HVAC Unit 14 located on western side of roof
94 F, 30% Hu., 29.45 in Hg, no wind, partly cloudy

Overall Data

LAeq		66.6	dB
LASmax	2013 Jul 27 18:33:16	67.6	dB
LApeak (max)	2013 Jul 27 18:32:17	81.6	dB
LASmin	2013 Jul 27 18:41:08	65.8	dB
LCeq		75.8	dB
LAeq		66.6	dB
LCeq - LAeq		9.2	dB
LAIeq		67.2	dB
LAeq		66.6	dB
LAIeq - LAeq		0.6	dB
Ldn		66.6	dB
LDay 07:00-23:00		66.6	dB
LNight 23:00-07:00		---	dB
Lden		66.6	dB
LDay 07:00-19:00		66.6	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LAE		94.4	dB
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	67.0	dBA
LAS10.00	66.9	dBA
LAS33.30	66.7	dBA
LAS50.00	66.6	dBA
LAS66.60	66.5	dBA
LAS90.00	66.3	dBA
LAS > 65.0 dB (Exceedence Counts / Duration)	1 / 601.1	s
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Settings

RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRM831	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Gain	+0	dB
Under Range Limit	26.2	dB
Under Range Peak	75.8	dB
Noise Floor	17.1	dB
Overload	143.4	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZeq	70.9	64.4	61.4	74.2	68.2	64.9	66.3	61.7	55.1	49.9	44.3	44.0
LZSmax	83.8	78.9	70.0	78.4	72.3	66.1	67.8	63.1	56.9	53.2	46.7	45.4
LZSmin	53.2	56.5	56.7	67.7	66.1	63.5	65.0	60.7	53.9	48.4	43.2	43.7

1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	68.1	65.7	63.2	61.0	58.0	59.3	56.0	57.8	55.8	69.7	72.0	59.3
LZSmax	82.3	79.5	78.7	77.2	72.8	72.3	67.9	63.5	64.0	74.2	76.1	72.0
LZSmin	41.9	46.3	48.8	48.7	46.5	49.7	50.1	51.8	41.2	63.9	67.9	54.5

Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	61.6	63.7	64.5	59.0	58.7	60.9	63.2	60.8	59.9	59.2	56.1	54.6
LZSmax	71.3	68.0	67.3	61.6	61.7	64.1	65.5	64.2	62.0	60.7	57.6	58.6
LZSmin	52.9	60.0	57.2	45.1	56.0	58.9	61.1	58.4	58.4	57.1	54.9	53.3

Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	52.0	49.8	48.4	46.4	45.4	42.8	41.1	38.6	38.5	38.4	39.0	40.2
LZSmax	54.4	52.3	51.2	50.2	49.7	45.7	45.4	41.6	40.4	40.4	41.4	41.3
LZSmin	50.9	48.4	46.9	45.0	43.7	41.4	39.6	37.5	37.9	38.0	38.7	39.9

Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	27 Jul 2013 17:53:07	-25.9
PRM831	27 Jul 2013 13:36:08	-25.6
PRM831	28 Apr 2013 15:34:24	-25.9
PRM831	23 Apr 2013 10:17:33	-25.0
PRM831	27 Feb 2013 19:15:30	-25.7
PRM831	24 Jan 2013 12:00:16	-25.6
PRM831	15 Jan 2013 07:50:44	-26.2
PRM831	04 Jan 2013 13:47:46	-26.5

General Information

Serial Number	02509
Model	831
Firmware Version	2.112
Filename	831_Data.002
User	GT
Job Description	Northwest Fresno Walmart Relocation
Location	Northwest Fresno Walmart
Measurement Description	
Start Time	Saturday, 2013 July 27 15:49:15
Stop Time	Saturday, 2013 July 27 16:09:15
Duration	00:20:00.6
Run Time	00:20:00.6
Pause	00:00:00.0
Pre Calibration	Saturday, 2013 July 27 13:36:08
Post Calibration	None
Calibration Deviation	---

Note

Located at the eastern portion of the southern parking lot and approx 140 feet south of the front door
96 F, 35% Humidity, 29.48 in Hg, 3 mph wind, partly cloudy

