PUBLIC REVIEW DRAFT | MAY 2021

Chick-fil-A and Starbucks Huntington Drive & 210 Project

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Prepared for:

City of Monrovia

Prepared by:

Michael Baker INTERNATIONAL

This document is designed for double-sided printing to conserve natural resources.

PUBLIC REVIEW DRAFT

INITIAL STUDY

Chick-fil-A and Starbucks
Huntington Drive & 210 Project

LEAD AGENCY:

City of Monrovia

Planning Division

415 South Ivy Avenue
Monrovia, California 91016
Contact: Sheri Bermejo, Planning Division Manager
(626) 932-5539

PREPARED BY:

Michael Baker International

5 Hutton Center Drive, Suite 500
Santa Ana, California 92707
Contact: Kristen Bogue
(949) 472-3505

May 2021

JN 179829

This document is designed for double-sided printing to conserve natural resources.

TABLE OF CONTENTS

APPENDICES

A. Air Quality and Greenhouse Gas Assessment
B. Cultural Resources Study
C. Geotechnical Analysis
D1. Chick-fil-A Phase I ESA
D2. Chick-fil-A Phase II ESA
D3. Starbucks Phase I ESA
D4. Starbucks Phase II ESA
D5. UST Closure Report
E1. Hydrology Analysis
E2. Chick-fil-A LID Plan
E3. Starbucks LID Plan
F1. Acoustical Analysis
F2. Pocket Park Acoustical Memo
G. Transportation Impact Analysis
H. Utilities Correspondence

LIST OF TABLES

LIST OF EXHIBITS

This page intentionally left blank.

MITIGATED NEGATIVE DECLARATION AND TECHNICAL APPENDICES ON CD

This page intentionally left blank.

1.0 INTRODUCTION

The proposed Chick-fil-A and Starbucks Huntington Drive and 210 Project (project) is located at 820 Huntington Drive, Monrovia, California (Assessor's Parcel Numbers [APNs] 8507-008-035, -041, -042, -044, and -070 through -072). The project would construct two new drive-thru facilities, a Chick-fil-A restaurant and a Starbucks café. The Chick-fil-A restaurant would be a 4,562-square-foot (gross area), one-story building with outdoor dining space and 48 vehicle parking spaces and the Starbucks café would be a 2,200-square-foot (gross area), one-story building with an outdoor patio space and 40 vehicle parking spaces. Landscaping would be planted along the site and building perimeters, and utility improvements would be installed to serve the proposed drive-thru facilities. The project would also dedicate approximately 8,600 square feet of land at the southeast corner of the project site to the City for future development into a pocket park. Additionally, the project involves a Zone Text Amendment to eliminate the minimum building height standard of two-stories and to correct inconsistencies regarding density and floor area regulations for the Retail Corridor Mixed Use (RCM) Commercial Zone.

Following a preliminary review of the project, the City of Monrovia determined the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study analyzes the potential direct, indirect, and cumulative environmental effects of the project.

1.1 CEQA STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with Sections 15051 and 15367 of the California Code of Regulations (CCR), the City is identified as the Lead Agency for the project. Under CEQA (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of the CCR, the City is required to undertake the preparation of an Initial Study to determine if the project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration). Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080[c], Public Resources Code).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for considering discretionary actions necessary to approve or undertake the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits, and other discretionary approvals would be required.

1.2 PURPOSE

CEQA Guidelines Section 15063 identifies the following specific contents for inclusion in an Initial Study:

- A description of the project, including the location of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- A discussion of ways to mitigate significant effects identified, if any;
- An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

Pursuant to CEQA Guidelines Section 15063(g), as soon as the Lead Agency (in this case, the City) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. These documents are available for review at the City of Monrovia Community Development Department, 415 South Ivy Avenue, Monrovia, California, 91016.

- *Monrovia General Plan* (February 2020). The *Monrovia General Plan* (General Plan), updated February 2020, is a long-range planning document that guides decisions related to land use. The General Plan includes the following seven elements: Land Use, Circulation, Housing, Safety, Noise, Open Space, and Conservation.
- *Monrovia General Plan Proposed Land Use and Circulation Elements Environmental Impact Report* (January 2008). The Monrovia General Plan Proposed Land Use and Circulation Elements Environmental Impact Report (State Clearinghouse Number [SCH No.] 2007021135) (LUC EIR) evaluates the environmental effects associated with the

adoption and implementation of the proposed Land Use and Circulation Elements initiated by the City of Monrovia.

- *Monrovia Municipal Code*. The *Monrovia Municipal Code* (Municipal Code), Codified through Ordinance 2013-15 Section 2, 2003, consists of codes and ordinances adopted by the City. These include standards intended to regulate land use, development, health and sanitation, water quality, public facilities, and public safety. Title 17, Zoning (Zoning Ordinance), includes an official land use plan for the City and is adopted and established to serve the public health, safety and general welfare and to provide the economic and social advantages resulting from an orderly planned use of land resources.

This page intentionally left blank.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Chick-fil-A and Starbucks Huntington Drive & 210 Project (project) site is located at 820 Huntington Drive, Monrovia, California (Assessor's Parcel Numbers [APNs] 8507-008-035, -041, -042, -044, and -070 through -072); refer to Exhibit 2-1, *Regional Vicinity*. Regionally, the site is located adjacent to Interstate 210 (I-210) and approximately 3.0-miles northwest of Interstate 605 (I-605). Locally, the site is located at the southwest corner of Huntington Drive and Encino Avenue; refer to Exhibit 2-2, *Site Vicinity*.

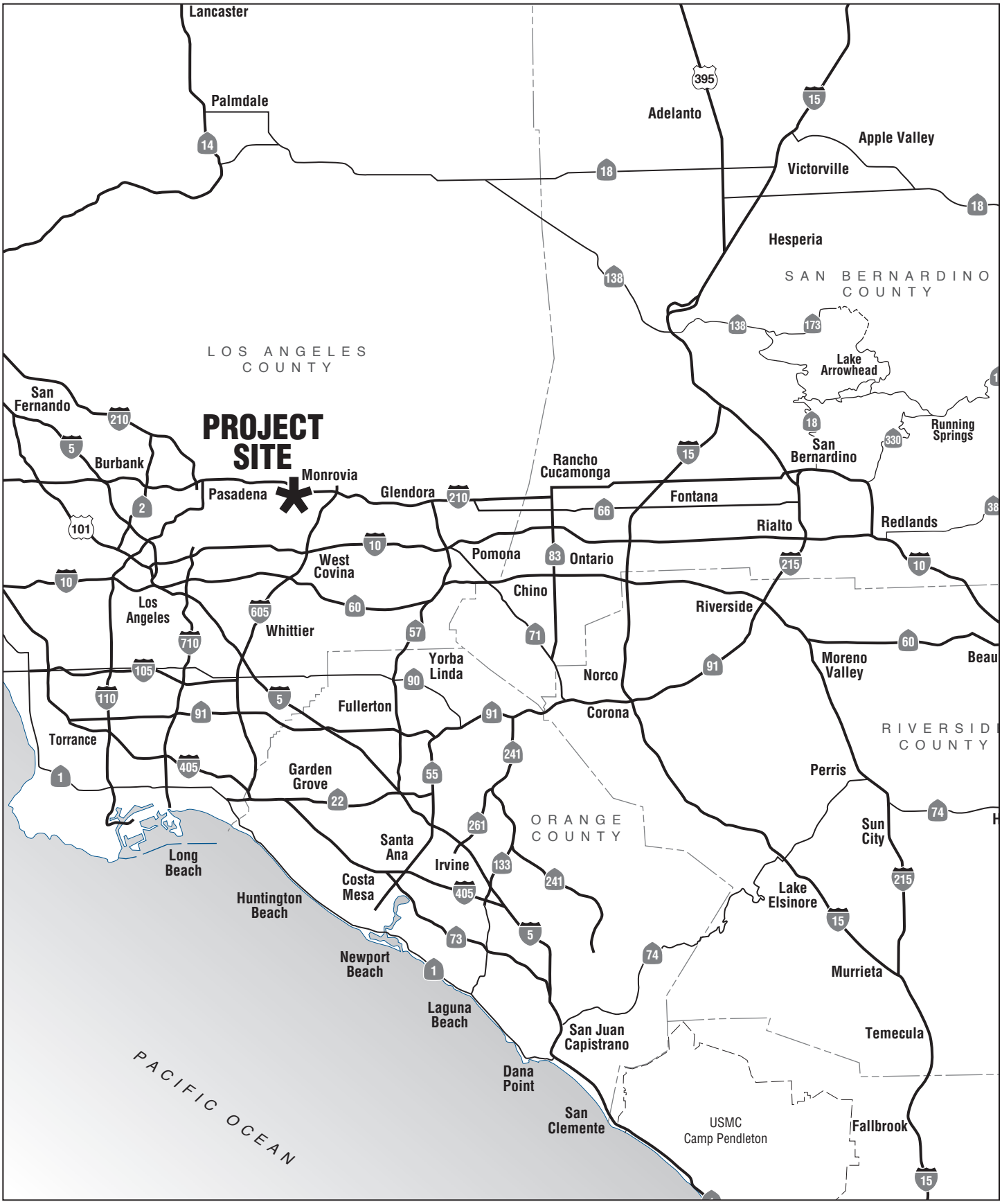
EXISTING CONDITIONS

The project site is a 2.09-acre existing commercial site that consists of a restaurant building and associated parking lot; refer to Exhibit 2-2. The existing 12,216-square-foot building is currently operating as a Claim Jumper restaurant. Claim Jumper operations currently include deliveries from 12:00 a.m. to 5:00 a.m. Monday through Friday, with bread and produce also being delivered on Saturdays. However, it is acknowledged that due to the COVID-19 pandemic, delivery schedules have been temporarily modified to between 8:00 a.m. and 11:00 a.m. Currently, 203 surface parking spaces are provided on-site. On-site landscaping consists of ornamental trees along the project site boundary, the restaurant building perimeter, and throughout the surface parking lot. The project site is accessed along two on-site driveways at Huntington Drive and Encino Avenue. Site access is also accommodated via a third off-site driveway (to the west) along Huntington Drive. This third driveway provides access along the western and southern boundaries of the project site. Surrounding uses primarily consist of commercial uses. Table 2-1, *Surrounding Land Uses*, further describes the adjacent development.

Table 2-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning	Existing Uses
North	N/A-Roadway/Freeway	N/A - Freeway	Huntington Drive and I-210 freeway
East	Regional/Subregional Commercial	CRS	Encino Avenue with commercial uses (i.e., Oak Tree Inn) beyond.
South	Retail Corridor Mixed Use, Regional/Subregional Commercial, and Residential Medium	RCM and RM3500	Surface parking lot associated with the Double Tree by Hilton to the west and southwest. Further south and southeast, residential uses (i.e., single family homes are present).
West	Retail Corridor Mixed Use	RCM	Commercial uses (i.e., Red Lobster restaurant, DoubleTree by Hilton) and surface parking lot.

Notes:
1. RCM= Retail Corridor Mixed Use
2. RM3500= Residential Medium 3500



NOT TO SCALE

Michael Baker INTERNATIONAL

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 2 -1

Source: Google Earth Pro, October 2020

NOT TO SCALE

Michael Baker INTERNATIONAL

PROJECT SITE

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Site Vicinity

Exhibit 2-2

EXISTING GENERAL PLAN AND ZONING

Per the General Plan Land Use Map, the project site is designated Retail Corridor Mixed Use. Properties designated Retail Corridor Mixed Use allow for development of commercial uses. Per the *City of Monrovia Zoning Map*, the project site is zoned RCM (Retail Corridor Mixed Use).

2.2 PROJECT CHARACTERISTICS

The project proposes constructing two new drive-thru facilities, a Chick-fil-A restaurant and Starbucks café, at the project site. The Chick-fil-A restaurant would be a 4,562-square-foot (gross area), one-story building with outdoor dining space, and the Starbucks café would be a 2,200-square-foot (gross area), also a one story building with outdoor dining space; refer to Exhibit 2-3, *Site Plan*.

CHICK-FIL-A RESTAURANT

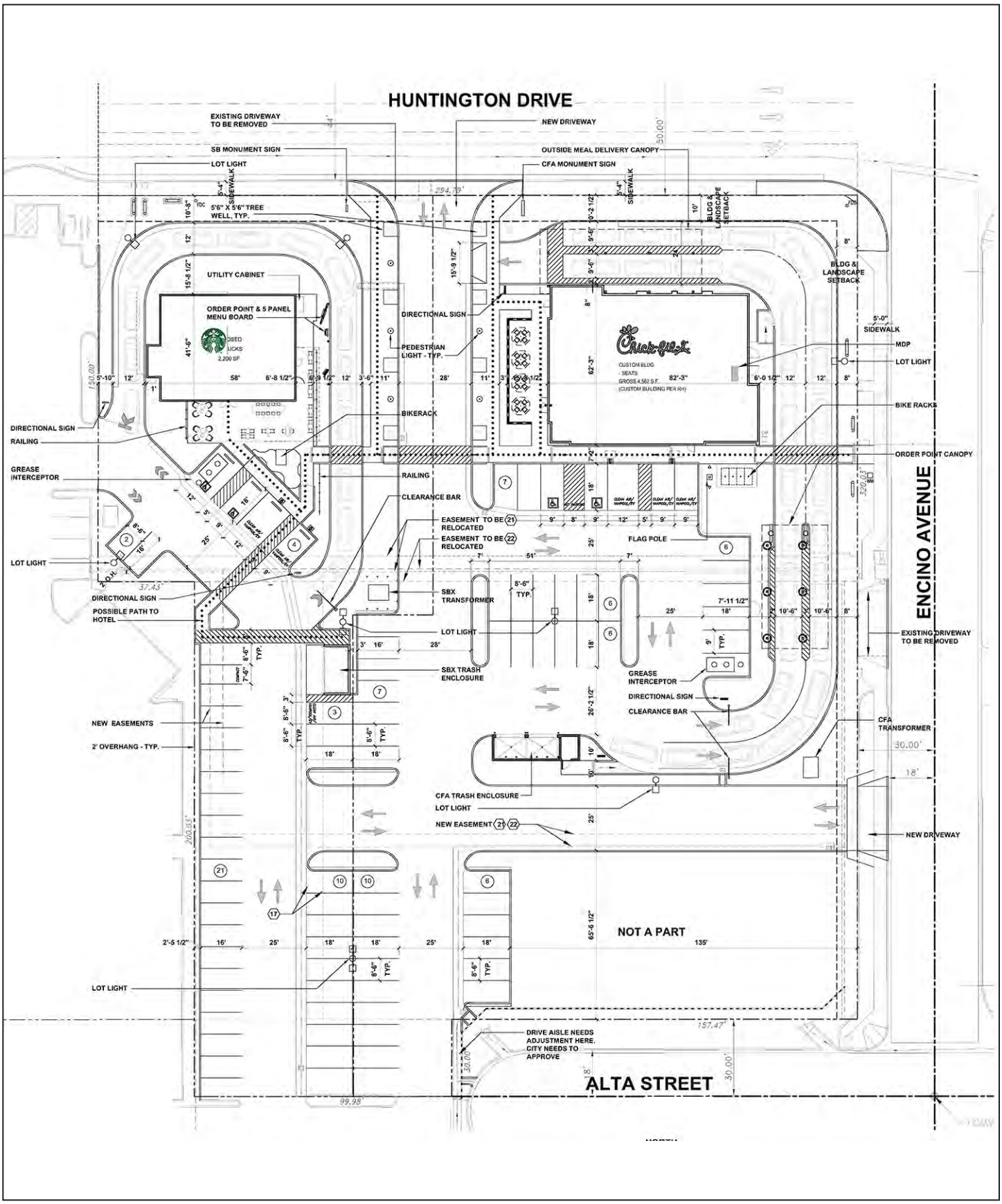
The Chick-fil-A restaurant would include a dual lane drive-thru with a total queue storage of 30 vehicles. The restaurant would have a traditional layout (32 total tables; 102 total seats) with an indoor dining area (28 tables; 86 seats), outdoor dining area (four tables; 16 seats), kitchen area, and service area. The kitchen area includes a freezer, a cooler, stacked convention ovens, and preparation and finishing tables. The restaurant would also include office space for managerial purposes and men's and women's restrooms.

Architectural Design

The Chick-fil-A restaurant would be a stand-alone one-story building with a maximum height of 22 feet and would be designed with various architectural building elements, including metal awnings, three varieties of stucco paint, and illuminated restaurant identification signage; refer to Exhibit 2-4, *Chick-fil-A Building Elevations*. The restaurant would include two 12-foot wide drive-thru lanes located at the eastern portion of the project site that wrap around the east and north sides of the building, exiting in a westerly direction from the north side of the Chick-fil-A building. An Order Point Canopy with speaker boxes would be placed on the east side of the site in the queue lanes at the ninth stacked car (for the inside drive isle) and the tenth stacked car (for the outside drive isle) from the pay window. All future signage would undergo review and approval by the City's Design Review Committee as part of the project's final design phase.

Operations

The Chick-fil-A restaurant would operate between 6:30 a.m. to 10:00 p.m., with extended hours of 5:00 a.m. to 11:00 p.m. for employee opening/closing, Monday through Saturday. The restaurant would be closed on Sundays. Services would include indoor ordering with sit-down dining and/or take-out, drive-thru service, catering, and mobile ordering (pick-up and drop-off), either inside or outside in designated parking stalls. The Chick-fil-A restaurant would result in approximately 80 full and/or part time employees, with anywhere from 20 to 25 employees on shift at any one time.



Source: crho architectsa, December 2020

NOT TO SCALE

Michael Baker INTERNATIONAL

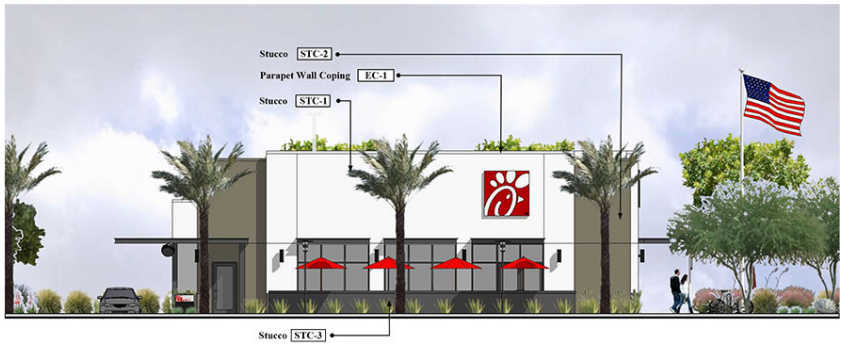
01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Site Plan

Exhibit 2-3

South Elevation



West Elevation

North Elevation

East Elevation

Source: crho architects, January 2021

NOT TO SCALE

Michael Baker INTERNATIONAL

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Chick-Fil-A Building Elevations

Exhibit 2-4

Chick-fil-A would have box truck deliveries only during opening hours as no night-time deliveries are permitted, and would take approximately 1½ hours to unload (most likely between 5:00 a.m. to 6:30 a.m. Monday through Saturday). Refer to Exhibit 2-5, *Proposed Late Night Delivery/Unloading Zone*, for a mapping of the proposed delivery/unloading zone. It is acknowledged that delivery timing is dependent upon local delivery service availability, and Operator scheduling, as Chick-fil-A Operators work with local businesses for their delivery needs. In some cases, small truck deliveries would need to occur during the day. However, in these cases, Chick-fil-A would ensure that these deliveries do not occur during the afternoon or peak hours to avoid interference with the drive-thru and restaurant operations.

STARBUCKS CAFÉ

The Starbucks café would be a 2,200-square-foot (gross area), one-story building with an outdoor patio area; refer to Exhibit 2-3. Starbucks would have a single drive-thru lane with queue storage of 13 vehicles. The Starbucks café would have 26 total tables (66 total seats) with an indoor seating area (12 tables; 32 seats), outdoor seating area (14 tables; 34 seats), bar area, and workroom and storage space. The bar area includes a preparation area and back bar. The Starbucks café would also include an office space for managerial purposes, and men's and women's restrooms.

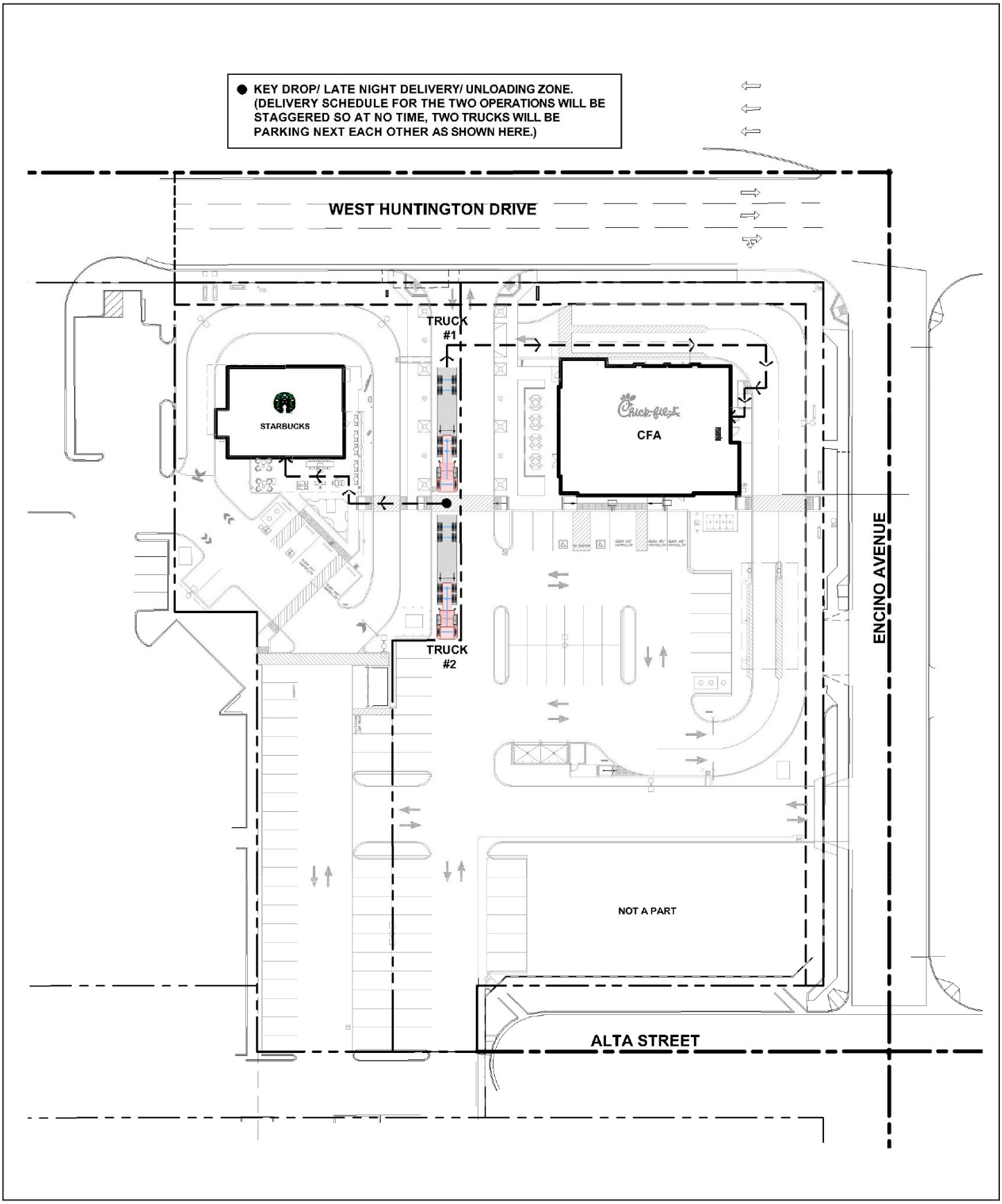
Architectural Design

The Starbucks café would have a maximum height of 20 feet and 6 inches and would be designed with various architectural building elements, including two types of finish (cement plaster and copper parklex panels) and prefinished metal cornice in Black Fox; refer to Exhibit 2-6, *Starbucks Building Elevations*. Outdoor furniture styles are illustrated in Exhibit 2-7, *Starbucks Outdoor Furniture Selection*. It is noted that specific furniture pieces are subject to change based on availability and Starbucks' final approvals. All future signage would undergo review and approval by the City's Design Review Committee as part of the project's final design phase. The Starbucks café would include a 12-foot wide drive-thru lane located at the western portion of the project site that wraps around three sides of the building, exiting along the southwestern corner of the Starbucks building. The drive-thru speaker box would be placed at the eighth car in the queue from the pay window.

Operations

The Starbucks café would operate 24 hours a day, seven days a week. Proposed services would include indoor ordering with sit-down dining and/or take-out, drive-thru service, and mobile ordering (pick-up and drop-off), either inside or outside in designated parking stalls. The Starbucks café has already employed 16 people for the new restaurant, 6 of which would be full-time and 10 would be part-time. At opening, Starbucks plans to hire 20 more employees, for up to 36 employees (18 full-time and 17 part-time) at this new facility. Approximately 4 to 5 partners would be on shift at any one time, and five shifts would be scheduled per day.

Starbucks would have daily box truck deliveries between 7:00 p.m. and 9:00 p.m., with the deliveries taking approximately an hour to unload. Refer to Exhibit 2-5, for a mapping of the proposed delivery/unloading zone. Deliveries from headquarters would occur two times per week from 12:00 a.m. to 4:00 a.m. In some cases, small truck deliveries would need to occur during the day; however, in these cases, Starbucks would ensure that these deliveries do not occur during the afternoon or peak hours to avoid interference with the drive-thru and café operations.



NOT TO SCALE

Michael Baker INTERNATIONAL

03/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Proposed Late Night Delivery/Unloading Zone

Exhibit 2-5

Source: GreenbergFarrow, January 2021

NOT TO SCALE

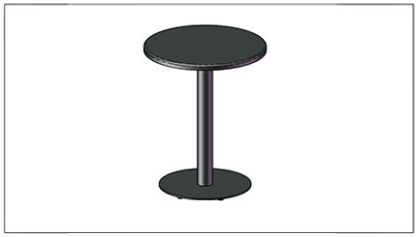
Michael Baker INTERNATIONAL

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

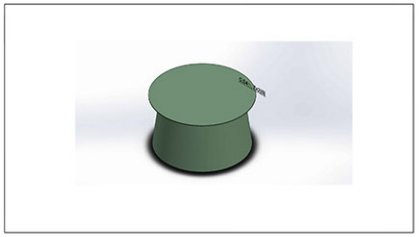
Starbucks Building Elevations

Exhibit 2-6

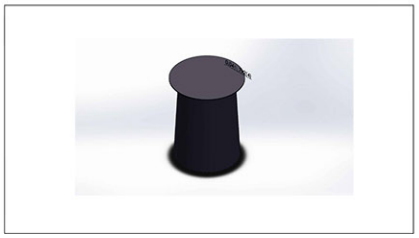


1 TABLE
METAL TABLE
24" DIAMETER TOP
29" HIGH
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL

2 TABLE
METAL ADA TABLE
24" X 36" TOP
27.25" HIGH
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL



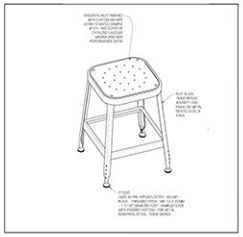
3 TABLE
METAL TABLE
24" DIAMETER TOP
15.32" HIGH
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL



4 TABLE
METAL TABLE
16" DIAMETER TOP
19.32" HIGH
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL

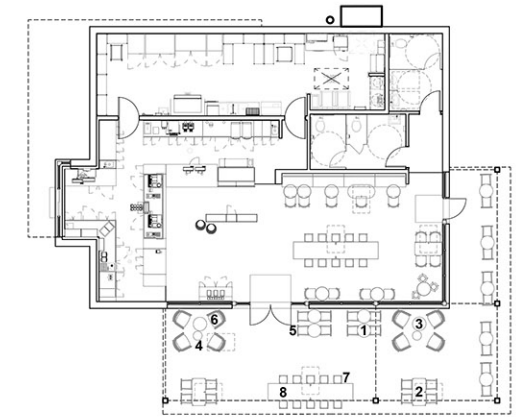
5 CHAIR
METAL CHAIR W/WOVEN SEAT
17.75" SEAT HEIGHT
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL

6 CHAIR
METAL LOUNGE CHAIR
15.5" SEAT HEIGHT
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL



7 CHAIR
METAL STOOL
22" SEAT HEIGHT
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL

8 TABLE
METAL FRAME W/CONCRETE TOP
COMMUNITY TABLE
96" X 30" TOP
29" HIGH
COLOR/FINISH
SUBJECT TO FINAL
STARBUCKS DESIGN APPROVAL



KEY PLAN

Source: GreenbergFarrow, October 2020

NOT TO SCALE

Michael Baker INTERNATIONAL

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Starbucks Outdoor Furniture Selection

Exhibit 2-7

CIRCULATION AND PARKING

Ingress and egress from the project site would be accommodated via two driveways on Huntington Drive (one on-site and one off-site) and one driveway on Encino Avenue; refer to Exhibit 2-3. Access driveways/access are illustrated on Exhibit 2-8, *Ingress/Egress Easement*. The project would remove two existing on-site driveway curb-cuts (along Huntington Drive and Encino Avenue) and replace/relocate these curb-cuts to the new driveway locations on-site. The existing reciprocal off-site driveway (west of the project site) would remain, similar to existing conditions, and would provide access to the western and southern portions of the project site; refer to Exhibit 2-8. The project would remove all existing on-site surface parking spaces (203 parking spaces) and would construct a total of 88 on-site surface parking spaces (26 additional spaces than that required by the Municipal Code). Forty-eight on-site surface parking spaces would accommodate the new Chick-fil-A restaurant (43 standard spaces, 3 clean air/vanpool/electric vehicle spaces, and 2 handicap spaces) and 40 on-site surface parking spaces would accommodate the new Starbucks café (35 standard spaces, 3 clean air/vanpool/electric vehicle spaces, and 2 handicap spaces).

LANDSCAPING

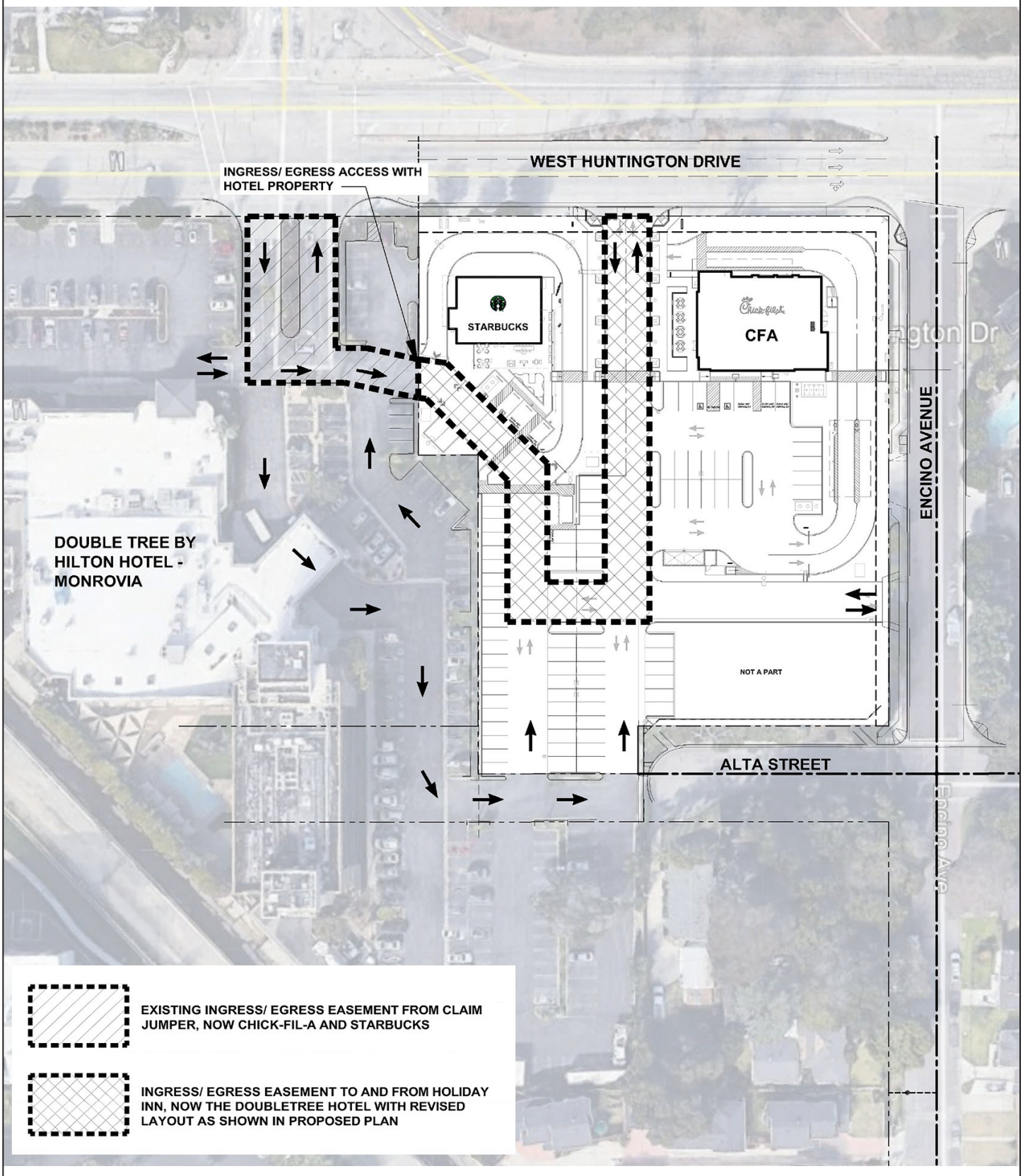
There are 44 existing trees on the project site, 23 of which would be removed as part of the project. Approximately 37 new trees would be planted throughout the project site along with shrubs and groundcover; refer to Exhibit 2-9, *Landscape Concept Plan*. A main landscaped entry driveway would be included on-site along Huntington Drive. This main entry driveway would be landscaped with date palms, foxtail agave, red yucca, and bull grass. Street frontages along Huntington Drive would be landscaped with fruitless olive, fountain grass, and deer grass. Street frontages along Encino Avenue would be landscaped with strawberry tree, fountain grass, and deer grass. Other planted areas would include parking islands with street trees (palo verde), as well as perimeter ornamental landscaping around both proposed buildings. In total, 13,081 square feet of the project site would be landscaped.

UTILITIES

Water service connections (including 1- and 2-inch water lines for domestic and irrigation and 4- and 6-inch fire service water lines) would be installed, connecting the Starbucks café building to an existing 12-inch water line within Huntington Drive right-of-way and the Chick-fil-A restaurant building to an existing 8-inch water line within Encino Avenue right-of-way.

Sewer service connections would be made with new 4- and 6-inch lateral sewer lines from the proposed Starbucks café building to an existing 8-inch sewer line within Huntington Drive right-of-way and from the proposed Chick-fil-A restaurant building to an existing 8-inch sewer line within Encino Avenue right-of-way. Grease interceptors would be installed for both buildings, which would treat waste prior to connecting to the existing sewer lines.

The project would construct two on-site underground infiltration galleries to contain on-site stormwater runoff. The stormwater would flow into catch basins located on-site, be treated via a pre-treatment filter, and be collected in the infiltration galleries. The stormwater in the infiltration galleries would infiltrate the surrounding gravel and underlying soil.



NOT TO SCALE

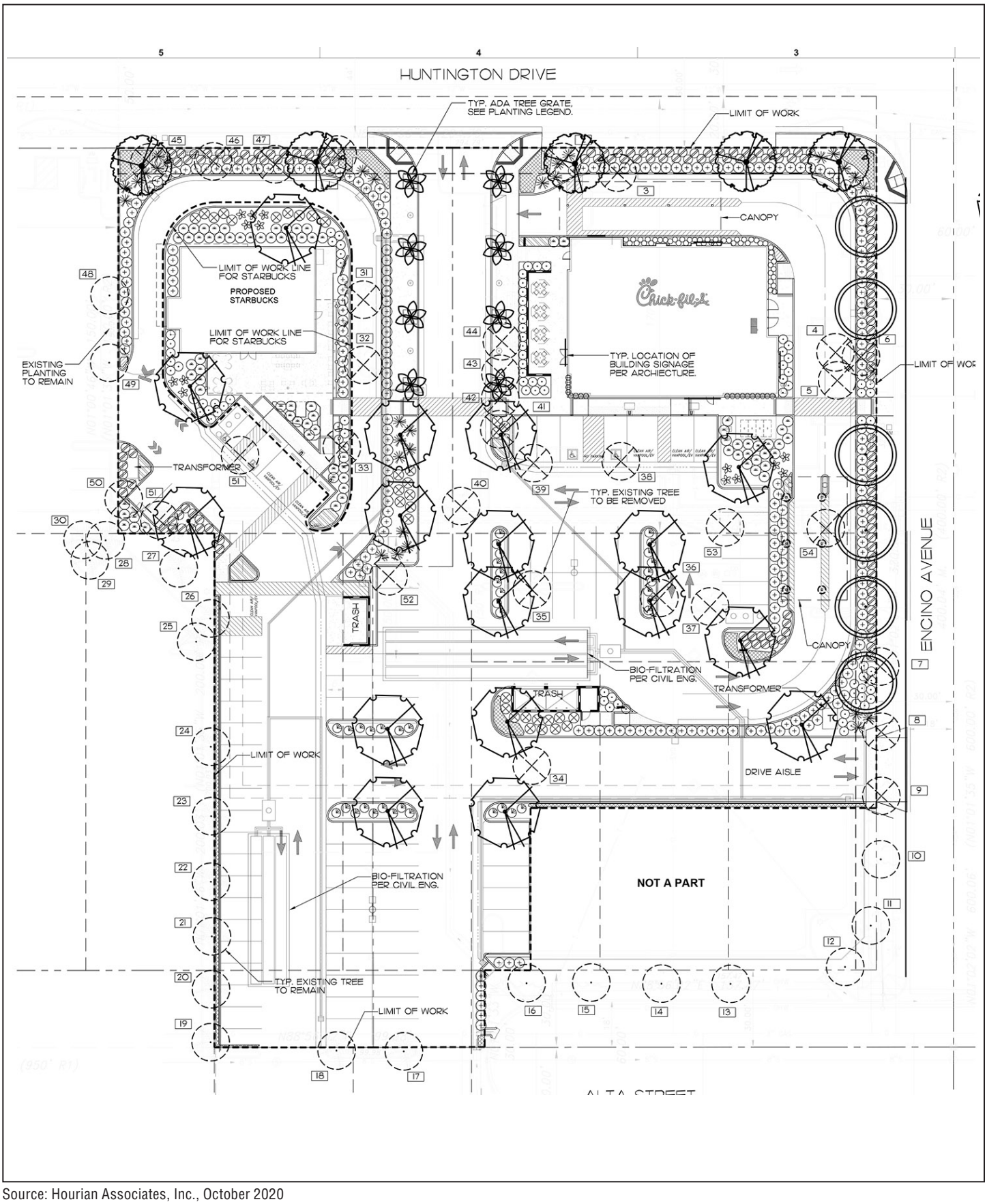
Michael Baker INTERNATIONAL

03/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Ingress/Egress Easement

Exhibit 2-8



Source: Hourian Associates, Inc., October 2020

NOT TO SCALE

Michael Baker INTERNATIONAL

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Landscape Concept Plan

Exhibit 2-9

Stormwater runoff from the project site would be routed via underground drainpipes into the proposed infiltrator galleries. If the galleries exceed their design capacity, water would flow out of the catch basins and into the existing municipal stormwater system on Encino Avenue and Alta Street (similar to existing conditions).

VAPOR MITIGATION SYSTEMS

Due to company policies and past uses at the project site, the project proposes a passive vapor mitigation system for the new Chick-fil-A building.

POCKET PARK DEDICATION

Approval of the project would result in dedication of approximately 8,600 square feet (±0.2 acres) of land (at the southeast corner of the project site, north of Alta Street) to the City of Monrovia for future use as parkland. Although design of the park feature is not known at this time, this portion of the project site is anticipated to be classified by the City as a "Pocket Park". Accordingly, the City's General Plan Open Space Element defines a pocket park as small parks that provide limited opportunities for active play and passive recreation. They are generally less than 0.5 acres in size and provide a modest recreational amenity to residents within a 0.25-mile walking distance. A general list of amenities that could be incorporated into the pocket park include the following:

- Picnic tables;
- Shade structure;
- Benches;
- Paved pathways;
- Trash cans;
- Mutt mitt dispenser;
- Shade trees;
- Ornamental landscaping;
- Public art;
- Interpretive garden;
- Exercise equipment;
- Perimeter fencing; and/or
- Lighting.

It is acknowledged that future development of the park would require approval by the Community Services Committee and the City Council. As such, a separate approval process would be required.

PROJECT PHASING AND CONSTRUCTION

Construction of the project is anticipated to commence in Spring 2022 and to be completed by Winter 2023. Construction of the project would occur over a single phase over a six-month duration. Building demolition is anticipated to take approximately 15 days to complete; site grading is also anticipated to take approximately 15 days to complete, and would consist of approximately 814 cubic yards of cut and fill balanced on-site. Upon completion of site grading activities, proposed building construction, including foundations, installation of utilities, and paving, would take approximately 22 weeks. Installation of building facilities (e.g., kitchen, décor, etc.), signage, landscaping, and parking lot striping would take approximately 2.5 weeks.

ZONE TEXT AMENDMENT

Pursuant to Municipal Code Section 17.16.050(B)(2), all buildings in the RCM zone should be at least two stories, oriented to streets and pedestrians with subterranean and/or structured parking lots. Developments should also emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. The project proposes a single-story Chick-fil-A restaurant with a maximum height of 22 feet, and a single-story Starbucks café with a maximum height of 20 feet and 6 inches. Further, existing density regulations presented in the Municipal Code currently are inconsistent with the existing regulations pertaining to floor area provisions. As such, the project proposes the following Zone Text Amendment, for consistency purposes within the Municipal Code:

(B) *Applicable regulations*. The following provisions are intended to supplement the development standards outlined in this chapter.

(2) *Retail Corridor Mixed Use (RCM) Commercial Zone*. The provisions of this section shall apply to parcels that are zoned with the Retail Corridor Mixed Use zoning designation.

(a) *Development density*. The maximum intensity of development with surface parking is a floor-area ratio (FAR) of 2.0. New developments are encouraged to provide parking away from the street frontage (i.e., structured, subterranean, behind street-facing retail stores). ~~Retail Corridor Commercial land use classification provides a floor-area ratio (FAR) bonus for the removal of surface parking lots and relocation to a subterranean parking structure. The maximum intensity of development with subterranean and/or structured parking is a floor-area ratio (FAR) of 3.0.~~ This designation also permits residential developments at a maximum density of 54 dwelling units to the acre.

(b) *Building orientation and use*. The scale and character of new development is intended to support and reinforce the image of West Huntington Drive as a retail corridor. Buildings shall be ~~at least two stories,~~ oriented to streets and <u>provide</u> pedestrian~~s~~ <u>amenities.</u> ~~with subterranean and/or structured parking lots.~~ Developments should emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. ~~Buildings shall be built to face on Huntington Drive.~~ Residential uses are not permitted <u>on the ground floor on</u> ~~along the~~ parcels fronting Huntington Drive.

(c) *Nonconforming uses*. Existing structures containing uses that become nonconforming upon the adoption of these regulations may be expanded subject to the approval of a conditional use permit if the Commission can determine that the proposal is consistent with the goals and objectives outlined ~~s~~ in the West Huntington Drive Corridor Land Use Plan contained in the City of Monrovia General Plan Land Use Element, approved by the City Council on January 15, 2008 (Resolution No. 2008-01), and on file in the Office of the City Clerk.

(Ord. 2008-02 Section 10, 2008)

2.3 PROJECT APPROVALS/PERMITTING AGENCIES

The IS/MND is intended to provide environmental review for full implementation of the project, including all discretionary actions and ministerial permits associated with it. The list of permits and approvals herein does not limit the applicability of the IS/MND to other permits or approvals that may be required because the IS/MND has analyzed the full scope of potential environmental impacts that could be associated with the project. The City is the Lead Agency with approval authority over the project. Other potential agency approvals and permits are listed here for informational purposes.

CITY APPROVALS AND PERMITS

- Adoption of a Final Initial Study/Mitigated Negative Declaration;
- Approval of a General Plan Conformance analysis for the dedication of land to the City for park use;
- Approval of a Zone Text Amendment;
- Approval of Conditional Use Permits (one for each business) for the following:
    - New construction,
    - Proposed late night hours of operation (12:00 a.m. to 6:00 a.m.) within 100 feet of residential zone, and
    - Proposed drive-thru business operation within 100 feet of residential zone;
- Tentative Parcel Map to consolidate seven parcels into three;
- Subsequent review and approval of signage pursuant to the Design Review Committee;
- Grading permit; and
- Building permits.

POTENTIAL PERMITS/APPROVALS FROM AGENCIES AND OTHERS

- County of Los Angeles Public Health Permit;
- Regional Water Quality Control Board General Construction Permit/Storm Water;
- Access Agreement; and
- Pollution Prevention Plan.

3.0 ENVIRONMENTAL CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** Chick-fil-A and Starbucks Huntington Drive & 210 Project
2.	**Lead Agency Name and Address:** City of Monrovia Planning Division 415 South Ivy Avenue Monrovia, CA 91016
3.	**Contact Person and Telephone Number:** Sheri Bermejo, Planning Division Manager (626) 932-5539
4.	**Project Location:** The Chick-fil-A and Starbucks Huntington Drive & 210 Project (project) site is located at 820 Huntington Drive, Monrovia, California (Assessor's Parcel Numbers [APNs] 8507-008-035, -041, -042, -044, and -070 through -072); refer to Exhibit 2-1, *Regional Vicinity*. Regionally, the site is located adjacent to Interstate 210 (I-210) and approximately 3.0-miles northwest of Interstate 605 (I-605). Locally, the site is located at the southwest corner of Huntington Drive and Encino Avenue; refer to Exhibit 2-2, *Site Vicinity*.
5.	**Project Sponsor's Name and Address:** Ms. Jennifer M. Daw Design & Construction Chick-fil-A, Inc. 15635 Alton Parkway, Suite 350 Irvine, California 92618
6.	**General Plan Designation:** Based on the General Plan Land Use Map, the project site is designated Retail Corridor Mixed Use.
7.	**Zoning:** The project site is zoned Retail Corridor Mixed Use (RCM)
8.	**Description of the Project:** The Chick-fil-A and Starbucks Huntington Drive & 210 Project (project) would construct two new drive-thru facilities, a Chick-fil-A restaurant, and a Starbucks café. The Chick-fil-A restaurant would be a 4,562-square-foot (gross area), one-story building with outdoor dining space and 48 vehicle parking spaces and the Starbucks café would be a 2,200-square-foot (gross area), one-story building with an outdoor patio area and 40 vehicle parking spaces. Refer to Section 2.0, *Project Description*.
9.	**Environmental Setting:** Refer to Section 2.1, *Project Location and Setting*
10.	**Public Agency Approvals and Recommendations:** Refer to Section 2, *Project Approvals/Permitting Agencies*.

11. California Native American Tribal Consultation

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

On September 3, 2020, the City initiated the tribal consultation process for the purposes of AB 52. Those tribes that have requested to be listed on the City's notification list for the purposes of AB 52 were notified in writing via U.S. Certified Mail. As part of this process, the City provided notification to each of these listed tribes the opportunity to consult with the City regarding the project. A consultation letter for the project was received from the Gabrieleno Band of Mission Indians – Kizh Nation, dated September 9, 2020. Consultation was conducted in December 2020 for the purposes of AB 52 and consultation was deemed complete by the City of Monrovia on March 21, 2021.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics (4.1)		Mineral Resources (4.12)
	Agriculture and Forestry Resources (4.2)		Noise (4.13)
	Air Quality (4.3)		Population and Housing (4.14)
	Biological Resources (4.4)		Public Services (4.15)
	Cultural Resources (4.5)		Recreation (4.16)
	Energy (4.6)		Transportation (4.17)
	Geology and Soils (4.7)		Tribal Cultural Resources (4.18)
	Greenhouse Gas Emissions (4.8)		Utilities and Service Systems (4.19)
	Hazards and Hazardous Materials (4.9)		Wildfire (4.20)
	Hydrology and Water Quality (4.10)		Mandatory Findings of Significance (4.21)
	Land Use and Planning (4.11)		

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the project. The environmental factors evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines and used by the City of Monrovia in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- *No Impact*. The project will not have any measurable impact on the environment.
- *Less Than Significant Impact*. The project has the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- *Less Than Significant Impact With Mitigation Incorporated*. The project has the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- *Potentially Significant Impact*. The project has impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures are required, so that impacts may be avoided or reduced to the maximum extent feasible.

This page intentionally left blank.

4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

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

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Visual resources identified in the General Plan include the San Gabriel Mountains, located approximately two miles north of the City. Municipal Code Section 17.12.010 provides development standards for view preservation; however, these are applicable only to hillside areas (specifically identified as the Residential Foothill Zone) where views are more pronounced due to topography. The project is not located within the Residential Foothill Zone and, as such, these regulations do not apply.

Public corridors nearby the project site do include distant views of the San Gabriel Mountains. In the immediate project vicinity, these public views are specifically along Huntington Drive and Encino Avenue. These views, however, are partially obstructed by intervening street trees, existing buildings, the I-210 Freeway, and topographic conditions.

The proposed structures would be one story (up to 22 feet) in height, similar to the existing on-site and surrounding conditions. Specifically, north-facing views of the San Gabriel Mountains from Huntington Drive would not be affected as the proposed buildings are south of Huntington Drive. Along Encino Avenue, views would be similar to existing conditions as the proposed Chick-fil-A building would occupy a similar footprint, height, and massing as the existing Claim Jumper restaurant building.