Overall Data

LAeq		63.1	dB
LASmax	2013 Jul 27 15:59:44	79.2	dB
LApeak (max)	2013 Jul 27 16:06:25	102.2	dB
LASmin	2013 Jul 27 15:50:20	49.6	dB
LCeq		74.0	dB
LAeq		63.1	dB
LCeq - LAeq		10.9	dB
LAIeq		67.4	dB
LAeq		63.1	dB
LAIeq - LAeq		4.3	dB
Ldn		63.1	dB
LDay 07:00-23:00		63.1	dB
LNight 23:00-07:00		---	dB
Lden		63.1	dB
LDay 07:00-19:00		63.1	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LAE		93.9	dB
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	66.7	dBA
LAS10.00	66.3	dBA
LAS33.30	62.8	dBA
LAS50.00	61.7	dBA
LAS66.60	57.7	dBA
LAS90.00	52.8	dBA
LAS > 65.0 dB (Exceedence Counts / Duration)	17 / 347.8	s
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Settings

RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRM831	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Gain	+0	dB
Under Range Limit	26.1	dB
Under Range Peak	75.6	dB
Noise Floor	17.0	dB
Overload	143.1	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZeq	66.7	66.1	71.1	71.6	64.9	59.5	59.6	58.3	56.2	51.8	46.8	44.6
LZSmax	82.6	84.9	82.2	89.3	77.1	67.1	72.4	76.6	76.6	69.0	67.7	63.1
LZSmin	46.5	55.4	53.6	59.0	55.2	49.9	45.5	43.6	40.9	37.7	39.6	42.8

1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	63.6	61.5	59.8	58.7	60.7	63.4	67.2	66.6	65.3	65.7	67.5	67.2
LZSmax	80.9	76.9	73.6	75.5	79.8	83.7	80.9	76.8	78.9	83.8	87.4	88.8
LZSmin	37.3	40.3	43.7	45.3	48.2	51.5	55.9	60.4	54.9	53.2	57.5	47.0

Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	61.7	61.0	54.9	52.9	57.0	53.2	57.3	54.1	52.1	54.5	53.3	52.7
LZSmax	76.0	71.0	69.8	65.8	64.6	65.6	67.0	71.0	67.1	65.9	72.9	73.0
LZSmin	52.1	48.8	46.7	42.4	46.2	44.6	43.2	38.5	38.6	39.0	39.4	38.2

Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	52.5	50.9	50.7	49.0	46.4	44.5	43.0	41.7	41.1	40.0	39.6	40.0
LZSmax	75.9	69.6	63.7	63.8	64.4	64.7	63.3	62.7	62.7	60.8	57.9	52.5
LZSmin	37.2	35.4	34.6	33.1	32.6	32.8	33.6	34.7	35.9	36.7	37.7	39.4

Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	27 Jul 2013 13:36:08	-25.6
PRM831	28 Apr 2013 15:34:24	-25.9
PRM831	23 Apr 2013 10:17:33	-25.0
PRM831	27 Feb 2013 19:15:30	-25.7
PRM831	24 Jan 2013 12:00:16	-25.6
PRM831	15 Jan 2013 07:50:44	-26.2
PRM831	04 Jan 2013 13:47:46	-26.5

APPENDIX E – Agency Letters

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

August 14, 2018

Mr. John Di Mario
Development Services Director
Development Services Department
City of La Puente
15900 E. Main Street
La Puente, CA 91744
jdimario@lapuente.org

Re: 22-Unit Condominium Project, Star Theater, 145 N. First Street, La Puente

Dear Mr. Di Mario:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation (NOP) for the 22-Unit Condominium Project at 145 N. First Street and the proposed demolition of the Star Theater. Given the rarity and historical significance of the Star Theater, the Conservancy and our many supporters are strongly concerned about the loss of this important community asset.

The NOP and Initial Study, partly in response to earlier comments submitted by the Los Angeles Conservancy on June 20, 2017, determines that the Star Theater should be evaluated as a historic resource pursuant to the California Environmental Quality Act (CEQA).