Views of the San Gabriel Mountains exist in the City, particularly along north-south oriented roadways just north of the I-210 Freeway. The project is not situated within the viewshed of these scenic corridors and, as such, would have no effect on such views. Project implementation would not result in any substantial increases in view blockage of the San

Gabriel Mountains, as seen from Huntington Drive or Encino Avenue. Impacts in this regard would be less than significant.

b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no designated or eligible State scenic highways located near the project site or within the vicinity.[1] The nearest designated, or eligible for designation, State scenic highway is State Route 39 (SR-39), located approximately 6.36 miles east of the project site. Thus, no impact would result in this regard.

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

Less Than Significant Impact. The project site is surrounded in all directions by urbanized uses. As such, the following discussion analyzes the project's potential to conflict with applicable zoning and other regulations governing scenic quality.

Aesthetics of the Project

The project site is located within a developed commercial and residential area and currently consists of a restaurant building and surface parking lot. Commercial uses are present to the east and west of the project site, including restaurant and hotel uses. To the north is Huntington Drive and I-210, and to the south are single-family residential uses and surface parking. The project proposes two drive-thru restaurant facilities (Chick-fil-A restaurant and Starbucks café).

The proposed Chick-fil-A restaurant would be located in the northeastern portion of the site, designed with various architectural building elements, and would extend to a maximum height of 22 feet; refer to Exhibit 2-4, *Chick-fil-A Building Elevations*. The design elements include metal awnings and three varieties of stucco paint. The restaurant would include two 12-foot-wide drive-thru lanes located at the eastern portion of the project site, wrapping around the east and north sides of the building, exiting along the western portion of the building; refer to Exhibit 2-3, *Site Plan*.

The proposed Starbucks café would be located in the northwestern portion of the project site and designed with various architectural building elements at a maximum height of 20 feet and 6 inches; refer to Exhibit 2-5, *Starbucks Building Elevations*. Proposed architectural features would include two types of finish (cement plaster and copper parklex panels) and prefinished metal cornice in Black Fox. Outdoor furniture styles are illustrated in Exhibit 2-6, *Starbucks Outdoor Furniture Selection*. Specific furniture pieces are subject to change based on availability and Starbucks' final approvals. The proposed Starbucks café would include a 12-foot-wide drive-thru lane located at the western portion of the project site, which would wrap

[1] California Department of Transportation, *California State Scenic Highway System Map*, https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983/, accessed January 26, 2021.

around three sides of the building, exiting along the southwestern corner of the building; refer to Exhibit 2-3.

As discussed in Section 2.0, *Project Description*, trees, shrubs, and grasses would align the boundary of the project site and drive-thru lanes, and they would be incorporated in the parking lot medians (refer to Exhibit 2-7, *Landscape Concept Plan*). Two access driveways would be located on Huntington Drive and another on Encino Avenue. The proposed parking would consist of a total of 88 surface parking spaces. Further, the project would dedicate approximately 8,600 square feet (±0.2 acres) of land (at the southeast corner of the project site, north of Alta Street) to the City of Monrovia for future use as parkland. Although design of the park feature is not known at this time, this portion of the project site is anticipated to be classified by the City as a "Pocket Park."

Consistency with Applicable Zoning and Other Regulations Governing Scenic Quality

The existing developed character of the project site and surrounding area include community- and highway-serving commercial uses adjacent to single-family residential uses. Table 4.1-1, *General Plan Policies Governing Scenic Quality*, analyzes the project's consistency with applicable goals and policies in the General Plan Land Use and Open Space Elements that relate to scenic quality. Refer to Section 4.11, *Land Use and Planning*, for a discussion concerning the project's consistency with other applicable General Plan goals and policies. As analyzed in Table 4.1-1, the project would be consistent with those General Plan goals and policies pertaining to scenic quality.

Table 4.1-1
General Plan Policies Governing Scenic Quality

Applicable General Plan Policies	Project Consistency Analysis
GOAL 4: Promote land use patterns and development which contribute to community and neighborhood identity.	
Policy 4.1. Require new developments in established neighborhoods to consider the established architectural styles, development patterns, building materials, and scale of buildings within the vicinity of the proposed project.	Consistent. As detailed in Section 2.2, the proposed Chick-fil-A restaurant would have a maximum height of 22 feet and would be designed with various architectural building elements, including metal awnings and three varieties of stucco paint; refer to Exhibit 2-4, *Chick-fil-A Building Elevations*. The proposed Chick-fil-A restaurant would include two 12-foot-wide drive-thru lanes located at the eastern portion of the project site that wrap around the east and north sides of the building, exiting along the western portion of the Chick-fil-A building. An approximately 10-foot setback would result along project frontage at Huntington Drive at the Chick-fil-A restaurant building. The proposed Starbucks café would have a maximum height of 20 feet and 6 inches and would be designed with various architectural building elements, including two types of finish (cement plaster and copper parklex panels) and prefinished metal cornice in Black Fox; refer to Exhibit 2-5, *Starbucks Building Elevations*. The proposed Starbucks café would include a 12-foot-wide drive-thru lane located at the western portion of the project site that wraps around three sides of the

Table 4.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	building, exiting along the southwestern corner of the Starbucks building. An approximately 10.7-foot setback would result along project frontage at Huntington Drive at the Starbucks café. Outdoor furniture styles are illustrated in Exhibit 2-6, *Starbucks Outdoor Furniture Selection*. Specific furniture pieces are subject to change based on availability and Starbucks' final approvals. The proposed single-story restaurant facilities would be similar in height with surrounding commercial/restaurant uses (i.e., Red Lobster restaurant). The proposed drive-thru facilities would be located to the north of existing residential development. Overall, the proposed commercial/restaurant facilities would be of similar architectural styles, development patterns, building materials, and scale as other commercial development within the vicinity of the project and contribute to the mixed-use nature of the area.
Policy 4.2. Require all new development to consider existing uses in terms of neighborhood disruption, buffering, architectural styles, building materials, development patterns, and scale of buildings within the vicinity of the proposed project.	Consistent. Refer to Land Use Policy 4.1, above, for discussions on the proposed architectural styles, building materials, development patterns, and scale of buildings. As demonstrated on Exhibit 2-3, *Site Plan*, the project would include a surface parking area and a dedicated park (at the southeast corner of the project site, north of Alta Street) that buffer the proposed drive-thru facilities from the existing single-family homes to the south of the site.
GOAL 13: Promote high quality design in all new commercial and industrial development.	
Policy 13.1. Continue design review for all commercial and industrial areas. These guidelines should address architecture, access, setbacks, building articulation, materials, landscaping, pedestrian amenities, and linkages with nearby activity centers.	Consistent. As stated in Section 2.3, *Project Approvals/Permitting Agencies*, the project would be required to obtain design review approval from the City. Refer to Land Use Policy 4.1, above, for a discussion on the proposed architectural styles, building articulations, building materials, and scale of buildings; refer to Land Use Policy 10.8 for a discussion on the proposed landscaping. As detailed in Section 2.2, ingress and egress from the project site would be accommodated via two driveways on Huntington Drive and one driveway on Encino Avenue; refer to Exhibit 2-3. Further, the project site is planned to accommodate pedestrian and bicycle access via exclusive walkways that connect the proposed Chick-fil-A restaurant and Starbucks café to the public sidewalks; refer to Section 4.17, *Transportation*. The walkways would minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment which, in turn, can encourage use of active transportation modes.

Table 4.1-1, continued

Policy 13.2. Discourage strip commercial development, including mini-malls especially by clustering uses, encouraging placement of parking to the rear of buildings, and requiring landscaping.	Consistent. The project would include two drive-thru facilities at a site surrounded by existing commercial uses (Oak Tree Inn, Red Lobster, DoubleTree by Hilton) and residential uses (single-family homes). The proposed surface parking would be located to the south of the proposed restaurants, away from West Huntington Drive. Refer to Section 4.11, *Land Use and Planning*, for a discussion on the project's consistency with landscaping requirements.
Source: City of Monrovia, General Plan, updated February 2020.	

The project site is located within the West Huntington Drive (commercial) Corridor. The General Plan includes provisions covering the urban design objectives established for the West Huntington Drive Corridor. As such, Table 4.1-2, *West Huntington Drive Corridor Planning Objectives Governing Scenic Quality*, analyzes the project's consistency with applicable objectives for the West Huntington Drive Corridor as outlined in the General Plan Land Use Element. As analyzed in Table 4.1-2, the project would be consistent with all applicable West Huntington Drive Corridor urban design objectives.

Table 4.1-2
West Huntington Drive Corridor Planning Objectives Governing Scenic Quality

Applicable Planning Objectives	Project Consistency Analysis
PLANNING OBJECTIVES	
Land Use Objectives	
New Commercial Uses Encourage the establishment of new commercial businesses that complement established large-scale retail developments, hotels, and restaurants along West Huntington Drive. • Require design review for commercial uses to ensure appropriate architecture, access, setbacks, building articulation, materials, landscaping, pedestrian amenities, and linkages with nearby activity centers. • Improve visibility and street presence to strengthen commercial viability of retail businesses along Huntington Drive.	Consistent. Refer to Land Use Policies 4.1, 4.2, 13.1, and 13.2 in Table 4.1-1. Overall, the project would complement and add to the established retail developments, hotels, and restaurants along West Huntington Drive.
Protect Residential Neighborhoods • Preserve the character of residential neighborhoods behind the West Huntington Drive corridor by ensuring that new development respects privacy, avoids traffic intrusion, and mitigates any anticipated adverse effects. • Promote neighborhood identity and conservation of individual neighborhood character.	Consistent. Refer to Land Use Policy 4.2 in Table 4.1-1.
Urban Design Objectives	
Retail Corridor Mixed Use • Require that buildings be organized around courtyards and open spaces with abundant landscaping and pedestrian linkages. • Provide prominent visual and physical pedestrian connections between the retail, office, residential, and parking components of mixed-use developments.	Consistent. Refer to Land Use Policy 13.1 in Table 4.1-1, and Land Use Policies 7.1, 10.4, and 10.8 in Table 4.11-1. As discussed in Section 2.2, *Project Description*, the project would include a portion of the land for future park use. As such, the project would be organized around open space. Additionally, as discussed in Section 4.17, *Transportation*, the project proposes to accommodate pedestrian and bicycle access via exclusive walkways which connect the proposed

Table 4.1-2, continued

Applicable Planning Objectives	Project Consistency Analysis
	Chick-fil-A restaurant and Starbucks café to the public sidewalks; refer to Exhibit 2-3, *Site Plan*.
Urban Design Objectives – General • Ensure safe and convenient pedestrian movement and connections along West Huntington Drive and within commercial developments. • Require that new developments and substantial renovation of developments provide for well-marked, well-lit, attractive, and safe pedestrian walkways from parking areas to buildings and between buildings on the site. • Require pronounced entryways for cars and pedestrians along West Huntington Drive. • Encourage the use of public art, rest stops, and public gathering spaces as part of new development projects. • Encourage the use of varied native materials to demarcate thresholds and boundaries through change in color, material, and texture. • Encourage artistry and innovation in signs that improve the appearance of the buildings and neighborhoods in which they are placed. • Reduce vast surface parking lots by encouraging shared parking, structures and subterranean parking.	Consistent. Refer to Land Use Policies 4.1, 4.3, and 13.1 in Table 4.1-1 and Open Space Policy 1.5 in Table 4.11-1. Although the project proposes surface parking, the surface parking would be located behind the structures away from Huntington Drive.
Urban Design Objectives - Public Realm • Revitalize and enhance the West Huntington Drive corridor into a place that supports walking and transit. • Provide crosswalks and sidewalks that are accessible for people with disabilities and who are physically challenged. • Encourage designs and building layout that promote defensible spaces. • Provide bus shelters at all transit stops along Huntington Drive. • Improve design elements within the public realm to strengthen local identity and enhance overall aesthetic quality. • Provide attractive street furniture and other public improvements to communicate the City's identity and pride. • Facilitate the widening of sidewalks and landscaped setbacks by using a portion of City parkway and by increasing building setbacks. • Create a distinctive gateway at the City's western entry point. • Provide a gateway sign to announce the entrance to the high-technology corridor east of Primrose Avenue. • Use of public art, paved crosswalks, and landscaping to mark entries into the City.	Consistent. Refer to Land Use Policies 4.1 and 13.1 in Table 4.1-1, and Open Space Policy 1.5 in Table 4.11-1. The project would support walking and transit by providing Americans with Disabilities Act (ADA) compliant walkways; refer to Appendix G, *Transportation Impact Analysis*. As discussed in Section 4.17, the project is located adjacent to Huntington Drive, which is currently served by public bus transit service (Foothill Transit Line 187). The project site is within easy walking distance from existing bus stops located near N. 5th Street and Monterey Avenue. As previously discussed, the two proposed buildings would be similar in design and mass. Also, an approximately 10-foot setback would result along project frontage at Huntington Drive at the Chick-fil-A restaurant building, and an approximately 10.7-foot setback would result along project frontage at Huntington Drive at the Starbucks café; thus complying with the RCM zone requirement of at least ten-foot setbacks for lot front or lot side facing a street; refer to Table 4.11-3, *Project Consistency with Retail Corridor Mixed Use (RCM) Commercial Zone*. Last, refer to Land Use Policy 10.8 for a discussion on the proposed landscaping.
Urban Design Objectives - Private Realm • Promote community identity and local history by encouraging context-sensitive design and development.	Consistent. Refer to Land Use Policy 4.1 in Table 4.1-1.

Table 4.1-2, continued

Applicable Planning Objectives	Project Consistency Analysis
• Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures and that reflect local architectural characteristics. • Require all new developments to incorporate high-quality design in terms of architectural styles, building materials, development patterns, and scale of existing buildings. • Do not permit blank walls: require ample use of windows and doors to make building fronts "permeable".	
Source: City of Monrovia, General Plan, page 33, updated February 2020.	

Table 4.11-3, *Project Consistency with Retail Corridor Mixed Use (RCM) Commercial Zone*, analyzes the project's consistency with development standards for commercial uses in the Retail Corridor Mixed Use (RCM) zone related to height, setback, signage, and landscaping. As shown in Table 4.11-3, the project would be consistent with all applicable standards.

In conclusion, the project would not conflict with applicable policies or regulations governing scenic quality. Impacts in this regard would be less than significant.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site is currently occupied by a restaurant building and surface parking lot, with lighting including building, parking lot, security, and street lighting. The project would result in similar lighting conditions at the project site compared to the existing conditions, given the site is currently occupied by a surface parking lot and restaurant building. Surface parking lot and security lighting are currently experienced at the project site.

All proposed lighting (including building, parking lot, security, and street lighting) is subject to Municipal Code Section 17.32.080, which requires exterior lighting to reflect away from adjoining property or any public way and to not cause a nuisance to highway traffic or the living environment. Exhibit 4.1-1, *Photometric Site Plan*, demonstrates the proposed lighting conditions at the project site in foot-candles.[2]

As the City does not have a quantitative threshold for light spillover, guidance from the Electric Power Research Institute (EPRI) and the Institute of Lighting Engineers (ILE) was used. They have established recommendations for limiting "spillage" onto adjacent residential properties. The recommendations established by the ILE and EPRI are categorized into one of the four following environmental zones:

- E1: Areas with intrinsically dark landscapes. This environmental zone includes national parks, areas of outstanding natural beauty, and rural areas.
- E2: Areas of low ambient brightness. This environmental zone includes outer urban and rural residential areas.

[2] One foot-candle is roughly equal to the uniform distribution of light from an ordinary wax candle on a one-square foot surface, located one foot away from the flame.

- E3: Areas of medium ambient brightness. *This environmental zone includes urban residential areas.*

- E4: Areas of high ambient brightness. *This environmental zone includes urban areas with mixed residential and commercial uses with a high level of nighttime activity.*

Based on these environmental zones, the ILE and EPRI have established recommendations for limiting light trespass onto adjacent residential properties. The recommendations are summarized in Table 4.1-3, *Obtrusive Light Limitations for Exterior Lighting Installations*.

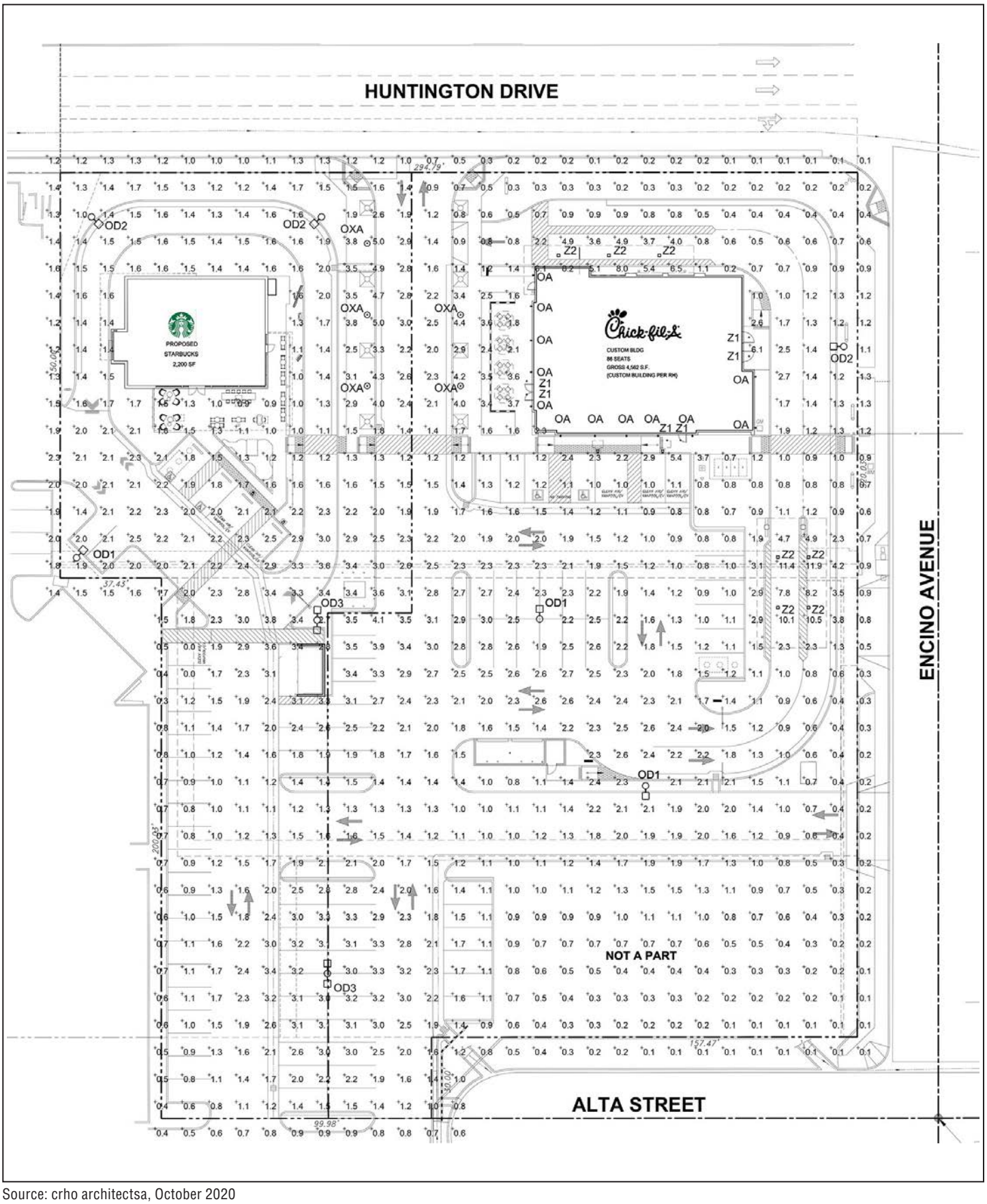
Table 4.1-3
Obtrusive Light Limitations for Exterior Lighting Installations

Environmental Zone	Light Trespass Illuminance	
	Pre-Curfew (Dusk – 11:00 p.m.)	Post Curfew (11:00 p.m. – 7:00 a.m.)
Institute of Lighting Engineers Recommendations		
E1	0.2 foot-candle	0.1 foot-candle
E2	0.5 foot-candle	0.1 foot-candle
E3	0.9 foot-candle	0.2 foot-candle
E4	**2.3 foot-candle**	**0.5 foot-candle**
Electric Power Research Institute Recommendations		
E1	0.1 foot-candle	0.1 foot-candle
E2	0.3 foot-candle	0.1 foot-candle
E3	0.8 foot-candle	0.3 foot-candle
E4	**1.5 foot-candle**	**0.6 foot-candle**
Source: Adapted from ILE (2005) and EPRI (2000).		

Based on field observations along the project boundaries, the area is characterized as an area of high ambient brightness, given the mix of commercial uses to the west, north, and east, and residential uses to the south (E4 environmental zone). Light trespass impacts are considered potentially significant if illuminance produced by this area of the project impacts sensitive receptors with lighting levels that exceed 1.5 foot-candles during pre-curfew hours (between 7:00 a.m. and 11:00 p.m.) and 0.6 foot-candles during the post-curfew hours (between 11:00 p.m. and 7:00 a.m.).

Sensitive receptors are present to the south of the project site, south of Alta Street. As shown on Exhibit 4.1-1, projected lighting levels at the nearest sensitive receptor to the south would be 0.6 foot-candles. As such, resultant light spillover is at the E4 threshold shown in Table 4.1-3.

As previously discussed, the project site is developed with lighting features for the existing Claim Jumper restaurant. The project site is also surrounded by developed uses that has similar light conditions. As such, the proposed lighting of the project would be similar to the existing lighting conditions on-site and the lighting condition of the surrounding (developed) community. Further, the project would comply with all applicable exterior lighting standards and would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant in this regard.



Source: crho architectsa, October 2020

NOT TO SCALE

Michael Baker INTERNATIONAL

01/2021 JN 179829

CHICK-FIL-A AND STARBUCKS HUNTINGTON DRIVE & 210 PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Photometric Site Plan

Exhibit 4.1-1

This page intentionally left blank.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

No Impact. According to the California Department of Conservation's California Important Farmland Finder, the project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] Further, the project site is designated Retail Corridor Mixed Use and zoned Retail Corridor Mixed Use (RCM). The project would demolish an existing restaurant building and surface parking lot to construct a new Chick-fil-A restaurant and Starbucks café. Thus, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/dlrp/ciff/, accessed January 25, 2021.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As stated in Response 4.2(a), the project site is zoned RCM. The existing zoning does not include any agricultural-related zoning designations, nor is the site part of a Williamson Act contract. Additionally, the land uses surrounding the project site are not zoned for agricultural uses or in a Williamson Act contract. Therefore, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is not occupied by or used for forest land or timberland purposes and is not zoned Timberland Production. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is not occupied by or used for forest land. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Responses 4.2(a) through 4.2(d). As the project site occurs within an urban and built-out area, implementation of the project would not result in the conversion of farmland or forest land to non-agricultural/non-forest land use. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.3 AIR QUALITY

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

The information presented in this analysis is based on and has been supplemented with the *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, prepared by Eilar Associates, Inc., dated March 31, 2021; refer to Appendix A, *Air Quality and Greenhouse Gas Analysis*.

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). On March 3, 2017, the SCAQMD Governing Board approved the 2016 Air Quality Management Plan (2016 AQMP), which outlines strategies for meeting the National Ambient Air Quality Standards (NAAQS) for fine particulate matter ($PM_{2.5}$) and ozone (O_3). According to the SCAQMD's 2016 AQMP, two main criteria (Criterion 1 and Criterion 2 described in detail below) must be used to evaluate a project's consistency with the 2016 AQMP.

CRITERION 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), and fugitive dust (PM_{10} and $PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation,

it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) Would the project cause or contribute to new air quality violations?

As discussed in Response 4.3(b), the project would produce emissions that would be below the SCAQMD construction and operational thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

CRITERION 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Government's (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the 2016 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the General Plan, SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan* (RCP), and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, the SCAQMD has incorporated these same projections into the 2016 AQMP.

As discussed in Section 4-11, *Land Use*, the project site is designated as Retail Corridor Mixed Use by the General Plan. The Retail Corridor Mixed Use designation allows a maximum permitted 2.0 (or 2:1) floor area ratio (FAR). The proposed two restaurants would have a combined 0.145 FAR. Therefore, the project's development intensity would be reduced when compared to the Retail Corridor Mixed Use designation allowable development intensity analyzed in the 2016 AQMP. Additionally, as discussed in Section 2.2, *Project Characteristics*, approval of the project would result in dedication of

approximately 8,600 square feet of land to the City of Monrovia for future use as parkland. It is acknowledged that future development of the park would require approval of a General Plan Conformity analysis by the Community Services Committee and the City Council; refer to Table 4.11-1, *Project Consistency with Applicable General Plan Land Use Element Policies* for the General Plan Conformity analysis. Overall, it can be concluded that the project would be consistent with the General Plan and thus, 2016 AQMP projections.

b) Would the project implement all feasible air quality mitigation measures?

Compliance with all feasible emission reduction measures identified by the SCAQMD and the General Plan would be required. As such, the project would meet this 2016 AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

As noted above, the emission projections in the 2016 AQMP are based on land use planning strategies set forth in the General Plan, SCAG's RCP, and the RTP/SCS. The project would serve to implement various City and SCAG policies. The project is located within a developed portion of the City and is a commercial use surrounded by commercial and residential uses.

As discussed in Section 4.11, *Land Use and Planning*, the project site is zoned RCM (Retail Corridor Mixed Use) and designated Retail Corridor Mixed Use. The Retail Corridor Mixed Use land use designation allows for large-scale retail, entertainment, hotels and office facilities serving both the local and sub-regional markets. While the project requires a Zone Text Amendment (to allow the construction single-story structures rather than two-story structures within the RCM zone), the project provides retail uses that serve the local community and thus, would be compatible with the intended purpose of the Retail Corridor Mixed Use designation and RCM zone. As such, the project would be consistent with the land use planning strategies set forth in the General Plan and 2016 AQMP.

In conclusion, the determination of the 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the project would be consistent with the goals and policies of the 2016 AQMP for control of fugitive dust. As discussed above, the project would also be consistent with SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP. Impacts are concluded to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Air pollutant emissions associated with construction of the project would be generated from the exhausts of construction equipment, soil hauling trucks, delivery trucks, and worker vehicles. Particulate matter emissions would result from soil

movement and wind-blown dust from disturbed surfaces, and organic pollutant emissions would result from painting. Operational emissions would be released from the exhausts of on-road vehicles and from stationary sources, including water, natural gas, and electricity consumption.

Criteria Pollutants

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric layer (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (see below) are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROGs and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as

road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_X and lead. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Table 4.3-1, *South Coast Air Basin Attainment Status*, lists the attainment status for criteria pollutants in the Basin. As shown in Table 4.3-1, the Basin is in nonattainment for federal O_3 (1-hour and 8-hour), PM_{10}, and $PM_{2.5}$ standards, and nonattainment for State O_3 (1-hour and 8-hour and $PM_{2.5}$ standards, as well as partial nonattainment for lead.

Table 4.3-1
South Coast Air Basin District Attainment Status

Pollutant	California Attainment Status	Federal Attainment Status
Ozone (8-Hour)	Nonattainment	Nonattainment
Ozone (1-Hour)	Nonattainment	Nonattainment
Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Partial Nonattainment
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Attainment	No Federal Standard
Visibility	Unclassified	No Federal Standard

Source: Eilar Associates, Inc., *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, March 31, 2021.

Short-Term Construction Impacts

Short-term air quality emissions are anticipated during project-related construction activities. Temporary air emissions would result from the following project-specific construction activities:

- Particulate (fugitive dust) emissions from earth moving activities;
- ROG emissions from application of asphalt and surface coatings; and
- Exhaust emissions from the grading/construction equipment and the motor vehicles of construction crews.

Construction activities are anticipated to begin in April 2022 and would include demolition, site preparation, grading, construction, paving, and architectural coating work. To provide a conservative analysis, it is assumed that both the Chick-fil-A restaurant and Starbucks café portions of the project would be constructed at the same time. Additionally, it is assumed that the Chick-fil-A restaurant and Starbucks café buildings would be constructed in parallel, using the following schedule:

- Phase 1: Demolition, 2 weeks, 5 days/week;
- Phase 2: Site Preparation, 2 weeks, 5 days/week;
- Phase 3: Grading, 3 weeks, 5 days/week;
- Phase 4: Building Construction, 22.5 weeks, 5 days/week;

- Phase 5: Paving, 3.5 week, 5 days/week; and
- Phase 6: Architectural Coating, 2 weeks, 5 days/week.

During the demolition phase, approximately 12,216 square feet of existing building space would be demolished and associated debris would be hauled off-site. No soil import or export is anticipated during site preparation and grading phases as all cut and fill would be balanced on-site.[1] Grading activities would be short-term and would cease following the completion of the construction activities. Mobile source emissions would result from the use of construction equipment such as graders, dozers, forklifts, tractors, loaders, and backhoes. The assessment of construction air quality impacts considers each of these potential sources.

Construction emissions were estimated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod) based on the construction information compiled for the project. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, and the amount of materials to be transported on- or off-site. Table 4.3-2, *Estimated Project Construction Emissions*, presents the project's anticipated daily short-term construction emissions for the summer and winter season. Emitted pollutants would include ROG/VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$.

As depicted in Table 4.3-2 construction-related emissions would not exceed the established SCAQMD significance thresholds for criteria pollutants. However, the project would be required to adhere to standard SCAQMD regulations, such as implementing SCAQMD Rules 402 and 403 (see Standard Condition SC AIR-1) which would further reduce construction emissions. Standard Condition SC AIR-1requires the implementation of dust control measures and measure to cover and protect outdoor storage piles. Further, the project would be required to comply with Standard Condition SC AIR-2which would require idling restrictions for diesel-powered vehicles. With implementation of Standard Conditions SC AIR-1 and SC AIR-2, impacts would be less than significant.

Table 4.3-2
Estimated Project Construction Emissions

Season	Pollutant (pounds/day)					
	ROG/VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer 2022	7.92	18.2	14.7	0.030	6.36	3.59
Winter 2022	7.93	18.2	14.7	0.030	6.36	3.59
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Source: Eilar Associates, Inc., *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, March 31, 2021.						

[1] As discussed in Section 4.9-5, *Hazards and Hazardous Materials*, Mitigation Measure HAZ-1 would require soil import and export if impacted soil is encountered during grading activities. Hauling trips associated with soil import/export would slightly increase emissions. However, the increase in emissions would not cause an exceedance of SCAQMD Significance Thresholds and the significance finding would remail the same.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986. Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, dated August 2000, serpentinite and ultramafic rocks are not known to occur within the project area.[2] Thus, there would be no impact regarding naturally occurring asbestos.

Long-Term Operational Emissions

The following is an analysis of the project's long-term operational emissions compared to the existing site conditions.

Existing Operational Emissions

The project site currently consists of a Claim Jumper restaurant and parking lot. The site currently generates emissions from vehicles and building operations. A CalEEMod model run was conducted to quantify the operational emissions from the existing restaurant use; refer to Appendix A. Table 4.3-3, *Estimated Increase of Regional Operational Emissions*, depicts existing operational emissions associated with the Claim Jumper restaurant.

Table 4.3-3
Estimated Increase of Regional Operational Emissions

Pollutant	Emission Source	Existing Emissions	Project Emissions[1]	Project Increase/ Decrease in Emissions	SCAQMD Threshold	Significant Impact?
ROG/VOC (pounds/day)	Area Source	0.312	0.174	-0.138	**55**	**No**
	Energy Consumption	0.0833	0.0461	-0.0372		
	Mobile Source	2.91	5.53	2.62		
	Total ROG/VOC Emissions	***3.31***	***5.75***	***2.44***		
NO_x (pounds/day)	Area Source	0.00010	0.00005	-0.00005	**55**	**No**
	Energy Consumption	0.757	0.419	-0.338		

[2] California Department of Conservation, Division of Mines and Geology. *A General Location Guide for Ultramafic rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos*. August. 2009.

Table 4.3-3, continued

Pollutant	Emission Source	Existing Emissions	Project Emissions[1]	Project Increase/ Decrease in Emissions	SCAQMD Threshold	Significant Impact?
	Mobile Source	12.7	22.4	9.64		
	Total NOx Emissions	***13.5***	***22.8***	***9.30***		
CO (pounds/day)	Area Source	0.0105	0.00601	-0.0045	**550**	**No**
	Energy Consumption	0.636	0.352	-0.284		
	Mobile Source	25.8	43.0	17.2		
	Total CO Emissions	***26.4***	***43.3***	***16.9***		
SO_x (pounds /day)	Area Source	0	0	0	**150**	**No**
	Energy Consumption	0.00454	0.00251	-0.00203		
	Mobile Source	0.146	0.146	0		
	Total SOx Emissions	***0.150***	***0.148***	***-0.0020***		
PM_{10} (pounds /day)	Area Source	0.00004	0.00002	-0.00002	**150**	**No**
	Energy Consumption	0.0576	0.0319	-0.0257		
	Mobile Source	5.68	11.1	5.37		
	Total PM_{10} Emissions	***5.74***	***11.1***	***5.35***		
$PM_{2.5}$ (pounds /day)	Area Source	0.00004	0.00002	-0.00002	**55**	**No**
	Energy Consumption	0.0576	0.0319	-0.0257		
	Mobile Source	1.57	3.03	1.46		
	Total $PM_{2.5}$ Emissions	***1.63***	***3.06***	***1.43***		
Notes: Emissions were calculated using CalEEMod (CalEEMod version 2016.3.2).						
Source: Eilar Associates, Inc., *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, March 31, 2021.						

Project Operational Emissions

The project-generated operational emissions would be associated with mobile source emissions from motor vehicle use, energy emissions from energy consumption, and area sources generated by the use of natural-gas-fired appliances, landscape maintenance equipment, consumer products, and architectural coatings. Long-term operational emissions attributable to the project are summarized in Table 4.3-3.

Mobile Source Emissions

Mobile source emissions include emissions from motor vehicles, including tailpipe and evaporative emissions. Project emissions were conservatively estimated based on default CalEEMod trip generation data for a "Fast Food Restaurant with Drive Thru" and "City Park."

Based on CalEEMod defaults, the average daily trips generated for Chick-fil-A restaurant would range from 2,263 on weekdays (3,355 daily trips total, including Starbucks café and the pocket park) to 3,293 on Saturdays (4,886 daily trips total, including Starbucks café and the pocket park). It should be noted that, in comparison, the *Transportation Impact Study, Chick-fil-A/Starbucks Monrovia Project* (Transportation Analysis) prepared by Linscott, Law, and Greenspan Engineers (dated March 17, 2021) (included as Appendix G, *Traffic Impact Analysis*) presents lower empirically-derived weekday trip generation rates based on the daily trips generated at existing Chick-fil-A restaurants, including adjustments for pass-by trips.

According to the Transportation Analysis, the proposed Chick-fil-A restaurant would generate 1,115 daily trips on weekdays (2,046 daily trips including the proposed Starbucks café and pocket park). For this reason, the mobile source emissions presented in this analysis are considered conservative and do not reflect the lower daily trips identified in the Transportation Analysis. It is noted that CalEEMod does not distinguish between daytime and nighttime hours when calculating operation emissions; as such, the two times per week deliveries to the proposed Starbucks café that occur from 12:00 a.m. to 4:00 a.m. have been accounted for in the operational assumptions.

Mobile source emissions associated with the pocket park are expected to be minimal, compared to emissions from mobile sources for traffic to/from the two restaurants. CalEEMod default trip generation data for a "City Park" land use is conservatively estimated at 4.55 trips on a Saturday, 3.35 trips on a Sunday, and 0.38 trips on weekdays. Although the Transportation Analysis predicts daily trip rates of 20 vehicles per day for the pocket park, which is considerably higher than the default number of trips assumed in CalEEMod, this difference is negligible compared to the highly conservative CalEEMod trip generation rates assumed for two restaurants. As shown in Table 4.3-3, emissions generated by vehicle traffic associated with the project would not exceed SCAQMD significance thresholds. Impacts from mobile source air emissions would be less than significant and would not require mitigation.

Area Source Emissions

Area source emissions would be generated from consumer products, architectural coatings, and landscaping. It should be noted that neither the proposed Chick-fil-A restaurant nor Starbucks café would operate charbroilers. However, should operation of charbroilers be deemed necessary, the project would be required to comply with SCAQMD Rule 1138 emission control requirements in this regard. As shown in Table 4.3-3, area source emissions from the project would not exceed significance thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Energy Use Emissions

Energy use emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 4.3-3, energy source emissions from the project would not exceed significance thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Project Net Operational Emissions

Table 4.3-3 presents the project's net operational emissions. The net operation emissions were calculated by subtracting the existing use emissions from the project emissions. As shown in Table 4.3-3, the project's net operational emissions would not exceed SCAQMD significance thresholds. Thus, operational air quality impacts would be less than significant.

Air Quality Health Impacts

In accordance with the California Supreme Court decision for Sierra Club v. County of Fresno (S219783), December 24, 2018, this discussion has been included to disclose the potential human health impacts from the project's air emissions.

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O_3 precursors VOCs and NO_X affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, a project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD[3], the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[4] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example, is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. The SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations.

The Federal ambient air quality standards (i.e., NAAQS) were established to protect public health, particularly sensitive populations (i.e., asthmatics, children, and the elderly). The health risks associated with exposure to criteria pollutants are evaluated on a regional level, based on the region's attainment of the NAAQS. As such, the SCAQMD's regional thresholds were set at emission levels tied to the region's attainment status. Therefore, since the project would not exceed SCAQMD regional thresholds for construction or operational air emissions it can be reasonable inferred that the project would not result in air quality health impacts.

[3] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

[4] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

Cumulative Impacts

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act (FCAA) mandates. As such, the project would implement Standard Condition SC AIR-1, which requires compliance with SCAQMD Rule 403 requirements. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the project. In addition, the project would comply with adopted 2016 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects throughout the Basin would be required to comply with these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2016 AQMP emissions control measures).

If emissions exceed the thresholds shown in Tables 4.3-2 and 4.3-3 for nonattainment pollutants (O_3, with O_3 precursors NO_x and VOCs, PM_{10}, and $PM_{2.5}$), the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality. However, as shown in Tables 4.3-2 and 4.3-3, project emissions would not exceed the significance thresholds and therefore would not result in a cumulatively significant increase of any nonattainment criteria pollutant. Impacts would be less than significant.

The project construction and operations would not result in a significant air quality impact, as emissions would not exceed the SCAQMD adopted significance thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the project would not contribute to a cumulatively considerable net increase of any non-attainment criteria pollutant. Therefore, cumulative construction and operational impacts associated with implementation of the project would be less than significant.

Standard Conditions:

SC AIR-1 Prior to issuance of any Grading Permit, the City of Monrovia Public Works Department shall confirm that the project stipulates that, in compliance with SCAQMD Rule 402 and Rule 203, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rules 403 and 402 are as follows:

- The Project Construction Contractor shall develop and implement dust control methods that shall achieve this control level in a SCAQMD Rule 403 dust control plan, designate personnel to monitor the dust control program, and order increased watering, as necessary, to ensure a 55 percent control level. Those duties shall include holiday and weekend periods when work

may not be in progress. Additional control measures to reduce fugitive dust shall include, but are not limited to, the following:

- Apply water twice daily, or nontoxic soil stabilizers according to manufacturer's specifications, to all unpaved parking or staging areas or unpaved road surfaces or as needed to areas where soil is disturbed.
- Use low-sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.
- During earthmoving or excavation operations, fugitive dust emissions shall be controlled by regular watering to prevent excessive amounts of dust, ceasing earthmoving and excavation activities during periods of high winds (i.e., winds greater than 20 miles per hour (mph) averaged over 1 hour), and minimizing the area disturbed by earthmoving or excavation operations at all times.
- After earthmoving or excavation operations, fugitive dust emissions shall be controlled by revegetating and watering portions of the construction area to remain inactive longer than a period of 3 months and watering all active portions of the construction site.
- At all times, fugitive dust emissions shall be controlled by limiting the on-site vehicle speed to 15 mph and paving road improvements as soon as feasible.
- At all times during the construction phase, ozone precursor emissions from mobile equipment shall be controlled by maintaining equipment engines in good condition and in proper tune according to manufacturers' specifications.

- Outdoor storage piles of construction materials shall be kept covered, watered, or otherwise chemically stabilized with a chemical wetting agent to minimize fugitive dust emissions and wind erosion.

SC AIR-2 Prior to issuance of any Grading Permit, the City of Monrovia Public Works Department shall confirm that the project complies with Mitigation Measure AIR-C of the *Final Environmental Impact Report, Monrovia General Plan Proposed Land Use and Circulations Elements* (dated January 2008) to reduce diesel engine emissions of ozone precursors ROGs and NOx, particulate matter less than 10 microns in size (PM_{10}), particulate matter less than 2.5 microns in size (PM2.5), and diesel particulate matter (DPM).

- Idling of diesel-powered vehicles and equipment shall not be permitted during periods of non-active vehicle use. Diesel-powered engines shall not be allowed to idle for more than 5 consecutive minutes in a 60-minute period when the equipment is not in use, occupied by an operator, or otherwise in motion, except as follows:

- When equipment is forces to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control;
- When it is necessary to operate auxiliary systems installed on the equipment, only when such system operation is necessary to accomplish the intended use of the equipment;
- To bring the equipment to the manufacturers' recommended operating temperature;
- When the ambient temperature is below 40 degrees Fahrenheit (°F) or above 85°F; or when equipment is being repaired.

Mitigation Measures: No mitigation measures are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses.[5] Examples of these sensitive receptors are residences, schools, hospitals, daycare centers, and places of worship. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project include an existing residence that is approximately 20 meters east of the southern portion of the project site parking area. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operation impacts (stationary sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

Localized Significance Thresholds

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology*, dated June 2003 (revised 2008), for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level projects. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10} for 41 different Source Receptor Areas (SRA) throughout the Basin. The project site is located within SRA 9, East San Gabriel Valley.

[5] Per the definition in the SCAQMD *Final Localized Significance Threshold Methodology*, revised July 2008, and various SCAQMD Rules (such as Rule 1470, paragraph [b][60]).

Construction

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the project would disturb approximately two acres of land per day. Therefore, the LST screening thresholds for two acres were utilized for the construction LST analysis. As the nearest sensitive uses are approximately 20 feet to the east the project site, the LST value for 25 meters was utilized. Table 4.3-4, *Localized Short-Term Construction Emissions*, shows the localized construction-related emissions. It is noted that the localized emissions presented in Table 4.3-4 are less than those in Table 4.3-2, as localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 4.3-4, on-site emissions would not exceed the LST screening thresholds for SRA 9. Impacts would be less than significant in this regard.

Table 4.3-4
Localized Short-Term Construction Emissions

Emissions Source[1]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition Phase	16.6	14.0	1.38	0.856
Site Preparation	14.6	7.09	3.04	1.88
Grading	12.0	5.94	2.60	1.60
Building Construction	12.5	12.7	0.589	0.569
Paving	6.77	8.81	0.347	0.321
Architectural Coating	1.41	1.81	0.082	0.082
SCAQMD LST Screening Thresholds[2]	***128***	***953***	***7***	***5***
Threshold Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod (CalEEMod version 2016.3.2).
2. The Localized Significance Thresholds (LSTs) were determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology*, revised July 2008, for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (two acres; therefore the 2-acre threshold was used) and Source Receptor Area 9.

Source: Eilar Associates, Inc., *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, March 31, 2021.

As detailed in Table 4.3-4, construction emissions for NO_X, CO, PM_{10} and $PM_{2.5}$ would not exceed the SCAQMD LST screening thresholds for any construction phase. Therefore, the project would result in a less than significant impact related to sensitive receptors, due to localized construction emissions.

Diesel Particulate Matter

Emissions of diesel particulate matter (DPM) associated with heavy-duty construction equipment are a toxic air contaminant (TAC). DPM is mainly composed of particulate matter (i.e., $PM_{2.5}$) and gases, which contain potential cancer-causing substances. The majority of heavy-duty equipment construction activity would occur during the demolition and site preparation phases. As shown in Table 4.3-4, $PM_{2.5}$ emissions from construction activities are well below the SCAQMD significance threshold. As construction activities would be short term, operation of heavy-duty construction equipment is not expected to expose sensitive receptors to substantial DPM concentrations. As such, impacts would be less than significant in this regard.

Operations

As shown in Table 4.3-5, *Localized Significance of Operational Emissions*, the project's operational emissions would not exceed the LST screening thresholds for the nearest sensitive receptors in the project vicinity. It should be noted the localized operational CalEEMod results do not include off-site mobile emissions per SCAQMD guidance. As detailed in Table 4.3-5, daily operational emissions for NO_X, CO, PM_{10} and $PM_{2.5}$ would not exceed the SCAQMD LST screening thresholds. Thus, impacts would be less than significant in this regard.

Table 4.3-5
Localized Significance of Operational Emissions

Emissions Source[1]	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source	0.00005	0.0060	0.00002	0.00002
Energy Consumption	0.419	0.352	0.0319	0.0319
Total Project Operational Emissions	***0.419***	***0.358***	***0.0319***	***0.0319***
SCAQMD LST Screening Thresholds	**128**	**953**	**2**	**2**
Threshold Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod (CalEEMod version 2016.3.2).
2. The Localized Significance Thresholds (LSTs) were determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology*, revised July 2008, for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (two acres; therefore the 2-acre threshold was used) and Source Receptor Area 9.

Source: Eilar Associates, Inc., *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, March 31, 2021.

Carbon Monoxide Hotspots

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." It is not anticipated that the project would have a significant impact on traffic in the area, and no intersections would degrade to unacceptable levels with implementation of mitigation. The project would result in a net change in traffic from the existing restaurant use to the operation of the proposed Chick-fil-A restaurant and Starbucks café. Based on the BAAQMD CO hotspot screening-level analysis, a project would not cause a CO hotspot if the net increase in intersection traffic volumes is less than 44,000 vehicles per hour. According to the Transportation Analysis, the project's peak net traffic change would be 175 vehicles per hour and intersection traffic volumes would not exceed 44,000 vehicles per hour. Therefore, project-generated traffic would not exceed the BAAQMD significance threshold. Thus, CO hotspot impacts at sensitive receptors would be less than significant.

On-Site Vehicle Idling

According to the Transportation Analysis, the proposed Chick-fil-A restaurant would have a dual lane drive-thru designed to accommodate 30 vehicles, and the proposed Starbucks café would have a single drive-thru lane for 13 vehicles; therefore it is estimated that a total of 43 vehicles or more could be queuing at the drive-thru lanes at one time. Based on CO modeling and calculations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles (with over 100,000 ADT) experienced a CO concentration of 4.6 ppm, which is well below the 35

ppm 1-hr CO Federal standard. As such, it can be reasonably inferred that the number of vehicles queuing at the project's drive-thru lanes (43) and daily trip generation (2,046 daily trips) would not have the potential to create a CO hotspot and/or exceed the 1-hour CO Federal standard. As such, impacts would be less than significant in this regard.

Air Quality Health Impacts

As evaluated above, the project's localized emissions would not exceed the SCAQMD's LST screening thresholds. Therefore, the project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, or $PM_{2.5}$, which were developed to represent levels at which the most susceptible persons (children and the elderly) are protected from health effects. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect sensitive populations with respiratory problems (e.g., children, the elderly, etc.). Thus, the project's localized emissions would not create an air quality health impact, and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD's *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any of these uses or odor sources. However, certain odors may emanate from construction operations if diesel-powered construction equipment during the construction period for the project. These odors would be limited to the construction period and would disperse quickly; therefore, these odors would not be considered a significant impact.

Due to the nature of the project (restaurants and future pocket park), there is the potential for uses within the immediate area to experience odors associated with restaurant operations. It should be noted that odor impacts are not anticipated for the future park use. Should unexpected odors occur during operations, restaurants may need to comply with SCAQMD Rule 1138 emission control requirements. On-site trash receptacles would have the potential to create adverse odors; however, trash receptacles would be located and maintained in a manner that would promote odor control to reduce potential odor impacts and would be removed from the site at least once per week. Adherence with applicable provisions in Standard Condition SC AIR-34.3-3 would further ensure that no significant impacts related to objectionable odors would result from the project. As such, impacts would be less than significant in this regard.

Standard Conditions:

SC AIR-3: Throughout operation of the project, the Director of the City of Monrovia Community Development Department, or designee, shall ensure that the project complies with applicable provisions of Section 8.10.30 of the City's Municipal Code, which requires that every person in control of the day-to-day

operations at any commercial premise provide for the collection and proper disposal of solid waste at least once per week.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?				✓
c. Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

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

No Impact. The 2.09-acre project site is fully developed with a restaurant building, associated surface parking lot, and ornamental landscaping. Nearby uses include commercial uses (Oak Tree Inn, Red Lobster restaurant, Double Tree by Hilton), residential uses (single-family homes), and the I-210 freeway. The Los Angeles County Flood Control District-owned Santa Anita Wash (a concrete-lined flood control channel) flows in a southeast direction, approximately 170 feet southwest of the project site; refer to Exhibit 2-2, *Site Vicinity*.

Based on the project site and surrounding area's disturbed condition, project construction would not adversely impact candidate, sensitive, or special status biological resources. Project construction and operation would not impact the Santa Anita Wash, which is located approximately 170 feet from the proposed limits of disturbance. Further, no listed or sensitive habitat that could support such species are present on-site. Based on the site's urban condition, no endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS),

California Department of Fish and Wildlife (CDFW), or California Native Plant Society have the potential to occur on-site. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?

No Impact. Riparian habitats are those occurring along the banks of rivers, streams, lakes, and other surface water bodies. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

The Santa Anita Wash is a concrete-lined flood control channel identified as riverine habitat on USFWS's National Wetlands Inventory web mapping application.[1] As the Santa Anita Wash is located approximately 170 feet southwest of the project site, it is not within, nor in the immediate vicinity of, the proposed limits of disturbance for project construction and operation. In addition, since the Santa Anita Wash is concrete lined, it does not support any riparian vegetation in the project vicinity. As stated under Response 4.4(a), the project site has been heavily disturbed by existing development with mostly impervious surfaces and limited ornamental landscaping. No existing riparian habitat or other sensitive natural community is located on-site. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

c. Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Refer to Response 4.4(b). No wetland features are located on-site.[2] The project site is not located near any marsh, vernal pool, or coastal wetlands, and no hydrology, soils, or vegetation occur on-site that could constitute or support wetlands. Thus, project implementation would not impact State or Federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site?