As there will be an unavoidable significant impact, the City will need to consider potentially feasible alternatives to demolition. As required by CEQA, the Draft Environmental Impact Report (EIR) shall fully consider and include a range (more than one) of preservation alternatives that could accomplish the goals of the project while retaining the continued eligibility of the Star Theater.

I. Significance of the Star Theater and S. Charles Lee

Located at 145 N. First Street, the Star Theater is notable as the only surviving lamella roof theater designed by master architect S. Charles Lee in Los Angeles County. Lee, whose architecture office was located in Los Angeles, is recognized for his influential international career spanning three decades that produced some of Southern California's most innovative movie theatres including both the Tower Theater (1927) and Los Angeles Theater (1931) in downtown LA and the Academy Theater (1939) in Inglewood.

The Star Theater, constructed between 1947-48 and opened as the Puente Theater, is a rare and significant example of Lee's postwar theater designs,

constructed during the final years of his career and showcasing his continued experimentation with new forms and technology to respond to changing needs.

Utilizing wood lamella construction for its roof and featuring monumentally scaled, freestanding signage that rises twice the height of the theater building, Lee's design for the Star Theater is directly influenced by two important postwar-era trends: lingering wartime restrictions on building materials and the growing prominence of the automobile.

Lee designed a total of five lamella roof theaters in California during the late 1940s, two each in Los Angeles and San Diego Counties and one in Tulare County. Two have been demolished, with one remaining in each of the three counties. Lamella construction, introduced to the United States in 1925 and used primarily for industrial structures and building types such as auto showrooms and grocery markets, is comprised of diamond-shaped bracing formed of short lengths of lumber that can span great distances without view-obstructing columns or trusses. Lee embraced another benefit afforded by lamella construction, as it required no steel and wood was an unrestricted material. While the lower curved walls of the auditorium's interior are plastered, the distinctive diamond-shaped bracing of the lamella roof is left exposed to form the ceiling.

The Star Theater is unique among Lee's five lamella roof theaters as the only one in which the half-cylinder shape of the roof also forms the design of the façade. The other four were designed with rectangular facades that concealed the shape of the auditorium from the street. As such, only the Star Theater conveys its iconic form from the exterior.

Another unusual feature of the Star Theater is the monumentally-scaled signage, situated directly adjacent to the front right corner of the theater. While Lee was a major innovator of integrated signage for his theater designs, several examples of which reached lofty heights aimed at attracting patrons traveling in their automobiles, the signage he designed for the Star Theater is unique among theater buildings for its size and scale as a freestanding sign and its dual function as a giant flagpole, rising twice the height of the theater building. The sign structure is comprised of five alternating pairs of slim metal poles evenly braced by horizontal members, which lends a striking grid-like appearance. A large, neon-illuminated star is perched atop the structure, next to a flagpole rising above the outermost pole.

The Star Theater is profiled in the 1994 S. Charles Lee monograph *The Show Starts on the Sidewalk: An Architectural History of the Movie Theater* by Maggie Valentine, Ph.D, architecture professor at the University of Texas at San Antonio. The University of California, Los Angeles holds the S. Charles Lee Collection, which contains numerous historic photographs of the Star Theater under construction and following completion.

The Conservancy believes the Star Theater qualifies as a historical resource for purposes of project review under CEQA as a rare and unusual example of postwar theater design and as a rare and notable example of the work of master architect S. Charles Lee. It is also a rare resource type utilizing a lamella roof and monumentally scaled, freestanding signage that rises twice the height of the theater building—both unusual among theaters as a building type and which together make the Star Theater a singular example of early postwar theater design.

II. Environmental Review Process Must Remain Objective and Free From Bias

Courts often refer to the EIR as "the heart" of CEQA because it provides decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzes a range of alternatives that reduce those impacts.[1] Based on objective analyses found in the EIR, agencies "shall mitigate or avoid the significant effects on the environment whenever it is feasible to do so."[2]

An agency may not pre-commit to a project before CEQA review is completed, because "[a] fundamental purpose of an EIR is to provide decision makers with information they can use in deciding *whether* to approve a proposed project, not to inform them of the environmental effects of projects that they have already approved."[3]

It is therefore concerning and problematic that subjective and biased content is present in the NOP that suggests a preferred and predetermined outcome before any project analysis has commenced. In the Project History section, a paragraph focused on a timeline of the operation of the Star Theater from 1948 through 2004 veers toward a litany of negative events, such as "the theater became a source of illicit activity and the Los Angeles County Sheriff's Department had many calls for service regarding of the movie theater." While these details are not in dispute, the cumulative effect in crafting such a narrative for inclusion in the NOP is to portray the building, which is an architecturally and culturally significant resource, as negative, undesirable, and perhaps inferior to the proposed project.