Less Than Significant Impact With Mitigation Incorporated. No identified wildlife corridors or native wildlife nurseries occur within the boundaries of the project site. The site is entirely built out, surrounded by dense urban uses on all sides. Twenty-three out of 44 existing

[1] U.S. Fish and Wildlife Services, *National Wetlands Inventory*, https://www.fws.gov/wetlands/data/mapper.html, accessed November 6, 2020.

[2] Ibid.

ornamental trees would be removed, and 38 new ornamental trees would be planted. The existing trees proposed for removal could provide nesting opportunities for birds. The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. To reduce potential impacts to nesting birds, Mitigation Measure BIO-1 requires a pre-construction nesting bird clearance survey to determine the presence/absence, location, and status of any active nests on or adjacent to the project site. If the nesting bird clearance survey indicates the presence of nesting birds, Mitigation Measure BIO-1 requires buffers to ensure that any nesting birds are protected pursuant to the MBTA. With implementation of Mitigation Measure BIO-1, the project's potential construction-related impacts to migratory birds would be reduced to a less than significant level.

Mitigation Measures:

BIO-1 In the event that vegetation and tree removal should occur between January 15 and September 15, the respective project Applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to commencement of construction activities. Results of the pre-construction survey shall be submitted to the City's Planning Division prior to the commencement of construction activities and the issuance of any permits. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City's Planning Division prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For listed raptor species, this buffer shall be 500 feet. If active nests are determined to be present, a biological monitor shall be on-site to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by construction activity or until construction activity is completed, whichever comes first. Monitoring activities shall be reported to the City's Planning Division for review and approval on a monthly basis until nesting behavior is not adversely affected by construction activity or construction activity is completed, whichever comes first.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Municipal Code Section 17.20.040, *Oak Tree Preservation*, prohibits the removal and pruning of oak trees with ten inches in diameter or more measured at two feet above the level ground without an oak tree preservation permit from the Development Review Committee. Specifically, Municipal Code Section 17.20.040(A)(9) establishes protection requirements for oak trees during construction, development, or maintenance of any site.

None of the on-site trees are oak trees; thus, the project would not be subject to Municipal Code Section 17.20.040. Further, as discussed under Response 4.4(a) above, there is no wildlife habitat, sensitive animal, or sensitive plant species on-site. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. According to the CDFW's *California Natural Community Conservation Plan Map,*[3] no habitat conservation plans or natural community conservation plans apply within the City. No other approved local, regional, or State habitat conversation plans apply to the project site. Thus, no impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

[3] California Department of Fish and Wildlife, *California Regional Conservation Plans*, October 2017, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed November 6, 2020.

4.5 CULTURAL RESOURCES

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

The information presented in this analysis is based on and supplemented with the *Cultural Resources Study for the Chick-fil-A Huntington Drive & 210 Project, Monrovia, Los Angeles, California* (Cultural Resources Study) prepared by Anza Resource Consultants, Inc. (Anza), dated December 16, 2020; refer to Appendix B, *Cultural Resources Study*.

Field Survey and Record Search

The Cultural Resources Study included a field survey and a records search. The field (pedestrian) survey was conducted on December 12, 2020, and included the examination of all areas of exposed ground surface for prehistoric artifacts, historic debris, or soil discoloration that might indicate the presence of a cultural midden. The records search of the California Historical Resources Inventory System (CHRIS) was conducted at the South Central Coast Information Center (SCCIC) to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the project site. The CHRIS search results were provided on December 15, 2020, and included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps.

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The records search identified 18 potential historic resources that have been evaluated within a 0.5-mile radius of the project site, none of which are within or adjacent to the project site. Of these historical evaluations, one historic resource (P-19-179365 [Stewart-Wilson House]) is recommended eligible for NRHP or CRHR; refer to Cultural Resources Study Table 2, *Previously Recorded Cultural Resources within a 0.5-Mile Radius of the Project Site*. The remainder of the resources identified were determined to be not eligible for listing as historic resources. The identified historic resource (P-19-179365 [Stewart-Wilson House]) is located approximate 0.46-mile northeast of the project site. As such, the project would have no direct or indirect (e.g., visual or vibrational) impacts on this resource. Further, no historical period buildings or structures were observed within or adjacent to the project site during the

field survey. According to the Cultural Resources Study, the existing restaurant building on-site is modern (built in 1994[1]) and does not merit evaluation as a potential historical resource.

Due to the lack of identified historic resources, the Cultural Resources Study concluded the project would have no impacts on historical resources under CEQA. Thus, project implementation would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. No impacts would occur in this regard.

***Mitigation Measures**:* No mitigation measures are required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. According to the Cultural Resources Study, no archaeological resources were identified during the background research or field survey.

Due to the level of past disturbance on-site, the potential for uncovering intact subsurface archaeological deposits during construction is considered low. Based on the *Geotechnical Engineering Exploration and Analysis* (Geotechnical Analysis), prepared by Giles Engineering Associates, Inc., dated May 18, 2020 (Appendix C, *Geotechnical Analysis*), possible fill materials appear to be present from 3.5 to 10 feet below ground surface (bgs). Excavation/grading activities would likely range from approximately 4 to 11 feet bgs. Therefore, while unlikely, there is a possibility that unknown resources could be uncovered during site disturbance activities.

In the event that previously unidentified cultural (archaeological) resources are encountered during grading activities, the project would be required to comply with Mitigation Measure CUL-1. Mitigation Measure CUL-1 would ensure that work in the immediate area of the find is halted until an archaeologist evaluates the find and determines appropriate subsequent procedures. With compliance with Mitigation Measure CUL-1, impacts in this regard would be reduced to less than significant levels.

***Mitigation Measures**:*

CUL-1 If previously unidentified cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the qualified archaeologist shall expeditiously prepare and implement a research design and archaeological data recovery plan that captures those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Applicant and the City's Planning Division to implement Native American consultation procedures. Construction shall not resume in those areas halted until

[1] Refer to Appendix D, *Hazardous Materials Documentation*.

the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological resources.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact With Mitigation Incorporated. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during construction activities. If human remains are found, however, those remains would require proper treatment, in accordance with applicable laws. State of California Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 requires if any human remains are accidentally discovered during excavation of a site, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98 (Mitigation Measure CUL-5). As required by State law, if the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which would 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 and shall have the opportunity to offer recommendations for the disposition of the remains. Following compliance with the aforementioned regulations and Mitigation Measure TCR-1, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TCR-1.

This page intentionally left blank.

4.6 ENERGY

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

Regulatory Setting

State

California Building Energy Efficiency Standards (Title 24)

The 2019 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, nonresidential buildings would use about 30 percent less energy, mainly due to lighting upgrades, when compared to those constructed under 2016 Title 24 standards.[1] The 2019 Title 24 standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The CALGreen Code (California Code of Regulations, Title 24, Part 11), is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible

[1] California Energy Commission, *2019 Building Energy Efficiency Standards*, March 2018

renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), California Air Resources Board (CARB), and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

California Public Utilities Commission Energy Efficiency Strategic Plan

The CPUC prepared the *Long Term Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the four big bold strategies:

1. All new residential construction in California will be zero net energy by 2020.

2. All new commercial construction in California will be zero net energy by 2030.

3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.

4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the *Final 2019 Integrated Energy Policy Report* (2019 IEPR) on February 20, 2020. The 2019 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California and covers a broad range of topics, including implementation of SB 100 (statewide greenhouse gas reduction targets), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission, landscape-scale planning, electricity and natural gas demand forecast, transportation energy demand forecast,

renewable gas, updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

Renewables Portfolio Standard (RPS) Program

California's Renewables Portfolio Standard (RPS) program was established in 2002 by SB 1078 with the initial requirement that 20 percent of electricity retail sales must be served by renewable resources by 2017. The program was accelerated in 2015 with SB 350, which mandated a 50 percent RPS by 2030. SB 350 includes interim annual RPS targets with three-year compliance periods and requires 65 percent of RPS procurement to be derived from long-term contracts of 10 or more years. In 2018, SB 100 was signed into law, which again increases the RPS to 60 percent by 2030 and requires all the state's electricity to come from carbon-free resources by 2045. The CPUC implements and administers RPS compliance rules for California's retail sellers of electricity, which include large and small investor-owned utilities (IOUs), electric service providers (ESPs) and community choice aggregators (CCAs). The California Energy Commission (CEC) is responsible for the certification of electrical generation facilities as eligible renewable energy resources and adopting regulations for the enforcement of RPS procurement requirements of public owned utilities (POUs).

City of Monrovia Energy Action Plan

The *City of Monrovia Energy Action Plan* (EAP) was adopted by the City in June 2008. The EAP was prepared by the San Gabriel Valley Energy Wise Partnership (SGVEWP), which is comprised of 30 San Gabriel Valley cities, the Southern California Association of Governments (SCAG), and Southern California Edison (SCE). The EAP consists of 21 action items identified as the Monrovia Environmental Accords. The Monrovia Environmental Accords are focused on developing City policies that support sustainability in the fields of energy, waste, urban design, urban nature, transportation, environmental health, and water.

General Plan

Applicable goals and policies related to energy from the General Plan Land Use Element are listed below.

Land Use Element:

Goal 10 Ensure that new development is sensitive to the City's natural and open space resources and constraints.

Policy 10.6 Encourage the conservation of water and energy resources in order to reduce the need for expansion of water reservoirs and distribution facilities

Policy 10.9 Require water efficient landscaping in regard to plant selection and irrigation.

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction-Related Energy Consumption

Project construction would consume energy in two general forms: fuel energy consumed by construction vehicles and equipment; and bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction of the project would involve on-site energy demand and consumption related to the use of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment. Project construction methods would be typical of current construction practices and would not require the use of more energy intensive machinery or higher than normal volumes of trucks and worker vehicle trips.

Construction of the project would occur over a six-month duration, and would include demolition, site preparation, grading, building construction, paving, and architectural coatings. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation administered by CARB. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. As another benefit of these restrictions, off-road diesel-powered vehicles would consume less fuel and combust fuel more efficiently.

The project would also be subject to mandates on portable diesel generators and the California Environmental Protection Agency's (EPA) strict on-road emissions standards for heady-duty engines. These regulations contain strict air emissions standards that result in efficient engine fuel consumption rates (compared to previous standards). In addition, technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction in California, over the next few years. As such, temporary energy use during construction of the project would not result in a significant increase in peak or base demands on regional energy supplies or require additional capacity from local or regional energy supplies. As such, project construction activities would not result in a wasteful, inefficient, or unnecessary consumption of energy resources.

Further, substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials would employ all reasonable energy conservation practices in the interest of reducing costs.

Operational Energy Consumption

The project site would be serviced by SCE for electricity and the Southern California Gas Company (SoCal Gas) for natural gas. Energy use associated with project operations would be typical of a fast food restaurant or coffee shop.

The project does not include any unusual project characteristics or require special equipment that would be more energy intensive than typical commercial uses. The project would be required to include ENERGY STAR-rated appliances, energy-efficient boilers and HVAC systems, water-efficient landscaping and irrigation systems in compliance with the most current Title 24 energy efficiency standards.

Maintenance activities during operations, such as landscape maintenance, would involve the use of electric- or gas-powered equipment. In addition to on-site energy use, the project would result in the consumption of oil-based fuels associated with vehicle trips generated by the restaurants. With regard to transportation fuel use, the project would not have control over fuel consumption factors such as vehicle type(s), engine efficiency, vehicle miles traveled, etc., for employees and patrons accessing the project site. However, due to CARB's increasing vehicle efficiency standards, it is assumed the long-term transportation fuel consumption from project operations would steadily decline over time and ensure that vehicle fuel consumption is not wasteful or inefficient.

The project would be subject to all relevant provisions of the most recent current standards of Title 24 and CALGreen Code. Compliance with these standards would ensure that the building energy use associated with the project would not be wasteful, inefficient, or unnecessary. Thus, project impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The EAP is focused on developing sustainable City policies and does not contain action items directly applicable to the project. Therefore, the applicable State plans and policies for renewable energy and energy efficiency include the 2019 Title 24 standards, the 2019 CALGreen Code, CPUC's Strategic Plan, and CEC's 2019 IEPR.

The project would be required to comply with 2019 Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2019 Title 24 standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Policies 10.6 and 10.9,

as well as water-efficient fixtures, water-efficient landscaping, and electric vehicles charging infrastructure. Additionally, the project would utilize electricity provided by SCE. Per the RPS, SCE is composed of 33 percent renewable energy as of 2020 and would achieve at least 60 percent renewable energy by 2030. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

The information presented in this analysis is based on and supplemented with the following:

- *Phase I Environmental Site Assessment, Proposed Chick-fil-A Restaurant No. 04698 Huntington SW & 210 FSU, 820 W. Huntington Drive, Monrovia, California* (Chick-fil-A Phase I ESA), prepared by Giles Engineering Associates, Inc., updated March 11, 2021 (refer to Appendix D1, *Chick-fil-A Phase I ESA*);

- *Limited Phase II Environmental Site Assessment*, *Proposed Chick-fil-A Restaurant No. 04698 Huntington SW & 210 FSU, 820 W. Huntington Drive, Monrovia, California* (Chick-fil-A Phase II ESA), prepared by Giles Engineering Associates, Inc., revised March 12, 2021 (refer to Appendix D2, *Chick-fil-A Phase II ESA*);

- *Phase I Environmental Site Assessment, Proposed Starbucks, 840 West Huntington Drive, Monrovia, California* (Starbucks Phase I ESA), prepared by Salem Engineering Group, Inc., dated August 11, 2020 (refer to Appendix D3, *Starbucks Phase I ESA*);

- *Phase II Environmental Site Assessment, Proposed Starbucks, 840 West Huntington Drive, Monrovia, California* (Starbucks Phase II ESA), prepared by Salem Engineering Group, Inc., dated October 2, 2020 (refer to Appendix D4, *Starbucks Phase II ESA*); and

- *Final Closure Report for Underground Storage Tank Removal and Site Remediation* (UST Closure Report), prepared by Athanor Environmental Services Inc., dated April 29, 1994 (refer to Appendix D5, *UST Closure Report*).

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Substantial risks associated with hazardous materials are not typically associated with restaurant uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site storage of these materials are common for restaurant uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant With Mitigation Incorporated.

Construction Activities

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Impacts would be less than significant in this regard.

Construction excavation and grading activities could result in accidental conditions involving potential existing on-site impacted soil. The following analysis considers current and past uses of the project site and its vicinity, which may have resulted in identified existing on-site soil and soil vapor impacts.

Historical Uses

Chick-fil-A Restaurant Site

Based on the Chick-fil-A Phase I ESA, a launderette was historically located on the northern portion of the project site in 1961 and may have had on-site dry cleaning services. No releases to soil and/or groundwater were reported in association with the past launderette. An automobile dealership/repair facility was also historically located on the project site between 1961 and 1991. A waste oil underground storage tank (UST) was installed in 1956. No potential release associated with this UST was identified in the Chick-fil-A Phase I ESA. A 1,000 gallon gasoline UST and 550 gallon waste oil UST associated with the former automobile dealership/repair facility were also identified and reportedly removed from the site in 1994. It is unknown if all past on-site USTs associated with the former automobile repair facilities were removed. Therefore, according to the Chick-fil-A Phase I ESA impacted soil, groundwater, and/or soil gas may be present at the project site and required further investigation.

As documented by the Chick-fil-A Phase II ESA, subsurface investigation was conducted on April 14, 2020 to investigate soil and soil gas impacts on-site. The Chick-fil-A Phase II ESA determined that due to the depth to groundwater (greater than 250 feet below ground surface [bgs]), evaluation of groundwater impacts was not necessary and the likelihood of impacted groundwater (if present) to affect future restaurants employees and customers is very low. Soil sampling was conducted to assess the presence of volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and eight Resource Conservation and Recovery Act (RCRA) metals, including trivalent and hexavalent chromium.

Soil Samples. Based on the soil sampling results, VOCs were detected below regulatory screening levels. An estimated concentration (0.0019 milligram per kilogram [mg/kg]) of ethylbenzene was detected at one soil sample location above its U.S. Environmental Protection Agency (USEPA) soil screening level for groundwater protection of 0.0017 mg/kg. However, given the reported ethylbenzene concentration was estimated and the depth of groundwater at the project site is greater than 250 feet bgs, the Chick-fil-A Phase II ESA determined this low-detected concentration of ethylbenzene in one soil sample is not environmentally significant. SVOCs were not detected.

Of the eight RCRA metals tested (i.e., arsenic, barium, cadmium, total chromium, lead, selenium, silver, and mercury); four RCRA metals (i.e., arsenic, barium, lead, and mercury) were detected above their respective regulatory screening level in the soil samples. It should be noted that hexavalent chromium was initially detected above regulatory screening level in one sample; however, the laboratory reanalyzed that sample and hexavalent chromium was not detected and the laboratory determined the initially detected hexavalent chromium concentration was an error. Hexavalent chromium was not detected above the laboratory detection limit in the remaining soil samples. The Chick-fil-A Phase II ESA concluded that all detected RCRA metals (i.e., arsenic, barium, cadmium, chromium, lead, and mercury) concentrations are within their respective background concentrations for the project area. With the possible exception of cadmium, chromium, and lead which could be associated with automotive service activities, no historical site uses that would provide sources of these detected RCRA metals were identified in the Chick-fil-A Phase I ESA. Arsenic was the only metal detected above its regulatory screening level for commercial land use and construction worker protection. However, the detected concentrations are below naturally-occurring

background concentrations and an acceptable 12 mg/kg concentration was used to evaluate arsenic as a concern in Los Angeles County. The arsenic concentrations detected in soil at the project site is not anticipated to prohibit commercial, residential, school, or recreational/park use of the site based on the Chick-fil-A Phase II ESA.

Soil Gas Samples. Soil gas sampling in association with the Chick-fil-A Phase II ESA was conducted on April 14, 2020. Based on the soil gas sampling results, tetrachloroethene (PCE) was detected above its attenuated regulatory screening level based upon a cancer risk of $1x10^{-6}$ and hazard quotient (HQ) of 1.0. According to the Chick-fil-A Phase II ESA, Giles used a USEPA Vapor Intrusion Screening Level (VISL) model, a $1x10^{-5}$ target cancer risk, and the highest detected PCE concentration (150 microgram per cubic meter [µg/m^3]) to calculate the resultant cancer risk and HQ resulting from the highest PCE concentration. The model results showed an acceptable cancer risk ($9.4x10^{-8}$) and HQ (0.0257) for the highest detected PCE concentration.

Based upon the highest detected soil gas concentration of PCE, PCE concentrations in air in excavations at the project site are not anticipated to exceed the California Occupational Safety and Health Administration (CalOSHA) PCE Permissible Exposure Level of 170,000 µg/m^3. In addition, outdoor air at the project site would not be impacted above residential or commercial air screening levels and, based on the Chick-fil-A Phase II ESA, the project site is suitable for commercial and/or recreational/park development.

Possible Existing Underground Utilities. The Chick-fil-A Phase II ESA indicated that possible in-ground hydraulic lifts and USTs may still underly the existing Claim Jumper Building since this was the former location of the automotive dealership/service activities. Therefore, Mitigation Measure HAZ-2 would require a magnetometer survey (particularly) to determine the presence or absence of hydraulic lifts and/or USTs, after demolition of the existing on-site structure, but prior grading activities. Should possible hydraulic lifts or USTs be identified, appropriate regulatory agencies would be notified, if required, in order to ensure proper removal and disposal of these features, and remediation, if necessary.

Starbucks Café Site

As discussed above and based on the Starbucks Phase I ESA, the former automobile dealership/repair facility was also historically located on the Starbucks café site. A 1,000 gallon gasoline UST and 550 gallon waste oil UST associated with the former automobile dealership/repair facility were also identified (located under the existing building at the proposed Chick-fil-A site) and were reportedly removed from the site in 1994. A magnetometer survey was conducted at the Starbucks café site as part of the Starbucks Phase II ESA. Based on the magnetometer survey results, no metallic geophysical anomalies with the expected dimensions of a UST were identified at the Starbucks café site. Also, no areas of disturbed soil indicative of a historic UST excavation were identified in the area investigated. As such, USTs are not anticipated to be present at the Starbucks café site.

As documented by the Starbucks Phase II ESA, subsurface investigation was conducted on September 3, 2020 to investigate soil and soil gas impacts on-site. Soil sampling was conducted to assess the presence of volatile organic compounds (VOCs), TPH (TPH), and eight Resource Conservation and Recovery Act (RCRA) metals. Similar to the Chick-fil-A Phase II ESA, the Starbucks Phase II ESA determined that due to the depth to groundwater (greater than 250 feet bgs), evaluation of groundwater impacts was not necessary and the

likelihood of impacted groundwater (if present) to affect future restaurants employees and customers is very low.

Soil Samples. Based on the soil sampling results, VOCs and TPH were not identified above laboratory method detection limits in any of the soils samples analyzed. Also, the eight RCRA metals tested, detected concentrations were well below their respective Los Angeles Regional Water Quality Control Board (RWQCB) Tier 1 commercial/industrial screening levels. As such, soil concentrations at the Starbucks café site are not anticipated to prohibit commercial use of the site based on the Starbucks Phase II ESA.

Soil Gas Samples. Soil gas sampling in association with the Starbucks Phase II ESA was conducted on September 3, 2020. Based on the soil gas sampling results, PCE was detected at a concentration (0.093 microgram per liter [µg/L]). No other VOCs were identified above laboratory method detection limits in the soil vapor samples collected. According to the Starbucks Phase II ESA, Salem used a USEPA VISL model, a $1x10^{-5}$ target cancer risk, and the highest detected PCE concentration (0.093 microgram per liter [µg/L]) to calculate the resultant cancer risk and HQ resulting from the highest PCE concentration. The model results showed an acceptable cancer risk ($5.9x10^{-8}$) and HQ (0.016) for the highest detected PCE concentration.

Based upon the highest detected soil gas concentration of PCE, PCE concentrations in air in excavations at the project site are not anticipated to exceed the CalOSHA PCE Permissible Exposure Level of 170,000 µg/m^3. In addition, outdoor air at the project site would not be impacted above residential or commercial air screening levels and, based on the Starbucks Phase II ESA, the project site is suitable for commercial development

Conclusion

Since it is unknown if USTs or hydraulic lifts associated with former automobile repair facilities remain at the project site (particularly at the Chick-fil-A restaurant location), potentially impacted soil associated with these items may be encountered during excavation and grading activities. Therefore, a Soil Management Plan (SMP) for the project would be required to be prepared and implemented during grading and excavation activities (Mitigation Measure HAZ-1). The SMP would detail the best management practices to properly manage impacted soil in a manner protective of human health and consistent with applicable Federal, State, and local laws. Soil generated from the project site that requires off-site disposal would be required to be characterized prior to disposal at a licensed disposal facility or other commercial property, as appropriate in consultation with a Phase II/Site Characterization specialist. Further, Mitigation Measure HAZ-2 would require a magnetometer survey (particularly) to determine the presence or absence of hydraulic lifts and/or USTs, after demolition of the existing on-site structure, but prior grading activities. Should possible hydraulic lifts or USTs be identified, appropriate regulatory agencies would be notified, if required, in order to ensure proper removal and disposal of these features, and remediation, if necessary.

It is acknowledged that the on-site Claim Jumper building was constructed in 1994. As such, no impacts pertaining to asbestos-containing materials (ACMs) and lead-based paints (LBPs) are anticipated during demolition of the existing building.

With implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts pertaining to the potential for accidental conditions during project construction would be reduced to less than significant levels.

Operational Activities

Operational activities would include typical restaurant practices. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site.

As discussed above, according to the Chick-fil-A Phase II ESA, the resultant cancer risk and HQ resulting from the highest PCE concentration would be an acceptable cancer risk ($9.4x10^{-8}$) and HQ (0.0257) at the Chick-fil-A restaurant site. According to the Starbucks Phase II ESA, the model results showed an acceptable cancer risk ($5.9x10^{-8}$) and HQ (0.016) for the highest detected PCE concentration at the Starbucks café site. As such, potential impacts from vapor intrusion into the new restaurant buildings would be considered less than significant. Notwithstanding, due to company policies, Chick-fil-A proposes a passive vapor mitigation system for the new Chick-fil-A building, which has been considered as part of the project.

Pocket Park

A portion of the project site would include a dedication for parkland use. Although design of the park feature is not known at this time, this portion of the project site is anticipated to be classified by the City as a "Pocket Park." As such, and based upon the Chick-fil-A Phase II ESA, future pocket park users would not be exposed to potential health hazards from soil or soil gas at the project site; refer to Response 4.9(b) pertaining to soil and soil gas sampling results. Impacts in this regard would be less than significant.

Mitigation Measures:

HAZ-1 Soil Management Plan. Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience (Consultant). The SMP shall be made available to the contractor and the City Engineer for use during grading and excavation activities. The SMP shall detail appropriate best management practices to properly manage impacted soil in a manner protective of human health and consistent with applicable Federal, State, and local laws. Soil generated from the project site that requires off-site disposal shall be characterized prior to disposal at a licensed disposal facility or other commercial property, as appropriate in consultation with the Consultant.

HAZ-2 Magnetometer Survey. After demolition of the existing on-site structure, but prior to grading activities, a magnetometer survey shall be conducted by a qualified surveyor to determine the likely presence or absence of hydraulic lifts and/or underground storage tanks (USTs) at the Chick-fil-A restaurant site. The condition for implementation of a magnetometer survey shall be indicated on the grading plans approved by the City Engineer. Should the survey identify possible underground features that require removal, a qualified Phase II/Site Characterization Specialist

shall be retained and shall recommend appropriate measures be taken during removal and disposal. Should hydraulic lifts or USTs be identified, the appropriate regulatory agency (e.g., the Los Angeles County Public Works, Environmental Programs Division) shall be notified in order to ensure proper regulatory oversight of removal, disposal, and remediation, if necessary, of these features. Personnel involved with the field activities shall have current hazardous waste operations and emergency response training in accordance with Occupational Safety and Health Administration (OSHA) standard 1926.65.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant With Mitigation Incorporated. One existing school is situated within 0.25-mile of the project site (Rancho High School located 0.23-mile southwest of the project site). The project is anticipated to involve grading/excavation activities, which may require the handling of newly-discovered impacted soil at the project site as well as the transport of these materials off-site to an approved disposal facility.

Such activities would not generally pose a substantial risk to schools in the project vicinity, as the transport, use, and disposal of hazardous materials would be conducted in full compliance with Federal, State, and local laws and regulations, as well as Mitigation Measures HAZ-1 and HAZ-2. Therefore, the project is not anticipated to result in any negative impacts involving the handling of hazardous materials, substances, or waste within the vicinity of nearby schools. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 and HAZ-2.

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

Less Than Significant With Mitigation Incorporated. Government Code Section 65962.5 requires the DTSC and State Water Resources Control Board (SWRCB) to compile and update a regulatory site listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

In September 2020, the County of Los Angeles Department of Public Works referred the UST removal case (discussed in Response 4.9(b), to the Los Angeles Regional Water Quality Control Board (RWQCB). The RWQCB requested a soil investigation workplan to further evaluate potential residual impacts near former UST locations. A workplan was submitted to and subsequently approved by the RWQCB on February 26, 2021. As such, the RWQCB opened a new case for the site and, as such, the site is now listed pursuant to Government Code Section 65962.5.

Pursuant to Health and Safety Code Section 25296.10, corrective action (i.e., Preliminary Site Assessment, Soil and Water Investigation, Corrective Action Plan Implementation, and Verification Monitoring) to ensure protection of human health, safety, and the environment. Corrective action requirements are set forth in California Code of Regulations (CCR), title 23, sections 2720 through 2727.

Based on the State Water Resource Control Board's GeoTracker database, the Los Angeles RWQCB required the current property owner to provide a workplan to further investigate potential residual impacted soil near the two former USTs, discussed in Response 4.9(b). As such, the current property owner retained Athanor Environmental Services Inc. (Athanor) to prepare the *Workplan to Conduct Subsurface Soil Investigation of 840 Huntington Drive, Monrovia, CA 91016 Case No. R-21646, Global ID No. T10000016180* (Workplan), dated December 15, 2020.

Pursuant to the Workplan, the current property owner proposes to conduct verification sampling via coring through the concrete floor of the existing on-site building (in the former location of on-site USTs), and then advance a Geoprobe direct push sampling device to 10 feet bgs (with samples collected at five and 10 feet bgs). The soil samples are required by the RWQCB in order to determine whether or not petroleum hydrocarbons and/or aromatic and/or chlorinated hydrocarbon VOCs are present in the subsurface soil underlying the existing on-site structure due to past on-site UST operations.

As discussed in Response 4.9(b), impacts pertaining to potential accidental conditions at the project site as a result of this former USTs would be reduced to less than significant levels with implementation of Mitigation Measures HAZ-1 and HAZ-2 (pertaining to a SMP and magnetometer survey, respectively), as well as compliance with Federal and State regulations, including any measures that may be imposed by the RWQCB. As such, potential impacts from the former on-site USTs would be reduced to less than significant levels with implementation of recommended mitigation.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 and HAZ-2.

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

No Impact. The project is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. The nearest airport to the project site is the San Gabriel Valley Airport located approximately three miles to the south of the project site (at 4233 Santa Anita Avenue, El Monte). Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant With Mitigation Incorporated. The City of Monrovia has adopted a City Disaster Management Plan (CDMP) which establishes and details emergency

organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Project implementation would have no adverse effect on implementation of the City's CDMP, as the project site is not considered a critical facility as defined by the Essential Services Building Seismic Safety Act for buildings that provide essential services after a disaster.

Project construction and operations would not interfere with any daily operations of the City's CDMP or the Monrovia Fire & Rescue. The project would incorporate all applicable design and safety standards and regulations as set forth by the California Building Code (CBC) and Monrovia Fire & Rescue to ensure that it does not interfere with the provision of local emergency services (i.e., provision of adequate access roads to accommodate emergency response vehicles, minimum turning radii, adequate numbers/locations of fire hydrants, etc.).

As discussed in Section 4.17, *Transportation*, should temporary partial lane closure be required, the respective Applicant would be required to implement a traffic management plan (TMP) to maintain emergency access during the construction process and minimize congestion, refer to Mitigation Measure TRA-2. Thus, project implementation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and a less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measure TRA-2.

g. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires?

No Impact. The project site is located in an area surrounded by a built urban environment and is not located in or near a State responsibility area or Very High Fire Hazard Severity Zone.[1,2] Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zones in SRA, Los Angeles County*, adopted by CAL FIRE on November 7, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed January 25, 2021.

[2] California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE, Monrovia, September 2011,* https://osfm.fire.ca.gov/media/5832/monrovia.pdf, accessed January 25, 2021.

This page intentionally left blank.

4.8 GREENHOUSE GAS EMISSIONS

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

The information presented in this analysis is based on and has been supplemented with the *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks – Huntington and 210*, prepared by Eilar Associates, Inc., dated March 31, 2021; refer to Appendix A, *Air Quality and Greenhouse Gas Assessment*.

Global Climate Change

Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone, and certain hydro-fluorocarbons. These gases, known as greenhouse gases (GHGs), allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and contribute to what is termed "global warming," the trend of the warming of the Earth's climate from anthropogenic activities.

California is a substantial contributor of global GHGs, emitting over 400 million tons of CO_2 per year.[1] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. CH_4 is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the Earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent on the point of emission.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 parts per million (ppm) CO_2 equivalent[2] (CO_2e) concentration is required to keep global mean warming below two degrees Celsius, which in turn is assumed to

[1] California Air Resources Board, *California Greenhouse Gas Emission Inventory for 2000 to 2018*, https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2018/ghg_inventory_trends_00-18.pdf, 2020.

[2] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

be necessary to avoid significant levels of climate change. As of May 2020, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 417 ppm.[3]

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32 (AB 32) requires that the California Air Resources Board (CARB) identify Statewide GHG emissions level in 1990 and establish a Statewide GHG emissions limit that would ensure Statewide emissions are reduced to 1990 levels by 2020. As such, CARB established a 2020 emissions limit of 427 million metric tons of CO_2e ($MMTCO_2e$).

Executive Order B-30-15, issued in April 2015, requires Statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. Senate Bill 32 (SB 32), signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB must also adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

The General Plan provides smart growth and land use planning principles designed to reduce vehicle miles traveled (VMT) and result in a reduction in GHG emissions, and addresses climate change and GHG reduction policies in multiple elements. The City also has prepared an Energy Action Plan that seeks to decrease energy use and dependence and requires consistency with energy saving strategies. This includes Title 24 of the Energy Action Plan, which requires energy efficient strategies.

South Coast Air Quality Management District Thresholds

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance. Lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global climate change.

[3] Scripps Institution of Oceanography, *Rise of Carbon Dioxide Unabated*, https://scripps.ucsd.edu/news/rise-carbon-dioxide-unabated, accessed December 15, 2020.

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 metric tons of CO_2e ($MTCO_2e$) per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Therefore, for the purposes of this project, the Tier 3 threshold is considered the applicable threshold.

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Project-related GHG emissions would include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. To calculate the emissions associated with the existing Claim Jumper restaurant and the project, the California Emissions Estimator Model version 2016.3.2 (CalEEMod) was used; refer to Appendix A. Table 4.8-1, *Operational Net Greenhouse Gas Emissions*, presents GHG emissions associated with the existing Claim Jumper restaurant and the project.

Existing GHG Emissions

The project site is currently occupied by a 12,216-square foot Claim Jumper restaurant and associated parking lot. The site currently generates GHG emissions, which contribute to existing environmental conditions. The Claim Jumper restaurant generates GHG emissions from the following sources:

- Area Sources. Area source GHG emissions are generated from landscaping equipment and consumer products (i.e., paints, cleaners, and fertilizers).
- Energy Consumption. Energy consumption GHG emissions are generated from purchased electricity and natural gas.
- Mobile Sources. Mobile source GHG emissions are emitted from vehicles travelling to and from the Claim Jumper restaurant site.
- Waste. Waste GHG emissions are emitted from transport and disposal of waste generated by the Claim Jumper restaurant.

- Water. Water GHG emissions are emitted from electricity used to supply water to the existing restaurant and treat the resulting wastewater generated.

As shown in Table 4.8-1, the existing Claim Jumper restaurant emits approximately 1,483 $MTCO_2e$ per year.

Project GHG Emissions

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction emissions are typically summed and amortized over the lifetime of a project (assumed to be 30 years), then added to the operational emissions.[4] As shown in Table 4.8-1, the project would result in 6.03 $MTCO_2e$ per year (amortized over 30 years).

- *Area Source*. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. CalEEMod assumes that area source emissions associated with the project would include minor emissions from landscaping equipment and maintenance of the building. As noted in Table 4.8-1, the project would result in 0.0016 $MTCO_2e$ per year of area source GHG emissions, while the existing conditions result in 0.0027 $MTCO_2e$ per year. As such, the project would have a net decrease of 0.0011 $MTCO_2e$ per year of area source GHG emissions.

  Mobile Source. Mobile source emissions include emissions from motor vehicles, including tailpipe and evaporative emissions. Project emissions were conservatively estimated based on default CalEEMod trip generation data for a "Fast Food Restaurant with Drive Thru" and "City Park". Based on CalEEMod defaults, the average daily trips generated for Chick-fil-A would range from 2,263 on weekdays (3,355 daily trips total, including Starbucks café and the pocket park) to 3,293 on Saturdays (4,886 daily trips total, including Starbucks café and the pocket park).

  It should be noted that, in comparison, the *Transportation Impact Study, Chick-fil-A/Starbucks Monrovia Project* (Transportation Analysis) prepared by Linscott, Law, and Greenspan Engineers (dated March 17, 2021) (included as Appendix G, *Traffic Impact Analysis*) presents lower empirically-derived weekday trip generation rates based on the daily trips generated at existing Chick-fil-A restaurants, including adjustments for pass-by trips. According to the Transportation Analysis, the proposed Chick-fil-A restaurant would generate 1,115 daily trips on weekdays (2,046 daily trips including Starbucks café and the pocket park). For this reason, the mobile source emissions presented in this analysis are considered conservative and do not reflect the lower daily trips identified in the Transportation Analysis.

  It is also noted that CalEEMod does not distinguish between daytime and nighttime hours when calculating operation emissions; as such, the two times per week deliveries to Starbucks café that occur from 12:00 a.m. to 4:00 a.m. have been

[4] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District. Source: South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2, August 26, 2009.

accounted for in the operational assumptions. CalEEMod default trip generation data for a "City Park" land use is conservatively estimated at 4.55 trips on a Saturday, 3.35 trips on a Sunday, and 0.38 trips on weekdays. Although the Transportation Analysis predicts daily trip rates of 20 vehicles per day for the pocket park, which is considerably higher than the default number of trips assumed in CalEEMod, this difference is negligible compared to the highly conservative CalEEMod trip generation rates assumed for two restaurants. As shown in Table 4.8-1, existing conditions and the project would result in approximately 1,055 $MTCO_2e$ per year and 1,754 $MTCO_2e$ per year, respectively, of mobile source generated GHG emissions. Therefore, the project would cause an increase of approximately 699 $MTCO_2e$ per year from mobile emissions.

Table 4.8-1
Operational Net Greenhouse Gas Emissions

Emission Source[1]	Annual Emissions ($MTCO_2e$ per year)		
	Existing Emissions	Project Emissions	Project Increase/ Decrease in Emissions
Direct Sources			
Area Source	0.0027	0.0016	-0.0011
Mobile Source	1,055	1,754	699
Indirect Sources			
Energy Consumption	334	180	-153
Waste	73.1	13.7	-59.5
Water	21.3	12.6	-8.72
Total Emissions	**1,483**	**1,960**	**477**
Amortized Construction Emissions[2]	--	*6.03*	*6.03*
Total Net Project GHG Emissions ($MTCO_2e$ per year):			***484***
SCAQMD Tier 3 Threshold			**3,000**
Significant?			**No**

Notes: CO_2 = carbon dioxide; CH_4 = methane; $MTCO_2e$ per year = metric tons of carbon dioxide equivalent per year.
1. Emissions were calculated using CalEEMod (CalEEMod version 2016.3.2).
2. Emissions of N_2O are present in combustion emissions associated with construction, however N_2O emissions are negligible and, as such, CalEEMod does not calculate N_2O emissions from construction phases.

Source: Refer to Appendix A.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. As shown in Table 4.8-1, the project would indirectly result in 180 $MTCO_2e$ per year GHG emissions due to energy consumption, while existing conditions would result in 334 $MTCO_2e$ per year. Thus, the project would cause a decrease of approximately 153 $MTCO_2e$ per year from energy consumption.

Solid Waste. Table 4.8-1 shows the project's operational solid waste emissions, which would result in 13.7 $MTCO_2e$ per year, while existing conditions would result 73.1 $MTCO_2e$ per year. Thus, the project would result in a net GHG emission decrease from solid waste of 59.5 $MTCO_2e$ per year.

Water Demand. As shown in Table 4.8-1, existing conditions and the project would result in approximately 21.3 $MTCO_2e$ per year and 12.6 $MTCO_2e$ per year, respectively, from water demand. Therefore, the project would cause a decrease of approximately 8.72 $MTCO_2e$ per year from water demand.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project related GHG emissions from direct and indirect sources combined, minus the existing use GHG emissions, would be approximately 484 $MTCO_2e$ per year. Therefore, project GHG emissions would not exceed the SCAQMD Tier 3 threshold. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. As discussed below, the project would be consistent with relevant plans and policies that govern climate change such as the 2017 Scoping Plan and the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). It should be noted that the City of Monrovia has not adopted a GHG reduction plan that the project can be evaluated against at the time of this analysis.

2017 Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a Scoping Plan as required by AB 32.[5] The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update (the most recent update) identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve Statewide GHG emissions targets.

Table 4.8-2, *Project Consistency with the 2017 Scoping Plan*, summarizes the project's consistency with the 2017 Scoping Plan. As summarized, the project would not conflict with any of the provisions of the 2017 Scoping Plan and in fact supports four of the action categories through energy efficiency, water conservation, recycling, and landscaping.

[5] Climate Change Proposed Scoping Plan was approved by the California Air Resources Board on 12/11/2008.

Table 4.8-2
Project Consistency with 2017 Scoping Plan

Sector / Source	Category / Description	Project Consistency Analysis
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	**No Conflict.** The project would utilize energy from Southern California Edison (SCE), which is required to meet the 2030, 2045, and 2050 performance standards. In 2018, approximately 35 percent of SCE's electricity came from renewable resources.[1] By 2030, SCE plans to achieve 80 percent carbon-free energy.[2] The project would also meet the applicable requirements of the Title 24 Standards and the California Green Building Standards Code (CALGreen).
CCR, Title 24, Building Standards Code	Energy Efficiency Standards for Residential and Nonresidential Buildings.	**Mandatory Compliance.** The project must demonstrate that it will meet the applicable requirements of the 2019 Title 24 Standards and CALGreen prior to approval of the building permits.
Assembly Bill 1109 (AB 1109)	The Lighting Efficiency and Toxics Reduction Act (AB 1109) prohibits manufacturing specified general purpose lights that contain levels of hazardous substances prohibited by the European Union. AB 1109 also requires a reduction in average Statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.	**No Conflict.** According to the California Energy Commission, energy savings from AB 1109 are achieved through codes and standards. Energy savings from AB 1109 are calculated as part of codes and standards savings.[3] As discussed above, the project would meet the applicable requirements of the 2019 Title 24 Standards and CALGreen, which include energy efficient lighting.
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	**Mandatory Compliance.** The project construction plans must demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment and would meet the applicable energy standards in the 2019 Title 24 Standards and CALGreen prior to approval of the building permits.
	HVAC Systems will be designed to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	**Mandatory Compliance.** The project construction plans must demonstrate that energy efficiency appliances and equipment and would meet the applicable energy standards in ASHRAE 90.1-2013 Appendix G and the 2019 Title 24 Standards and CALGreen prior to approval of the building permits.
	Energy commissioning shall be performed for buildings larger than 10,000 square feet.	**Not Applicable.** The project includes a 4,562-square-foot Chick-fil-A restaurant and a 2,200-square-foot Starbucks café. Therefore, the project would not include any buildings exceeding 10,000 square feet and energy commissioning would not be required.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	**Mandatory Compliance.** The project must demonstrate compliance with the requirement of MERV 13 or higher, in accordance with the 2019 CALGreen Code, prior to approval of the building permits.

Sector / Source	Category / Description	Project Consistency Analysis
	Refrigerants used in newly installed HVAC systems shall not contain any CFCs.	**Mandatory Compliance.** The project must meet this requirement as part of its compliance with the 2019 CALGreen Code prior to approval of the building permits.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	**Mandatory Compliance.** The project would meet this requirement as part of its compliance with the 2019 CALGreen Code. Per the 2019 CALGreen Nonresidential Mandatory Measure 5.106.5 requirement, the project would provide a total of 6 clean air/vanpool/electric vehicle spaces.
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	**Consistent.** The project would meet this requirement by providing short-term bicycle parking (5 percent of the visitor vehicular parking stalls) and long-term bicycle parking (5 percent of the tenant vehicular parking stalls) in accordance with the 2019 CALGreen Code.
	Requires use of low VOC coatings consistent with AQMD Rule 1168.	**Consistent.** The project would be consistent with this regulation and would meet the low VOC coating requirements.
SB 1368, CCR Title 20, Cap-and-Trade Program	The Cap-and-Trade Program places an economy-wide "cap" on major sources of greenhouse gas emissions (i.e. refineries, power plants, industrial facilities and transportation fuels) and minimizes the compliance costs of achieving AB 32 goals. Electricity generators and large industrial facilities emitting 25,000 $MTCO_2e$ or more annually are subject to the Cap-and-Trade Program. Each year the cap is lowered by approximately 3 percent, ensuring that California is reducing greenhouse gases.	**Not Applicable.** This program involves capping emissions from large-scale electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect commercial projects.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	**Consistent.** The project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles. Per the 2019 CALGreen Nonresidential Mandatory Measure 5.106.5 requirement, the project would provide a total of 6 clean air/vanpool/electric vehicle spaces.
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	**Not Applicable.** These regulations apply to automobile manufacturers, not individual land uses. Mobile emissions associated with the project in Table 4.8-1 reflect compliance with this regulation. Nevertheless, GHG emissions related to vehicular travel by the project would benefit from this regulation because vehicle trips associated with the project would be affected by AB 1493. Mobile source emissions generated by the project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32.

Sector / Source	Category / Description	Project Consistency Analysis
Low Carbon Fuel Standard (Executive Order S-01-07)	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels. This executive order establishes a Statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020	**Not Applicable.** The Low Carbon Fuel Standard applies to manufacturers of automotive fuels, not to individual land uses. Mobile emissions associated with the project in Table 4.8-1 reflect compliance with this regulation. GHG emissions related to vehicular travel by the project would benefit from this regulation and mobile source emissions generated by the project would be reduced with implementation of the Low Carbon Fuel Standard consistent with reduction of GHG emissions under AB 32.
Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	**Not Applicable.** The standards would apply to manufacturers of vehicles used by visitors and employees associated with the project. Notwithstanding, the project would install EV charging spaces and EV parking spaces in accordance with 2019 CALGreen Nonresidential Mandatory Measure 5.106.5.
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	**Consistent.** The Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) contains measures to achieve vehicle miles traveled (VMT) reductions required under SB 375. Refer to Table 4.8-3, *Project Consistency with the 2020-2045 RTP/SCS*, for an analysis of the project's consistency with the goals and objectives outlined in the 2020-2045 RTP/SCS.
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non- residential uses.	**Mandatory Compliance.** The project would be required to comply with Chapter 4, *Division 4.3 – Water Efficiency and Conservation* of the 2019 Title 24 Standards. This includes compliance with the Model Water Efficient Landscape Ordinance (MWELO).
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandated that state agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50 percent of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	**Not Applicable.** These regulations apply to municipal agencies who are responsible for reducing landfill disposal of solid wastes collected in their jurisdictions. GHG emissions related to solid waste generation from the project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste.

Sector / Source	Category / Description	Project Consistency Analysis
Notes: 1. California Energy Commission, *2019 Power Content Label Southern California Edison*, https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf, accessed December 31, 2020. 2. California Air Resources Board, California's 2017 Climate Change Scoping Plan, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. 3. California Energy Commission, 2013 California Energy Efficiency Potential and Goals Study, Appendix Volume I, August 15, 2013.		
Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017.		

2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State:

- Focus Growth Near Destinations and Mobility Options;
- Promote Diverse Housing Choices;
- Leverage Technology Innovations;
- Support Implementation of Sustainability Policies; and
- Promote a Green Region.

Table 4.8-3, *Project Consistency with the 2020-2045 RTP/SCS* shows the project's consistency with the four strategies found within the 2020-2045 RTP/SCS that are applicable to the project. As shown therein, the project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-3
Project Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	**Consistent.** The project consists of a commercial infill development located near a HQTA. The project site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north and west, and there are existing bus stops within 0.10-mile of the project site. Furthermore, the project site is located in an urbanized area and in close proximity to existing residential and commercial development. The project would also be within walking and biking distance of residential and commercial uses. The project would provide bicycle parking spaces in accordance with the 2019 CALGreen Code. Therefore, the project would focus growth near destinations and mobility options.
Leverage Technology Innovations		
▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments ▪ Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	HQTA, TPAs, NMA, Livable Corridors.	**Consistent.** The project would provide a total of 6 clean air/vanpool/electric vehicle spaces per 2019 CALGreen Nonresidential Mandatory Measure 5.106.5 requirement, as well as bike parking and storage in accordance with the 2019 Title 24 standards and CALGreen Code. Therefore, the project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Support Implementation of Sustainability Policies		
▪ Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions ▪ Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations ▪ Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space ▪ Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies ▪ Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region ▪ Continue to support long range planning efforts by local jurisdictions ▪ Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	**Not Applicable.** Although not directly applicable, it is acknowledged that the project would support Sustainability Policies. As previously discussed, the project would be located near a HQTA, which would promote alternative modes of transportation. Further, the project would comply with sustainable practices included in the 2019 Title 24 standards and CALGreen Code, such as EV charging stations, EV parking spaces, and bicycle parking. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration ▪ Integrate local food production into the regional landscape ▪ Promote more resource efficient development focused on conservation, recycling and reclamation ▪ Preserve, enhance and restore regional wildlife connectivity ▪ Reduce consumption of resource areas, including agricultural land ▪ Identify ways to improve access to public park space	Green Region, Urban Greening, Greenbelts and Community Separators.	**Consistent.** The project would dedicate a portion of the site for park use. As such, the project would improve access to public park use. Further, the project consists of a commercial infill development in an urbanized area and would therefore not interfere with regional wildlife connectivity or concert agricultural land. The project would be required to comply with 2019 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.

Source: Southern California Association of Governments, *2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Conclusion

In summary, the plan consistency analysis demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2017 Scoping Plan and 2020-2045 RTP/SCS. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the project is consistent and does not conflict with these plans, policies, and regulations, the project's incremental increase in GHG emissions would not result in a significant impact on the environment. Therefore, project-specific impacts with regard to climate change would be less than significant.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

The information presented in this analysis is based on and supplemented with the following:

- *Phase I Environmental Site Assessment, Proposed Chick-fil-A Restaurant No. 04698 Huntington SW & 210 FSU, 820 W. Huntington Drive, Monrovia, California* (Chick-fil-A Phase I ESA), prepared by Giles Engineering Associates, Inc., updated March 11, 2021 (refer to Appendix D1, *Chick-fil-A Phase I ESA*);

- *Limited Phase II Environmental Site Assessment*, *Proposed Chick-fil-A Restaurant No. 04698 Huntington SW & 210 FSU, 820 W. Huntington Drive, Monrovia, California* (Chick-fil-A Phase II ESA), prepared by Giles Engineering Associates, Inc., revised March 12, 2021 (refer to Appendix D2, *Chick-fil-A Phase II ESA*);

- *Phase I Environmental Site Assessment, Proposed Starbucks, 840 West Huntington Drive, Monrovia, California* (Starbucks Phase I ESA), prepared by Salem Engineering Group, Inc., dated August 11, 2020 (refer to Appendix D3, *Starbucks Phase I ESA*);

- *Phase II Environmental Site Assessment, Proposed Starbucks, 840 West Huntington Drive, Monrovia, California* (Starbucks Phase II ESA), prepared by Salem Engineering Group, Inc., dated October 2, 2020 (refer to Appendix D4, *Starbucks Phase II ESA*); and

- *Final Closure Report for Underground Storage Tank Removal and Site Remediation* (UST Closure Report), prepared by Athanor Environmental Services Inc., dated April 29, 1994 (refer to Appendix D5, *UST Closure Report*).