Further into the Project History section, the statement is made that "the feasibility to reuse the existing structure is highly unlikely." Without any analysis to substantiate such feasibility, such a statement displays clear bias and undermines the very purpose of the environmental review process.

The Cultural Resources section of the Initial Study Checklist also contains problematic language suggesting a preferred and predetermined outcome. In the subsection devoted to establishing whether the proposed project may cause a potentially significant impact, a finding is made that the Star Theater is eligible for listing in the California Register of Historical Resources and its loss would constitute a substantial adverse change. Yet immediately following this finding, the same section includes language suggesting the purported benefits of the proposed project over retaining the Star Theater, stating "Development of the Proposed Project site would provide a residential catalyst that may lead to developments of other projects that can make the area more economically viable and provide community-oriented construction." Such language does not belong in an impact analysis section evaluating cultural resources. Furthermore, the subjective nature of the statement—implying that a project alternative combining new development while adaptively reusing the theater would not be capable of serving as an economic catalyst—suggests the City's predetermined preference for the proposed project.

Also included in the Cultural Resources section of the Initial Study Checklist is the City's claim that the Star Theater's architectural design—the very quality that establishes its significance as a historical resource—is inappropriate in the City's Downtown Business District. The NOP states "the

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[1] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

[2] Public Resource Code, Sec. 21002.1.

[3] *Laurel Highlands Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 394.

architectural style of the building is what prevents the integration of the theater into the Main Street architectural fabric outlined in the Architectural Design Guidelines, set forth in the Downtown Business District Specific Plan ("DBDSP"). The DBDSP calls for buildings to be located side-by-side for a continuous façade along the public right-of-way, and based on the unique design of the theater, it is difficult to achieve the Main Street look with a semi-circular building." Using a myopic interpretation of the DBDSP to suggest that retention of the Star Theater is less suitable than the proposed project yet again showcases bias and the City's preference for the proposed project.

Such bias has no place in the environmental review process, which must remain objective. The property contains a vacant theater building, which operated intermittently during recent years before its purchase by the current owner. The Star Theater in 2018 has much in common with numerous historic structures throughout the region and nation: a long-underutilized historic building that has great potential for an adaptive reuse project.

The project's objectives, laudable or otherwise, cannot simply be assumed to be superior to the value of the historic resources that are being compromised. Rather, CEQA requires that a project determined to have significant negative environmental impacts not be approved if economically feasible and environmentally superior alternatives exist.[4]

III. Draft EIR Must Evaluate a Range of Potentially Feasible Preservation Alternatives

A key policy under CEQA is the lead agency's duty to "take all action necessary to provide the people of this state with...historic environmental qualities...and preserve for future generations...examples of major periods of California history."[5] Indeed, CEQA review has proven to be one of the most effective tools that we have to address the erosion of our cultural heritage. It can prevent irreversible losses through careful consideration of alternatives that achieve most of the project objectives while avoiding significant impacts on the environment.

Under CEQA, if feasible alternatives to the proposed project exist that would reduce impacts on a historic resource to a less then significant level and "generally meet the basic objectives to the project," the lead agency should deny approval of the project. The increased costs of an alternative do not necessarily make it economically infeasible.[6]

We believe there is an opportunity for the successful development on the project site while retaining and adaptively reusing the historic Star Theater. Many successful development projects pair the rehabilitation of a historic resource with sensitive new construction and numerous historic theaters throughout the nation have been successfully repurposed through adaptive reuse.

The draft EIR should evaluate the feasibility of a reduced density alternative that maintains the Star Theater on site while adjusting the number and configuration of townhome units. Reducing the number of townhomes to accommodate the Star Theater will not diminish the project's objectives to provide new condominium units in the downtown setting of the project site.