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Substantial risks associated with hazardous materials are not typically associated with restaurant uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site storage of these materials are common for restaurant uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant With Mitigation Incorporated.

Construction Activities

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Impacts would be less than significant in this regard.

Construction excavation and grading activities could result in accidental conditions involving potential existing on-site impacted soil. The following analysis considers current and past uses of the project site and its vicinity, which may have resulted in identified existing on-site soil and soil vapor impacts.

Historical Uses

Chick-fil-A Restaurant Site

Based on the Chick-fil-A Phase I ESA, a launderette was historically located on the northern portion of the project site in 1961 and may have had on-site dry cleaning services. No releases to soil and/or groundwater were reported in association with the past launderette. An automobile dealership/repair facility was also historically located on the project site between 1961 and 1991. A waste oil underground storage tank (UST) was installed in 1956. No potential release associated with this UST was identified in the Chick-fil-A Phase I ESA. A 1,000 gallon gasoline UST and 550 gallon waste oil UST associated with the former automobile dealership/repair facility were also identified and reportedly removed from the site in 1994. It is unknown if all past on-site USTs associated with the former automobile repair facilities were removed. Therefore, according to the Chick-fil-A Phase I ESA impacted soil, groundwater, and/or soil gas may be present at the project site and required further investigation.

As documented by the Chick-fil-A Phase II ESA, subsurface investigation was conducted on April 14, 2020 to investigate soil and soil gas impacts on-site. The Chick-fil-A Phase II ESA determined that due to the depth to groundwater (greater than 250 feet below ground surface [bgs]), evaluation of groundwater impacts was not necessary and the likelihood of impacted groundwater (if present) to affect future restaurants employees and customers is very low. Soil sampling was conducted to assess the presence of volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and eight Resource Conservation and Recovery Act (RCRA) metals, including trivalent and hexavalent chromium.

Soil Samples. Based on the soil sampling results, VOCs were detected below regulatory screening levels. An estimated concentration (0.0019 milligram per kilogram [mg/kg]) of ethylbenzene was detected at one soil sample location above its U.S. Environmental Protection Agency (USEPA) soil screening level for groundwater protection of 0.0017 mg/kg. However, given the reported ethylbenzene concentration was estimated and the depth of groundwater at the project site is greater than 250 feet bgs, the Chick-fil-A Phase II ESA determined this low-detected concentration of ethylbenzene in one soil sample is not environmentally significant. SVOCs were not detected.

Of the eight RCRA metals tested (i.e., arsenic, barium, cadmium, total chromium, lead, selenium, silver, and mercury); four RCRA metals (i.e., arsenic, barium, lead, and mercury) were detected above their respective regulatory screening level in the soil samples. It should be noted that hexavalent chromium was initially detected above regulatory screening level in one sample; however, the laboratory reanalyzed that sample and hexavalent chromium was not detected and the laboratory determined the initially detected hexavalent chromium concentration was an error. Hexavalent chromium was not detected above the laboratory detection limit in the remaining soil samples. The Chick-fil-A Phase II ESA concluded that all detected RCRA metals (i.e., arsenic, barium, cadmium, chromium, lead, and mercury) concentrations are within their respective background concentrations for the project area. With the possible exception of cadmium, chromium, and lead which could be associated with automotive service activities, no historical site uses that would provide sources of these detected RCRA metals were identified in the Chick-fil-A Phase I ESA. Arsenic was the only metal detected above its regulatory screening level for commercial land use and construction worker protection. However, the detected concentrations are below naturally-occurring

background concentrations and an acceptable 12 mg/kg concentration was used to evaluate arsenic as a concern in Los Angeles County. The arsenic concentrations detected in soil at the project site is not anticipated to prohibit commercial, residential, school, or recreational/park use of the site based on the Chick-fil-A Phase II ESA.

Soil Gas Samples. Soil gas sampling in association with the Chick-fil-A Phase II ESA was conducted on April 14, 2020. Based on the soil gas sampling results, tetrachloroethene (PCE) was detected above its attenuated regulatory screening level based upon a cancer risk of $1x10^{-6}$ and hazard quotient (HQ) of 1.0. According to the Chick-fil-A Phase II ESA, Giles used a USEPA Vapor Intrusion Screening Level (VISL) model, a $1x10^{-5}$ target cancer risk, and the highest detected PCE concentration (150 microgram per cubic meter [µg/m^3]) to calculate the resultant cancer risk and HQ resulting from the highest PCE concentration. The model results showed an acceptable cancer risk ($9.4x10^{-8}$) and HQ (0.0257) for the highest detected PCE concentration.

Based upon the highest detected soil gas concentration of PCE, PCE concentrations in air in excavations at the project site are not anticipated to exceed the California Occupational Safety and Health Administration (CalOSHA) PCE Permissible Exposure Level of 170,000 µg/m^3. In addition, outdoor air at the project site would not be impacted above residential or commercial air screening levels and, based on the Chick-fil-A Phase II ESA, the project site is suitable for commercial and/or recreational/park development.

Possible Existing Underground Utilities. The Chick-fil-A Phase II ESA indicated that possible in-ground hydraulic lifts and USTs may still underly the existing Claim Jumper Building since this was the former location of the automotive dealership/service activities. Therefore, Mitigation Measure HAZ-2 would require a magnetometer survey (particularly) to determine the presence or absence of hydraulic lifts and/or USTs, after demolition of the existing on-site structure, but prior grading activities. Should possible hydraulic lifts or USTs be identified, appropriate regulatory agencies would be notified, if required, in order to ensure proper removal and disposal of these features, and remediation, if necessary.

Starbucks Café Site

As discussed above and based on the Starbucks Phase I ESA, the former automobile dealership/repair facility was also historically located on the Starbucks café site. A 1,000 gallon gasoline UST and 550 gallon waste oil UST associated with the former automobile dealership/repair facility were also identified (located under the existing building at the proposed Chick-fil-A site) and were reportedly removed from the site in 1994. A magnetometer survey was conducted at the Starbucks café site as part of the Starbucks Phase II ESA. Based on the magnetometer survey results, no metallic geophysical anomalies with the expected dimensions of a UST were identified at the Starbucks café site. Also, no areas of disturbed soil indicative of a historic UST excavation were identified in the area investigated. As such, USTs are not anticipated to be present at the Starbucks café site.

As documented by the Starbucks Phase II ESA, subsurface investigation was conducted on September 3, 2020 to investigate soil and soil gas impacts on-site. Soil sampling was conducted to assess the presence of volatile organic compounds (VOCs), TPH (TPH), and eight Resource Conservation and Recovery Act (RCRA) metals. Similar to the Chick-fil-A Phase II ESA, the Starbucks Phase II ESA determined that due to the depth to groundwater (greater than 250 feet bgs), evaluation of groundwater impacts was not necessary and the

likelihood of impacted groundwater (if present) to affect future restaurants employees and customers is very low.

Soil Samples. Based on the soil sampling results, VOCs and TPH were not identified above laboratory method detection limits in any of the soils samples analyzed. Also, the eight RCRA metals tested, detected concentrations were well below their respective Los Angeles Regional Water Quality Control Board (RWQCB) Tier 1 commercial/industrial screening levels. As such, soil concentrations at the Starbucks café site are not anticipated to prohibit commercial use of the site based on the Starbucks Phase II ESA.

Soil Gas Samples. Soil gas sampling in association with the Starbucks Phase II ESA was conducted on September 3, 2020. Based on the soil gas sampling results, PCE was detected at a concentration (0.093 microgram per liter [µg/L]). No other VOCs were identified above laboratory method detection limits in the soil vapor samples collected. According to the Starbucks Phase II ESA, Salem used a USEPA VISL model, a $1x10^{-5}$ target cancer risk, and the highest detected PCE concentration (0.093 microgram per liter [µg/L]) to calculate the resultant cancer risk and HQ resulting from the highest PCE concentration. The model results showed an acceptable cancer risk ($5.9x10^{-8}$) and HQ (0.016) for the highest detected PCE concentration.

Based upon the highest detected soil gas concentration of PCE, PCE concentrations in air in excavations at the project site are not anticipated to exceed the CalOSHA PCE Permissible Exposure Level of 170,000 µg/m^3. In addition, outdoor air at the project site would not be impacted above residential or commercial air screening levels and, based on the Starbucks Phase II ESA, the project site is suitable for commercial development

Conclusion

Since it is unknown if USTs or hydraulic lifts associated with former automobile repair facilities remain at the project site (particularly at the Chick-fil-A restaurant location), potentially impacted soil associated with these items may be encountered during excavation and grading activities. Therefore, a Soil Management Plan (SMP) for the project would be required to be prepared and implemented during grading and excavation activities (Mitigation Measure HAZ-1). The SMP would detail the best management practices to properly manage impacted soil in a manner protective of human health and consistent with applicable Federal, State, and local laws. Soil generated from the project site that requires off-site disposal would be required to be characterized prior to disposal at a licensed disposal facility or other commercial property, as appropriate in consultation with a Phase II/Site Characterization specialist. Further, Mitigation Measure HAZ-2 would require a magnetometer survey (particularly) to determine the presence or absence of hydraulic lifts and/or USTs, after demolition of the existing on-site structure, but prior grading activities. Should possible hydraulic lifts or USTs be identified, appropriate regulatory agencies would be notified, if required, in order to ensure proper removal and disposal of these features, and remediation, if necessary.

It is acknowledged that the on-site Claim Jumper building was constructed in 1994. As such, no impacts pertaining to asbestos-containing materials (ACMs) and lead-based paints (LBPs) are anticipated during demolition of the existing building.

With implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts pertaining to the potential for accidental conditions during project construction would be reduced to less than significant levels.

Operational Activities

Operational activities would include typical restaurant practices. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site.

As discussed above, according to the Chick-fil-A Phase II ESA, the resultant cancer risk and HQ resulting from the highest PCE concentration would be an acceptable cancer risk ($9.4x10^{-8}$) and HQ (0.0257) at the Chick-fil-A restaurant site. According to the Starbucks Phase II ESA, the model results showed an acceptable cancer risk ($5.9x10^{-8}$) and HQ (0.016) for the highest detected PCE concentration at the Starbucks café site. As such, potential impacts from vapor intrusion into the new restaurant buildings would be considered less than significant. Notwithstanding, due to company policies, Chick-fil-A proposes a passive vapor mitigation system for the new Chick-fil-A building, which has been considered as part of the project.

Pocket Park

A portion of the project site would include a dedication for parkland use. Although design of the park feature is not known at this time, this portion of the project site is anticipated to be classified by the City as a "Pocket Park." As such, and based upon the Chick-fil-A Phase II ESA, future pocket park users would not be exposed to potential health hazards from soil or soil gas at the project site; refer to Response 4.9(b) pertaining to soil and soil gas sampling results. Impacts in this regard would be less than significant.

Mitigation Measures:

HAZ-1 Soil Management Plan. Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience (Consultant). The SMP shall be made available to the contractor and the City Engineer for use during grading and excavation activities. The SMP shall detail appropriate best management practices to properly manage impacted soil in a manner protective of human health and consistent with applicable Federal, State, and local laws. Soil generated from the project site that requires off-site disposal shall be characterized prior to disposal at a licensed disposal facility or other commercial property, as appropriate in consultation with the Consultant.

HAZ-2 Magnetometer Survey. After demolition of the existing on-site structure, but prior to grading activities, a magnetometer survey shall be conducted by a qualified surveyor to determine the likely presence or absence of hydraulic lifts and/or underground storage tanks (USTs) at the Chick-fil-A restaurant site. The condition for implementation of a magnetometer survey shall be indicated on the grading plans approved by the City Engineer. Should the survey identify possible underground features that require removal, a qualified Phase II/Site Characterization Specialist

shall be retained and shall recommend appropriate measures be taken during removal and disposal. Should hydraulic lifts or USTs be identified, the appropriate regulatory agency (e.g., the Los Angeles County Public Works, Environmental Programs Division) shall be notified in order to ensure proper regulatory oversight of removal, disposal, and remediation, if necessary, of these features. Personnel involved with the field activities shall have current hazardous waste operations and emergency response training in accordance with Occupational Safety and Health Administration (OSHA) standard 1926.65.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant With Mitigation Incorporated. One existing school is situated within 0.25-mile of the project site (Rancho High School located 0.23-mile southwest of the project site). The project is anticipated to involve grading/excavation activities, which may require the handling of newly-discovered impacted soil at the project site as well as the transport of these materials off-site to an approved disposal facility.

Such activities would not generally pose a substantial risk to schools in the project vicinity, as the transport, use, and disposal of hazardous materials would be conducted in full compliance with Federal, State, and local laws and regulations, as well as Mitigation Measures HAZ-1 and HAZ-2. Therefore, the project is not anticipated to result in any negative impacts involving the handling of hazardous materials, substances, or waste within the vicinity of nearby schools. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 and HAZ-2.

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

Less Than Significant With Mitigation Incorporated. Government Code Section 65962.5 requires the DTSC and State Water Resources Control Board (SWRCB) to compile and update a regulatory site listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

In September 2020, the County of Los Angeles Department of Public Works referred the UST removal case (discussed in Response 4.9(b), to the Los Angeles Regional Water Quality Control Board (RWQCB). The RWQCB requested a soil investigation workplan to further evaluate potential residual impacts near former UST locations. A workplan was submitted to and subsequently approved by the RWQCB on February 26, 2021. As such, the RWQCB opened a new case for the site and, as such, the site is now listed pursuant to Government Code Section 65962.5.

Pursuant to Health and Safety Code Section 25296.10, corrective action (i.e., Preliminary Site Assessment, Soil and Water Investigation, Corrective Action Plan Implementation, and Verification Monitoring) to ensure protection of human health, safety, and the environment. Corrective action requirements are set forth in California Code of Regulations (CCR), title 23, sections 2720 through 2727.

Based on the State Water Resource Control Board's GeoTracker database, the Los Angeles RWQCB required the current property owner to provide a workplan to further investigate potential residual impacted soil near the two former USTs, discussed in Response 4.9(b). As such, the current property owner retained Athanor Environmental Services Inc. (Athanor) to prepare the *Workplan to Conduct Subsurface Soil Investigation of 840 Huntington Drive, Monrovia, CA 91016 Case No. R-21646, Global ID No. T10000016180* (Workplan), dated December 15, 2020.

Pursuant to the Workplan, the current property owner proposes to conduct verification sampling via coring through the concrete floor of the existing on-site building (in the former location of on-site USTs), and then advance a Geoprobe direct push sampling device to 10 feet bgs (with samples collected at five and 10 feet bgs). The soil samples are required by the RWQCB in order to determine whether or not petroleum hydrocarbons and/or aromatic and/or chlorinated hydrocarbon VOCs are present in the subsurface soil underlying the existing on-site structure due to past on-site UST operations.

As discussed in Response 4.9(b), impacts pertaining to potential accidental conditions at the project site as a result of this former USTs would be reduced to less than significant levels with implementation of Mitigation Measures HAZ-1 and HAZ-2 (pertaining to a SMP and magnetometer survey, respectively), as well as compliance with Federal and State regulations, including any measures that may be imposed by the RWQCB. As such, potential impacts from the former on-site USTs would be reduced to less than significant levels with implementation of recommended mitigation.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 and HAZ-2.

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

No Impact. The project is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. The nearest airport to the project site is the San Gabriel Valley Airport located approximately three miles to the south of the project site (at 4233 Santa Anita Avenue, El Monte). Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant With Mitigation Incorporated. The City of Monrovia has adopted a City Disaster Management Plan (CDMP) which establishes and details emergency

organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Project implementation would have no adverse effect on implementation of the City's CDMP, as the project site is not considered a critical facility as defined by the Essential Services Building Seismic Safety Act for buildings that provide essential services after a disaster.

Project construction and operations would not interfere with any daily operations of the City's CDMP or the Monrovia Fire & Rescue. The project would incorporate all applicable design and safety standards and regulations as set forth by the California Building Code (CBC) and Monrovia Fire & Rescue to ensure that it does not interfere with the provision of local emergency services (i.e., provision of adequate access roads to accommodate emergency response vehicles, minimum turning radii, adequate numbers/locations of fire hydrants, etc.).

As discussed in Section 4.17, *Transportation*, should temporary partial lane closure be required, the respective Applicant would be required to implement a traffic management plan (TMP) to maintain emergency access during the construction process and minimize congestion, refer to Mitigation Measure TRA-2. Thus, project implementation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and a less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measure TRA-2.

g. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires?

No Impact. The project site is located in an area surrounded by a built urban environment and is not located in or near a State responsibility area or Very High Fire Hazard Severity Zone.[1,2] Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zones in SRA, Los Angeles County*, adopted by CAL FIRE on November 7, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed January 25, 2021.

[2] California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE, Monrovia, September 2011,* https://osfm.fire.ca.gov/media/5832/monrovia.pdf, accessed January 25, 2021.

This page intentionally left blank.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;			✓	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✓	
iv. impede or redirect flood flows?			✓	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The information presented in this analysis is based on and supplemented with the following:

- *Hydrology and Hydraulic Analysis for Chick-fil-A Restaurant #4698* (Hydrology Analysis), prepared by Joseph C. Truxaw and Associates, Inc., dated October 16, 2020 (refer to Appendix E1, *Hydrology Analysis*);

- *Low Impact Development (LID) Plan for Chick-fil-A, #4698* (Chick-fil-A LID Plan), prepared by Joseph C. Truxaw and Associates, Inc., dated November 20, 2020 (refer to Appendix E2, *Chick-fil-A LID Plan*); and

- *Low Impact Development (LID) Plan for Proposed Starbucks Restaurant* (Starbucks LID Plan), prepared by Joseph C. Truxaw and Associates, Inc., dated October 20, 2020 (refer to Appendix E3, *Starbucks LID Plan*).

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Short-Term Construction

Applicable Water Quality Standards and Waste Discharge Requirements

As part of Section 402 of the Federal Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is located within the jurisdiction of the Los Angeles RWQCB.

The project is subject to the SWRCB's *General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ* (General Construction Permit). The project is also required to comply with the City of Monrovia Storm Water Management and Discharge Control Ordinance (Municipal Code Chapter 12.36, *Storm Water and Urban Runoff Pollution Control*), which requires development project compliance with the *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. R4-2012-0175)*[1] (Municipal NPDES Permit).

Short-Term Construction Impacts

Sources of short-term construction-related water pollution associated with the project include the following:

- Handling, storage, and disposal of construction materials containing pollutants;
- Maintenance and operation of construction equipment; and
- Earthmoving activities.

These sources, if not controlled, can generate soil erosion, cause on- and off-site transport via storm runoff or mechanical equipment, and produce contaminants like fuel, oil, antifreeze, or other vehicle-related fluids. Earthmoving activities (i.e., grading and excavation required for project implementation) would result in exposed soils that may be subject to wind and water erosion.

[1] California Regional Water Quality Control Board Los Angeles Region, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4*, June 16, 2015.

As the proposed disturbed area (2.09 acres) would be more than one acre in size, the General Construction Permit would require the respective Applicant to prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP would specify best management practices (BMPs) to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality.

As outlined in Municipal Code Section 12.36.090, *Requirements for Industrial/Commercial and Construction Activities*, commercial discharger and dischargers associated with construction activities would be required to implement effective BMPs, including source control BMPs, in accordance with Table 10 of Part VI.D.6.f of the Municipal NPDES Permit. Additionally, the project would be required to comply with provisions within Chapter 15.28, *Grading and Erosion Control*, of the Municipal Code, which includes measures to substantially reduce the potential for erosion and sedimentation damage within the City.

Upon compliance with all applicable permit and Municipal Code requirements, short-term construction activities would result in less than significant impacts to water quality.

Long-Term Operations

Existing Hydrology

According to the Hydrology Analysis, existing stormwater discharge flow is broken into five drainage sub-areas.

- Sub-area 100 (totaled 1.151 acres) sheet flows from the northwest to the southeast to an existing culvert;
- Sub-area 200 (totaled 0.654-acre) also sheet flows from northwest to southeast into another existing culvert;
- Sub-area 300 (totaled 0.047-acre) and sub-area 400 (totaled 0.03-acre) both drain to on-site area drains; and
- Sub-area 500 (totaled 0.238-acre) drains to landscape areas around the existing restaurant building.

Refer to Section 5.0, *Hydrology Maps*, of the Hydrology Analysis for an illustration of the existing drainage flow for each sub-areas.

Drainage from the two culverts (sub-area 100 and sub-area 200) exits into Alta Street (at 3.00 cubic feet per second [cfs] and 1.87 cfs, respectively, during a 10-year storm event) and is conveyed via gutters into a culvert at the east end of Alta Street. This drainage is then conveyed to Santa Anita Wash, which flows into the Rio Hondo Channel. The Rio Hondo Channel then joins the Los Angeles River, and ultimately discharges into the Pacific Ocean. Smaller portions around the existing restaurant building drain to Huntington Drive (0.08 cfs during a 10-year storm event) and Encino Avenue (0.66 cfs during a 10-year storm event).

Proposed Hydrology

According to the Hydrology Analysis, the project site would be divided into eight drainage sub-areas under the proposed condition. The most significant difference to the drainage of this site under the proposed condition is the addition of a storm water treatment system. Per State and County requirements, the project is required to install a structural BMP for storm water treatment.

According to the Hydrology Analysis, proposed pollutants of concern may include food-related pollutants (suspended solids, phosphorous, nitrogen, kjeldahl nitrogen, copper total, lead, and zinc). These pollutants of concern may be removed through infiltration. The traditional way to remove sediments (suspended solids) is by sedimentation. Many toxic metals are attached to suspended solids and may settle out as sediment. Oil and grease as floating substances will be eliminated by filtration/adsorption. As such, both proposed restaurant sites would have an underground infiltration system (under the parking lot areas) to capture the runoff from the site and infiltrate such runoff into the ground.

The runoff from sub-areas 100, 200, 300, and 400 would be collected into on-site catch basins and routed via underground storm drainpipes into underground infiltrators on the Chick-fil-A restaurant property. Refer to Section 5.0 of the Hydrology Analysis for an illustration of the proposed drainage flow for each sub-area and locations of the identified nodes. If the system reaches capacity (possibly during a larger storm event), water will flow out of the catch basin located at Node 401 and into Encino Avenue, then be conveyed to Santa Anita Wash, which flows into the Rio Hondo Channel, then joins the Los Angeles River and ultimately ends in the Pacific Ocean.

The runoff from sub-areas 500, 600, and 700 (the proposed Starbucks café) would be collected into on-site catch basins and routed via underground storm drainpipes into underground infiltrators under the proposed parking area. If the system reaches capacity (possibly during a larger storm event), the runoff will flow via a parking lot v-ditch feature from the catch basin to Node 501 and exit the site via an existing culvert. The culvert conveys drainage into the Alta Street, which then flows via surface flow into a channel at the end of Alta Street. The drainage would then be conveyed into the Santa Anita Wash, which connects to the Rio Hondo Channel, then joins the Los Angeles River and ultimately ends in the Pacific Ocean.

Sub-area 800 (the proposed park dedication area) would be comprised entirely of landscaped area except for an existing wall; this area would be considered a self-treating area.

Table 4.10-1, *Total Site Discharge*, identifies the existing and proposed discharge conditions for stormwater leaving the site boundaries.

Table 4.10-1
Total Site Discharge

Storm Event	Pre-Development Condition (cfs)	Post-Development Conditions (cfs)	Percent Change
10-Year	5.74	5.72	-0.3%
25-Year	7.46	7.27	-2.5%
Notes: cfs = cubic feet per second			
Source: Joseph C. Truxaw and Associates, Inc., *Hydrology and Hydraulic Analysis for Chick-fil-A Restaurant #4698*, October 16, 2020.			

Applicable Water Quality Standards and Waste Discharge Requirements

The project is required to comply with the Municipal NPDES Permit and Municipal Code. Specifically, Municipal Code Section 12.36.100, *Planning and Land Development Program Requirements For New Development And Redevelopment - Low Impact Development*, which includes provisions for integrating low impact development (LID) practices and standards for storm water pollution mitigation through means of infiltration, evapotranspiration, biofiltration, and rainfall harvest and use. LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. The *County of Los Angeles Department of Public Works Low Impact Development (LID) Standards Manual*, dated February 2014, provides guidance for complying with the requirements of the Municipal NPDES Permit.

Long-Term Operational Impacts

A project-specific LID Plan was prepared for each proposed facility to comply with the Municipal Code. Based on the activities and characteristics of the proposed drive-thru restaurant facilities, both developments have been cataloged as Designated Projects, which then require development of a Standard Urban Stormwater Mitigation Plan (SUSMP). The project-specific SUSMP is outlined on page 6 of both the Chick-fil-A LID Plan and the Starbucks LID Plan (as contained in Appendix E2 and Appendix E3, respectively).