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[4] 21001, 21081.
[5] PRC §21001 (b), (c).
[6] PRC §21061.1

The Star Theater could be reused in a number of capacities, including continued use as a theater or entertainment venue, conversion to a church, or conversion to retail. Rehabilitation alternatives that utilize a historic theater's interior layout of stage and auditorium, such as continued use as an entertainment venue, a church, or other non-profit organization, are most conducive to the retention of historic fabric. Conversion to retail is another option that can be accomplished with the assistance of a preservation architect and can be done in a way that is reversible and sensitive to the existing historic fabric.

The feasibility of adaptive reuse alternatives should consider the potential to lease the Star Theater to a tenant group that would operate out of the space. This is a critical point, as the structure lends itself to a variety of uses that could be benefit the local community and remain economically feasible as an income producing property.

As an example, the local, non-profit organization Arteologists, which is currently operating out of leased space at 15815 Main Street on the same block as the proposed project, has long expressed interest in either acquiring the Star Theater property or leasing the historic venue to rehabilitate for their arts-based community programming. They have reached out to the property owner several times to discuss their interest. The City can play a role in facilitating that conversation as part of the process of evaluating project alternatives.

Historic theaters are proven community revitalizers and they also catalyze other business development, create jobs, and improve the local quality of life—qualities that align with goals of the DBDSP. We believe clear opportunities exist to find a win-win solution that can accomplish the goals of the proposed project while also revitalizing the historic Star Theater with a compatible new use.

About the Los Angeles Conservancy:
The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Thank you for the opportunity to comment on the proposed project. We hope the City of La Puente will evaluate a full range of preservation alternatives as part of the draft EIR. Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,

Adrian Scott Fine
Director of Advocacy

cc: Escott Norton, Los Angeles Historic Theater Foundation

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

RECEIVED
CITY OF LA PUENTE
2018 JUL 19 P 3:29

Notice of Preparation

July 16, 2018

To: Reviewing Agencies

Re: 22-Unit Condominium Housing Project
SCH# 2018071033

Attached for your review and comment is the Notice of Preparation (NOP) for the 22-Unit Condominium Housing Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

John Di Mario
City of La Puente
15900 E. Main Street
La Puente, CA 91744

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2018071033
Project Title 22-Unit Condominium Housing Project
Lead Agency La Puente, City of

Type NOP Notice of Preparation

Description The project consists of the demolition of the existing structure, the Star Theater, removal of the surface parking lot, and construction of a 22-unit, three-story, approx 37,720 sf attached condominium project, with 44 private parking spaces and 11 guest parking spaces. Each unit will have washer/dryer hookup and a private patio. Areas surrounding the condo will include landscaping, hardscape and open space areas. The project site will be gated with one main vehicle access point located along Glendora Ave.

Lead Agency Contact

Name John Di Mario
Agency City of La Puente
Phone 626-961-4626 **Fax**
email
Address 15900 E. Main Street
City La Puente **State** CA **Zip** 91744

Project Location

County Los Angeles
City La Puente
Region
Cross Streets 134-145 North 1st St
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Air Quality; Noise; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Resources, Recycling and Recovery; Regional Water Quality Control Board, Region 4

Date Received 07/16/2018 **Start of Review** 07/16/2018 **End of Review** 08/14/2018

Note: Blanks in data fields result from insufficient information provided by lead agency

NOP Distribution List

County: Los Angeles **SCH#** 2018071033

Resources Agency

- [■] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Denise Peterson
- [ ] **California Coastal Commission**
  Allyson Hitt
- [ ] **Colorado River Board**
  Elsa Contreras
- [▨] **Dept. of Conservation**
  Crina Chan
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [■] **Office of Historic Preservation**
  Ron Parsons
- [■] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve Goldbeck
- [■] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Curt Babcock
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Craig Weightman
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [■] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

- [ ] **California Department of Education**
  Lesley Taylor
- [▨] **OES (Office of Emergency Services)**
  Monique Wilber
- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Cathy Buck
  Environmental Services Section
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Erik Vink
- [ ] **Delta Stewardship Council**
  Anthony Navasero
- [ ] **California Energy Commission**
  Eric Knight
- [■] **Native American Heritage Comm.**
  Debbie Treadway
- [■] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Christian Bushong
- [■] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [■] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- [ ] **Airport & Freight**
  Jack Wursten
  - [ ] **Transportation Projects**
    Nesamani Kalandiyur
  - [ ] **Industrial/Energy Projects**
    Mike Tollstrup
- [■] **California Department of Resources, Recycling & Recovery**
  Kevin Taylor/Jeff Esquivel
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Div. Drinking Water #_____
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control Reg. #**_____
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [■] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
  _____
  _____
- [ ] _____
  Conservancy

Last Updated 5/22/18

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
jdimario@lapuente.org

August 15, 2018

John Di Mario, Development Service Director
City of La Puente
15900 East Main Street
La Puente, CA 91744

Notice of Preparation of a Draft Environmental Impact Report for the Proposed 22-Unit Condominium Housing Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and SCAQMD Rules

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. The assumptions for the air quality analysis in the CEQA document will be the basis for permit conditions and limits. For more information on permits, please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385. The final CEQA document should also discuss how the Proposed Project will comply with applicable SCAQMD Rules, including, but may not be limited to, Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: http://www.aqmd.gov.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov, if you have any questions.

Sincerely,

Daniel Garcia

Daniel Garcia
Program Supervisor
Planning, Rule Development & Area Sources

DG/AM
LAC180717-08
Control Number

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 23, 2018

Mr. John Di Mario
15900 E. Main Street
La Puente, CA 91744

RE: 22-Unit Condominium Housing Project
Initial Study (IS)
SCH #2018071033
GTS # 07-LA-2018-01765
Vic. LA: SR-60 PM 16.336

Dear Mr. Di Mario:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project proposes the development of a 22-unit condominium housing project within the project site.

After reviewing the Initial Study, the calculated trip generation of 128 daily trips and the projected AM and PM Peak Hour trips of 10 and 11 respectively, there appears to be no significant traffic impacts to state facilities. However, it is recommended to discuss and/or evaluate any future cumulative conditions, as impacts such as new conflict points and speed differentials that may be introduced.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference to The Governor's Office of Planning and Research (OPR) for more information.

http://opr.ca.gov/ceqa/updates/guidelines/

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "*provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability*."

Caltrans encourages the lead agency to actively promote alternatives to car use and consider vehicle demand-reducing strategies. Such as including possible active transportation facilities/enhancements to improve safety and connectivity for pedestrians and bicyclists and to alleviate any traffic impacts and including incentives for commuters to use transit, park-and-ride lots, discounts on months bus and rail passes, shuttle buses, vanpools, etc. to the extent that more of the population shifts to transit for some of their inter-regional trips, future cumulative traffic impacts to freeways may be satisfactorily mitigated.

As a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water.

If you have any questions, please feel free to contact the project coordinator, Shabnam Sheikh, shabnam.sheikh@dot.ca.gov, and refer to GTS #07-LA-2018-01765.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

CITY OF INDUSTRY

August 14, 2018

Mr. John DiMario
Development Service Director
City of La Puente
15900 East Main Street
La Puente, CA 91744
jdimario@lapuente.org

RE: Comments regarding a focused EIR for a proposed 22-unit condominium housing project located at 135-145 North First Street.

Dear Mr. John DiMario,

Thank you for including the City of Industry ("City") in review process of the focused EIR for the proposed 22-unit condominium housing project located at 135-145 North First Street dated July 2018. The City would like to submit the following comments in regards to the proposed development:

1) It is our understanding that this project is not going to be part of a mixed-use development however the zoning does allow for mixed-use.
    a. Are there any mixed-use commercial business proposed as part of this project or will there be any future development for mixed use? If so will additional parking be provided?

2) The proposed project boarders the City of Industry's park and ride parking lot and there are concerns of overflow parking into the City's parking lot.
    a. Initial study stated that 44 off-street parking spaces along with 11 guest parking spaces will be provided.
        i. Please provide a site plan so we can get a better understanding of the guest parking. Will it be gated? How will it be accessible?
        ii. If the guest spaces are gated this may impact the City's park and ride parking lot. Please consider the design of the guest parking spaces by making them more accessible.

3) Will the units be affordable house units?

Should you need further assistance, please contact me at (626) 333-2211 extension 107 or by way of email at nvazquez@cityofindustry.org.

Sincerely,

Nathalie Vazquez
Consultant Assistant Planner II

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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FIRE CHIEF
FORESTER & FIRE WARDEN

August 8, 2018

John Di Mario, Development Services Director
City of La Puente
Planning Department
15900 East Main Street
La Puente, CA 91744

Dear Mr. Di Mario:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "22-UNIT CONDOMINIUM HOUSING PROJECT," CONSISTS OF THE DEMOLITION OF THE EXISTING STRUCTURE, THE STAR THEATER, REMOVAL OF THE SURFACE PARKING LOT, AND CONSTRUCTION OF A 22-UNIT, THREE-STORY, APPROXIMATELY 37,270 SQUARE FEET ATTACHED CONDOMINIUM PROJECT, WITH 44 PRIVATE PARKING SPACES AND 11 GUEST PARKING SPACES, 135-145 NORTH 1ST STREET, LA PUENTE, FFER 201800079

The Notice of Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Under 4.3.15 Public Services, a.1. Fire Protection, the first sentence in the paragraph under this section should be corrected. The City La Puente does not "contract" fire services with the Los Angeles County Fire Department, but is within the jurisdiction, and is part of the Consolidated Fire Protection District of Los Angeles County.

LAND DEVELOPMENT UNIT:

The Land Development Unit is reviewing the proposed "22-UNITCONDOMINIUM HOUSING PROJECT" for access and water system requirements. The Land Development Unit comments are only general requirements. Specific fire and life safety requirements will be addressed during the review for building and fire plan check phases. There may be additional requirements during this time.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

ACCESS REQUIREMENTS:

1. The proposed development will require multiple ingress/egress access for the circulation of traffic and emergency response issues.

2. All on-site Fire Department vehicular access roads shall be labeled as "Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.

    a. The Fire Apparatus Access Road shall be cross-hatch on the site plan with the width clearly noted on the plan.

3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

4. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction.

5. The edge of the Fire Apparatus Access Road shall be located a minimum of 5 feet from the building or any projections there from.

6. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.

7. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official.

8. Provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Department vehicular access road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the

building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial Fire Apparatus Access Road is positioned shall be approved by the fire code official.

9. If the Fire Apparatus Access Road is separated by island, provide a minimum unobstructed width of 20 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building.

10. Dead-end Fire Apparatus Access Roads in excess of 150 feet in-length shall be provided with an approved Fire Department turnaround. Include the dimensions of the turnaround with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.

11. Fire Department Access Roads shall be provided with a 32-foot centerline turning radius. Indicate the centerline, inside, and outside turning radii for each change in direction on the site plan.

12. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000 lbs., and shall be surfaced so as to provide all-weather driving capabilities. Fire Apparatus Access Roads having a grade of 10 percent or greater shall have a paved or concrete surface.

13. Provide approved signs or other approved notices or markings that include the words "NO PARKING - FIRE LANE." Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for Fire Apparatus Access Roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector.

14. A minimum 5-foot wide approved firefighter access walkway leading from the Fire Department Access Road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Clearly identify firefighter walkway access routes on the site plan. Indicate the slope and walking surface material. Clearly show the required width on the site plan.

15. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Fire Code Section 503.2.1 shall be maintained at all times.

16. Traffic Calming Devices, including but not limited to, speed bumps and speed humps, shall be prohibited unless approved by the fire code official.

17. Security barriers, visual screen barriers, or other obstructions shall not be installed on the roof of any building in such a manner as to obstruct firefighter access or egress in the event of fire or other emergency. Parapets shall not exceed 48 inches from the top

of the parapet to the roof surface on more than two sides. Clearly indicate the height of all parapets in a section view.

18. Approved building address numbers, building numbers, or approved building identification shall be provided and maintained so as to be plainly visible and legible from the street fronting the property. The numbers shall contrast with their background, be Arabic numerals or alphabet letters, and be a minimum of 4 inches high with a minimum stroke width of 0.5 inch.

19. Multiple residential and commercial buildings having entrances to individual units not visible from the street or road shall have unit numbers displayed in groups for all units within each structure. Such numbers may be grouped on the wall of the structure or mounted on a post independent of the structure and shall be positioned to be plainly visible from the street or road as required by Fire Code 505.3 and in accordance with Fire Code 505.1.

PARKING ON PUBLIC FIRE APPARARTUS ACCESS ROADS:

1. Provide a minimum width of 34 feet for parallel parking on one side of the Fire Apparatus Access Road with through access and with one side of the roadway being designated "No Parking – Fire Lane."

2. Provide a minimum width of 34 feet for parallel parking on both sides of the Fire Apparatus Access Road when the street is designed to be a cul-de-sac less than 700 feet in-length.

3. Provide a minimum width of 36 feet for parallel parking on both sides of the Fire Apparatus Access Road and/ or on cul-de-sac design with a length of 701 feet to 1,000 feet.

GATES:

1. The security gate shall be provided with an approved means of emergency operation and shall be maintained operational at all times and replaced or repaired when defective. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed, and installed to comply with the requirements of ASTM F220. Gates shall be of the swinging or sliding type. Construction of gates shall be of materials that allow manual operation by one person. Fire Code 503.6.

2. The method of gate control shall be subject to review by the Fire Department prior to clearance to proceed to public hearing. All gates to control vehicular access shall be in compliance with the following:

    a. The keypad location shall be located a minimum of 50 feet from the public right-of-way.

b. Provide a minimum 32-foot turning radius beyond the keypad prior to the gate entrance at a minimum width of 20' for turnaround purposes.

c. The gated entrance design with a single access point (ingress and egress) shall provide for a minimum width of 26 feet clear-to-sky with all gate hardware is clear of the access way.

d. Gated entrance design with separate access gates for ingress and egress shall provide minimum width of 20 feet clear-to-sky for each side.

e. All locking devices shall comply with the County of Los Angeles Fire Department Regulation 5, Compliance for Installation of Emergency Access Devices.

WATER SYSTEM REQUIRMENTS:

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze conforming to current AWWA standard C503 or approved equal and shall be installed in accordance with the County of Los Angeles Fire Department Regulation 8.

2. The development may require fire flows up to 4,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used.

3. The fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants. The fire hydrants shall meet the following requirements:

   a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

   b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

   c. Additional hydrants will be required if hydrant spacing exceeds specified distances.

4. All required public fire hydrants shall be installed and tested prior to beginning construction.

5. All private on-site fire hydrants shall be installed, tested, and approved prior to building occupancy.

   a. Plans showing underground piping for private on-site fire hydrants shall be submitted to the Sprinkler Plan Check Unit for review and approval prior to installation.

6. An approved automatic fire sprinkler system is required for the proposed buildings within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.

Additional Department requirements will be determined by Fire Prevention Engineering during the Building Plan Check.

For any questions regarding the report, please contact Inspector Claudia Soiza at (323) 890-4243 or Claudia.soiza@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

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Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
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www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

July 20, 2018

Ref. Doc. No.: 4650354

Mr. John Di Mario
Development Services Supervisor
City of La Puente
15900 East Main Street
La Puente, CA 91744-4719

Dear Mr. Di Mario:

NOP Response for 22-Unit Condominium Housing Project

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Focused Environmental Impact Report (NOP) for the subject project on July 17, 2018. The proposed project is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Abbey Street Trunk Sewer, located in 1st Street north of Main Street. The Districts' 10-inch diameter trunk sewer has a capacity of 0.6 million gallons per day (mgd) and conveyed a peak flow of 0.4 mgd when last measured in 2013.

2. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 64.7 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.

3. The expected increase in average wastewater flow from the project, described in the notice as 22-unit condominium complex, is 4,090 gallons per day, after the structure on the site is demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more

information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer and General Manager will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:dc

cc: A. Schmidt
M. Tatalovich

DOC: #4654618.D15