Both project-specific SUSMPs include:

- a calculation of peak stormwater runoff discharge rates,
- the selected BMP for removing stormwater pollutants of concern, and
- source control, structural and non-structural, and treatment BMPs to meet LID performance criteria.

The BMPs outlined in the Chick-fil-A LID Plan and Starbucks LID Plan are the same, despite the slight differences in the peak stormwater runoff discharge rates for both developments. As such, the project would implement source control BMPs such as storm drain messaging and signage, outdoor material storage areas, outdoor trash storage and waste handling areas, landscape irrigation practices, and building materials selection; and treatment control BMPs such as Cultec infiltration systems, for both the Chick-fil-A restaurant and Starbucks café development.

Compliance with the Municipal Code provisions and implementation of the BMPs as outlined in the SUSMP would reduce long-term operational water quality impacts. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The project is located within the San Gabriel Valley groundwater basin (Basin) and is currently largely covered with impervious surfaces.

According to the California Department of Water Resources, the Basin is designated as a Very Low priority basin.[2]

The project site is not currently used for groundwater recharge given its built out nature and location within an existing commercial plaza. As shown in Table 4.10-2, Site Imperviousness, the proposed project would decrease impervious surface area on-site.

Table 4.10-2
Site Imperviousness

	Existing Conditions	Proposed Conditions	Change
Chick-fil-A Restaurant Portion of the Site	83.17 percent 50,738 square feet	73.40 percent 44,778 square feet	- 9.77 percent
Starbucks Café Portion of the Site	90.88 percent 27,251 square feet	79.05 percent 23,704 square feet	-11.83 percent
Notes: Measurements are approximate.			
Source: Joseph C. Truxaw and Associates, Inc., *Low Impact Development (LID) Plan for Chick-fil-A, #4698*, November 20, 2020, and Joseph C. Truxaw and Associates, Inc., *Low Impact Development (LID) Plan for Proposed Starbucks Restaurant*, dated October 20, 2020.			

Implementation of the project would increase infiltration on-site through the proposed Cultec infiltration systems and would not create a substantial demand on groundwater sources due to population increase. As such, the project would not significantly change the amount of groundwater available and pumped from local wells. Therefore, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact.

Short-Term Construction Impacts

Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation, soil compaction and moving, and grading. Disturbed soils can be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff if construction conditions are not properly controlled. As such, project construction could result in erosion or siltation on- or -off-site.

Refer to Response 4.10(a) above. As outlined in Municipal Code Section 12.36.090, commercial discharger and dischargers associated with construction activities would be required to implement effective BMPs, including source control BMPs, in accordance with Table 10 of Part VI.D.6.f of the Municipal NPDES Permit. Specifically, BMPs that would reduce erosion or siltation would include effective landscape irrigation practices and

[2] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/p2/, accessed December 13, 2020.

installation of Cultec infiltration systems by both the proposed Chick-fil-A restaurant and Starbucks café. Additionally, the project would be required to comply with provisions within Municipal Code Chapter 15.28, which includes measures to substantially reduce the potential for erosion and sedimentation damage within the City. Upon compliance with all applicable permit and Municipal Code requirements, impacts in this regard would be less than significant.

Long-Term Operational Impacts

As discussed under Response 4.10(a), the on-site drainage pattern (runoff drains from northeast to southwest and discharges into the public storm drain system through the culverts) would be maintained. As discussed under Response 4.10(b), the project proposes 74.37 percent impervious and 25.63 percent pervious areas, thereby decreasing impervious surface area on-site by 11.72 percent when compared to the existing condition. As discussed in Table 4.10-1, stormwater runoff under post-development conditions would be less than existing conditions (by 0.3 percent and 2.5 percent for 10- and 25-year storm events, respectively). Areas not paved would be landscaped, minimizing erosion potential as well. As such, the project would not substantially alter the existing drainage pattern of the site during operational activities such that substantial erosion or siltation would occur. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As detailed in Response 4.10(c)(i), stormwater runoff under post-development conditions would be less than existing conditions by 0.3 percent and 2.5 percent for 10- and 25-year storm events, respectively; refer to Table 4.10-1. Additionally, as discussed in Response 4.10(b), the project would decrease impervious surface area on-site by 11.72 percent. Given the decreased runoff volume and impervious surface area, the project is not anticipated to result in flooding on- or off-site. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As detailed in Response 4.10(c)(i), stormwater runoff under post-development conditions would be less than existing conditions by 0.3 percent and 2.5 percent for 10- and 25-year storm events, respectively; refer to Table 4.10-1. Therefore, the project is not expected to exceed the capacity of the existing/planned stormwater drainage systems. Additionally, the project would not result in a substantial change in topography that would alter or change flow patterns in the project area. As discussed in Response 4.10(a), less than significant impacts related to potential polluted runoff from the site would occur. With compliance with the Municipal Code provisions and implementation of the BMPs as outlined in the SUSMP, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The Hydrology Analysis did not identify any existing flood flows on-site. Further, according to the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) No. 06037C1400F, the project site is located outside of 100-year flood hazard area.[3] As detailed in Responses 4.10(c)(i), 4.10(c)(ii), and 4.10(c)(iii), the project would not substantially increase the rate or amount of surface runoff on-site in manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Flood Hazard

As discussed in Response 4.10(c), the project site is located outside of 100-year flood hazard area. Based on the General Plan Safety Element Figure 3, *Sawpit Wash and Debris Basin Flood Inundation Area*, and Figure 4, *Santa Anita Wash and Dam Flood Inundation Area*, the project site is located outside of flood inundation areas of the Sawpit Debris Basin and within that of the Santa Anita Dam.

The Santa Anita Dam, which was built in 1927, is located to the northwest of downtown Monrovia. This dam has a capacity of 1,376 acre-feet. The Santa Anita Dam has the potential for failure due to seismic activity. If the Santa Anita Dam failed at capacity, the drainage area required would be 11 square miles. Most of the flooding would occur in Sawpit Canyon between Myrtle Avenue and Santa Anita Wash north of the Foothill Freeway.

A rupture of this dam (i.e., in the event of an earthquake, seiche, or catastrophic failure during a rain event) could result in inundation of the project site and surrounding area. This reservoir, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design, construction practices, and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure all dams are capable of withstanding the maximum considered earthquake for the site. Therefore, the potential for dam failure is considered low. Also, evacuation plans have been developed in dam inundation areas by the County of Los Angeles Office of Emergency Management in emergency response plans. Therefore, impacts on safety as a result of a dam failure are also considered low. Impacts in this regard would be less than significant.

[3] Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06037C1400F*, https://msc.fema.gov/portal/firmette?latitude=34.13969009265689&longitude=-118.01774368315897, accessed 12/13/2020.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located over 27 miles inland from the Pacific Ocean and is located at a sufficient distance so as not to be subject to inundation by tsunami. As such, no impacts would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. As the project area is not adjacent to the water body behind the Santa Anita Dam, there would be no risk of direct impacts from a seiche on this water body. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Applicable Water Quality Control Plan

As discussed under Response 4.10(a), the project site is located within the jurisdiction of the Los Angeles RWQCB. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles RWQCB's regulatory programs.

Chapter 8, *Groundwater Quality Management*, of the Basin Plan focuses on basin/sub-basin groundwater quality management and includes Salt and Nutrient Management Plans (SNMPs) specific to each basin within the Los Angeles region. Specifically, Section F of the Basin Plan includes the program of implementation based on the Basin's SNMP, which includes existing and planned programs to manage salts and nutrients in the Basin (SNMP management measures). The SNMP management measures (refer to Tables 8.6-4A and Table 8.6-4B of the Basin Plan) developed by local water entities in the San Gabriel Valley Basin are voluntary measures that are designed to maintain water quality that is protective of beneficial uses, while increasing recycled water use and supporting the sustainable use of groundwater. These measures are applied in conjunction with existing water quality protection measures in each groundwater basin area.

Applicable Sustainable Groundwater Management Plan

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a groundwater sustainability plan. The project site is located within the San Gabriel Valley groundwater basin

(Basin), which is designated as a Very Low priority basin.[4] Therefore, there is no groundwater sustainability plan established for the Basin.

Project Impacts

As indicated in Response 4.10(b), the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project is not anticipated to conflict with or obstruct with the groundwater basin and SNMP management measures identified in the Basin Plan. As such, the project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

[4] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/p2/, accessed December 13, 2020.

4.11 LAND USE AND PLANNING

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

a. Physically divide an established community?

Less Than Significant Impact. The project site encompasses an existing commercial property developed with a restaurant building and associated surface parking lot; refer to Exhibit 2-2, *Site Vicinity*. Surrounding uses consist of commercial uses to the east and west, residential uses to the south, and the I-210 freeway to the north. The project proposes two drive-thru restaurants on-site, which are (similar in land use to the existing condition). Development of the project would not physically divide an established community as it would not introduce any physical divisions or barriers between the site and surrounding area. As such, less than significant impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project proposes to demolish an existing restaurant building and associated parking lot and construct two drive-thru restaurant facilities, including a Chick-fil-A restaurant and Starbucks café. The site is currently designated Retail Corridor Mixed Use and zoned RCM (Retail Corridor Mixed Use), and is located in the West Huntington Drive (commercial) Corridor as identified in the General Plan Land Use Element; refer to Figure 5, *West Huntington Drive Planning Area*, of the General Plan Land Use Element.

Approval of a General Plan Conformity analysis would be required for the dedication of land to the City for park use, and approval of a Zone Text Amendment would be required to construct single-story buildings instead of two-story buildings at the project site. As such, the following analysis evaluates the project's consistency with the applicable land use plans, policies, and regulations, including the General Plan and Zoning Ordinance.

General Plan

According to the General Plan, the Retail Corridor Mixed Use General Plan designation allows a mix of high-density residential, office, and retail uses that accommodate multiple-family dwellings, large-scale retail, entertainment, and office facilities serving both the local and sub-regional markets. The scale and character of new development is intended to support and reinforce the image of West Huntington Drive as a retail corridor. Developments are required

to emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. The project proposes two drive-thru restaurant facilities with outdoor dining; as such, the project would be an allowed use under the Retail Corridor Mixed Use designation.

General Plan Land Use Element Table 1, *Land Use Designations*, provides the maximum development density/intensity requirements for the Retail Corridor Mixed Use designation. The Retail Corridor Mixed Use designation allows a maximum permitted 2.0 (or 2:1) floor area ratio (FAR). The proposed two restaurants would have a combined 0.145 FAR. Thus, the project would be consistent in this regard.

Additionally, approval of the project would result in dedication of approximately 0.1974-acre (or 8,600 square feet) of land (at the southeast corner of the project site, north of Alta Street) to the City of Monrovia for future use as parkland. Although the specific design of the park feature is not known at this time, this portion of the project site is anticipated to be classified by the City as a "Pocket Park". Accordingly, the City's General Plan Open Space Element defines a pocket park as small parks that provide limited opportunities for active play and passive recreation. They are generally less than 0.5 acres in size and provide modest recreational amenity to residents within a 0.25-mile walking distance. A general list of amenities that could be incorporated into the pocket park include the following:

- Picnic tables;
- Shade structure;
- Benches;
- Paved pathways;
- Trash cans;
- Mut mitt dispenser;
- Shade trees;
- Ornamental landscaping;
- Public art;
- Interpretive garden;
- Exercise equipment;
- Perimeter fencing; and/or
- Lighting.

It is acknowledged that future development of the park would require approval by the Community Services Committee and the City Council. As such, a separate approval process would be required in the future for the proposed park. Nevertheless, approval of a General Plan Conformity analysis would be required for this project to allow for dedication of land to the City for park use.

Table 4.11-1, *Project Consistency with Applicable General Plan Land Use Element Policies*, analyzes the project's consistency with applicable goals and policies in the General Plan Land Use and Open Space Elements and would constitute as the General Plan Conformity analysis required for the dedication of parkland to the City. As analyzed in Table 4.11-1, the project would be consistent with all applicable General Plan policies.

Table 4.11-1
Project Consistency with Applicable
General Plan Land Use and Open Space Elements Policies

Applicable General Plan Policies	Project Consistency Analysis
LAND USE ELEMENT	
GOAL 1: Provide for a mix of land uses (residential, commercial, industrial) which provides a balanced community.	
Policy 1.5. Allow the development of mixed use projects consisting of residential, retail, and office uses along existing and future transit corridors such as Myrtle Avenue and the Station Square Planning Area.	Consistent. The project proposes two drive-thru restaurant facilities along an existing transit corridor (West Huntington Drive). The proposed restaurants would complement the other commercial uses (i.e., restaurants and hotels) in the area as well as residents to the south.
Policy 1.9. Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities to support the City's business community and to satisfy the demands of the City's resident population.	Consistent. The project proposes two drive-thru restaurant facilities, including a Chick-fil-A restaurant and a Starbucks café. As detailed in Section 2.2, *Project Characteristics*, and Section 4.14, *Population and Housing*, the project is anticipated to result in up to 117 employees at the project site. As such, the project would provide new restaurant services and employment opportunities to support the City's business community and to satisfy the demands of the City's resident population.
GOAL 4: Promote land use patterns and development which contribute to community and neighborhood identity.	
Policy 4.1. Require new developments in established neighborhoods to consider the established architectural styles, development patterns, building materials, and scale of buildings within the vicinity of the project.	Consistent. Refer to Table 4.1-1, *General Plan Policies Governing Scenic Quality*.
Policy 4.2. Require all new development to consider existing uses in terms of neighborhood disruption, buffering, architectural styles, building materials, development patterns, and scale of buildings within the vicinity of the project.	Consistent. Refer to Table 4.1-1, *General Plan Policies Governing Scenic Quality*. Refer to Section 4.13, *Noise*, and Section 4.17, *Transportation*, for discussions on potential impacts on construction-related and operational noise, groundborne vibration, circulation system, and emergency access in project vicinity.
GOAL 5: Encourage new development that is compatible with and complements existing land uses.	
Policy 5.1. Consider the impacts of new development on infrastructure.	Consistent. As concluded in Section 4.19, *Utilities and Service Systems*, the project would not result in significant impacts on existing utilities infrastructure.
GOAL 7: Provide for the revitalization of deteriorating land uses and properties.	
Policy 7.5. Encourage future commercial land uses along West Huntington Drive that are compatible with the newer, sub-regional commercial uses that have been recently developed in the area.	Consistent. Refer to Land Use Policy 1.5.
GOAL 8: Promote expansion of the City's economic base.	
Policy 8.3. Encourage regional uses such as large retailers, hotels and restaurants on West Huntington Drive.	Consistent. Refer to Land Use Policy 1.5.

Table 4.11-1, continued

Applicable General Plan Policies	Project Consistency Analysis
GOAL 10: Ensure that new development is sensitive to the City's natural and open space resources and constraints.	
Policy 10.4. Encourage public parks within a reasonable distance of residences. The concept of neighborhood parks should be explored in the Recreational Element of the General Plan.	Consistent. The project would include the dedication of approximately 0.1974-acre (or 8,600 square feet) of land (at the southeast corner of the project site, north of Alta Street) to the City of Monrovia for future use as parkland. Although design of the park feature is not known at this time, this portion of the project site is anticipated to be classified by the City as a "Pocket Park". This future park would serve the existing community, including residents immediately to the south.
Policy 10.11. Consider establishing landscape design criteria/guidelines that require the exclusive use of native California and drought resistant vegetation in all proposed developments.	Consistent. The project would include a majority of drought resistant vegetation, including foxtail agave, red yucca, bull grass, snake plant, among others, for landscaping throughout the site.
GOAL 11: The City of Monrovia shall provide its residents with a high quality urban environment through the development and conservation of resources such as land, water, minerals, wildlife, and vegetation.	
Policy 11.4. Consider requiring that proposed development integrate existing mature landscaping into the site plan.	Consistent. As detailed in Section 2.2, there are 44 existing trees on the project site, 23 of which would be removed as part of the project. As such, 21 existing trees would remain on-site and would be integrated into proposed landscaping under the proposed development. Further, the project would also plant 38 new trees on-site.
Policy 11.7. Comply with the National Pollutant Discharge Elimination System regarding storm water management to reduce impacts from storm water run-off.	Consistent. Refer to Section 4.10, *Hydrology and Water Quality*, for a discussion on potential project impacts on water quality and project's consistency with the National Pollutant Discharge Elimination System programs.
GOAL 12: Expand recreational and park use opportunities.	
Policy 12.1. Explore means to acquire additional parkland, especially south of Huntington Drive, by purchase or lease.	Consistent. Refer to Land Use Policy 10.4.
GOAL 13: Promote high quality design in all new commercial and industrial development.	
Policy 13.1. Continue design review for all commercial and industrial areas. These guidelines should address architecture, access, setbacks, building articulation, materials, landscaping, pedestrian amenities, and linkages with nearby activity centers.	Consistent. Refer to Table 4.1-1, *General Plan Policies Governing Scenic Quality*.
Policy 13.2. Discourage strip commercial development, including mini-malls especially by clustering uses, encouraging placement of parking to the rear of buildings, and requiring landscaping.	Consistent. Refer to Table 4.1-1, *General Plan Policies Governing Scenic Quality*.
Policy 13.3. In commercial and industrial areas designated Planned Development, develop architectural, site design, and landscape guidelines.	Not Applicable. The project is not located in areas designated Planned Development (PD). The nearest PD is Area PD-8, *West Huntington Drive/South Side*, an area bounded by Fifth Avenue, Santa Anita Wash, and the Railroad Tracks, and is located approximately 180 feet southwest of the project site.

Table 4.11-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 13.4. Encourage increased landscaped setbacks by using a portion of City parkway as determined by the Public Works Department.	Consistent. Refer to Land Use Policy 10.4.
Policy 13.5. Encourage "pedestrian friendly" designs for office and retail commercial uses.	Consistent. Refer to Land Use Policy 13.1.
Policy 13.6. Encourage strict sign control for new development.	Consistent. Refer to Table 4.11-3, *Project Consistency with Retail Corridor Mixed Use (RCM) Commercial Zone*, below for a discussion on project's consistency with existing signage requirements for the proposed single-story restaurant facilities pursuant to the Municipal Code.
CIRCULATION ELEMENT	
GOAL 1: Minimize traffic congestion on arterial and collector streets during peak hours in order to ensure a safe and efficient movement of people and goods within the City.	
Policy 1:3: Locate new industrial and commercial developments and their access points in such a way that traffic does not impact local residential streets and alleys for access to the development and its parking.	Consistent. As shown on Exhibit 2-3, *Site Plan*, and Exhibit 2-8, *Ingress/Egress Easement*, the two restaurants would be located adjacent to the commercial corridor along Huntington Drive and away from the residential uses to the south. The site would be accessed via two driveways on Huntington Drive (one on-site and one reciprocal off-site) and one driveway on Encino Avenue. The proposed building locations, access points, parking area drive aisles, and internal circulation network would not adversely impact nearby residential streets or alleys, including Encino Street and Alta Street to the west of the site.

Table 4.11-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 1:9: Improve intersection and street sections wherever possible to maintain an acceptable level of service for peak traffic flows. With the recognition that the City is largely built out and that major physical improvements to the circulation system will be limited to certain areas, establish level of service (LOS) D as the minimum standard to be maintained, except at locations where LOS F conditions currently exist. When reviewing impacts at locations where existing development constrains the ability to widen or otherwise improve roadways to achieve the desired LOS, consider improvements to pedestrian and transit facilities as acceptable traffic mitigation measures. The City has determined that a project would have a significant traffic impact under California Environmental Quality Act (CEQA) at an intersection if the conditions in Table II-1 were found. For the purpose of applying these significance criteria, the V/C ratio shall be reported using the Intersection Capacity Utilization (ICU) methodology. LOS at two-way stop-controlled intersections shall be based on the Highway Capacity Manual (HCM) methodology and the incremental change in volume-to-capacity (V/C) ratio calculated by analyzing such intersections with the ICU methodology assuming a two-phase signal.	Consistent. The *Transportation Impact Study, Chick-fil-A/Starbucks Monrovia Project* (Transportation Analysis) prepared by Linscott, Law, and Greenspan Engineers (LLG), dated March 17, 2021, includes non-CEQA analysis to evaluate the project's transportation impacts based on the City's LOS standards; refer to Appendix G, *Transportation Impact Analysis*. As analyzed in the Transportation Analysis, the following two of five study area intersections would operate at LOS E under "Future Year (2023) Without Project" conditions and would continue to operate at LOS E under "Future Year (2023) With Project" conditions: • Intersection No. 1: Fifth Avenue/Huntington Drive (p.m. peak hour); and • Intersection No. 5: Monterey Avenue/Huntington Drive (a.m. peak hour). However, the incremental increases in V/C ratio at the two study intersections forecast to operate at LOS E do not exceed the City's criteria, therefore no project-specific intersection improvements or transportation demand management measures are required. Nevertheless, the project is expected to contribute toward cumulative effects on the two aforementioned intersections, which are already operating at unacceptable LOS. Therefore, payment of the City's Traffic Impact Fee (TIF) represents the project's fair-share contribution towards the improvements required to bring adjacent intersections to an acceptable LOS. The project's TIF payment would go towards the following two capacity-enhancing intersection improvements: • Intersection No. 1: Fifth Avenue/Huntington Drive – "Add a third eastbound through lane that starts approximately 150 feet west of the intersection. This lane would then continue until it meets the existing right-turn lane at the I-210 eastbound on-ramp." • Intersection No. 5: Monterey Avenue/Huntington Drive – "Convert the westbound right-turn lane into a shared through/right lane that continues until it meets the existing right-turn lane at the I-210 westbound on-ramp. Add a third eastbound through lane that starts approximately 150 feet west of the intersection that continues until it meets the existing right-turn lane at the intersection of Huntington Drive & Highway Esplanade."

Table 4.11-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 1:10: For daily traffic, the desired levels of service differ according to the functional classification of the street: LOS D on primary arterials (V/C < 0.90), mid-D on secondary arterials (V/C < 0.85), LOS C on collector streets (V/C < 0.80) and LOS A on local streets (V/C < 0.60). The City has determined that a project would have a significant traffic impact under CEQA on a street if the conditions in Table II2 are met.	Consistent. Refer to Circulation Element Policy 1:9.
Policy 1:11: Prepare and adopt a formal set of traffic study guidelines to identify the methodologies used to assess potential traffic impacts of new development proposals. These guidelines should include the thresholds of significance described in Policies 1:9 and 1:10, specific criteria to determine whether or not a detailed traffic impact study is needed and a description of the process for preparing and reviewing any traffic impact studies that may be required.	Consistent. Refer to Circulation Element Policy 1:9.
GOAL 6: Protect and encourage non-motorized transportation such as bicycle and pedestrian travel.	
Policy 6:3: Maintain existing pedestrian facilities (sidewalks and trails) and encourage new development to provide pedestrian routes to adjacent developments. Respond in a timely manner to citizen requests regarding maintenance concerns on all public pedestrian facilities.	Consistent. The project would provide additional routes to existing pedestrian facilities and neighboring facilities by accommodating pedestrian access to each restaurant via exclusive walkways. Walkways would connect the proposed Chick-fil-A and Starbucks restaurants to the public sidewalks.
Policy 6:5: Encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.	Consistent. As shown on Exhibit 2-3, bicycle racks would be located south of both Starbucks and Chick-fil-A restaurant buildings.
Policy 6:6: Encourage provision of bicycle racks or storage facilities at public gathering places.	Consistent. Refer to Circulation Element Policy 6:5.
Policy 6:8: Require new developments to provide adequate pedestrian paths on adjacent streets, including wheelchair ramps, and through the development projects, where determined to be appropriate.	Consistent. Refer to Circulation Element Policy 6:3.
GOAL 8: Provide an adequate supply of convenient parking for all developments in the City, in a manner consistent with the goals of managing transportation demand and providing efficient arterial traffic flows.	
Policy 8:2: Require all new developments to provide off-street parking in compliance with the City's Zoning Code and the requirements of the ADA.	Consistent. The project would remove all existing on-site surface parking spaces (203 spaces) and would construct a total of 88 on-site surface parking spaces, 26 additional space than that required for the RCM zone.

Table 4.11-1, continued

Applicable General Plan Policies	Project Consistency Analysis
OPEN SPACE ELEMENT	
GOAL 1: Expand the physical and social connections linking the City together and bridging to its neighbors.	
Policy 1.5. Support the implementation of alternative transportation choices.	Consistent. As detailed in Section 4.17, the project site is planning to accommodate pedestrian and bicycle access via exclusive walkways which connect the proposed Chick-fil-A restaurant and Starbucks café to the public sidewalks. The walkways would minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment which in turn can encourage use of active transportation modes. The project also proposes bicycle parking facilities for use by employees and the public; refer to Exhibit 2-3. Further, the project site is within easy walking distance from existing bus stops located near Fifth Avenue and Monterey Avenue. The project is not expected to affect access or safety at the existing bus stops, nor is it expected to hinder public transit service along Huntington Drive.
GOAL 2: Provide a comprehensive system of parks, open space and recreation facilities that serves current and future needs.	
Policy 2.2. Acquire additional parklands when feasible to equitably provide access to all residents by seeking additional park facilities in the proximity of underserved neighborhoods and/or high-density developments.	Consistent. Refer to Land Use Policy 10.4.
GOAL 3: Ensure Monrovia's parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.	
Policy 3.1. Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs and negative environmental and community impacts.	Consistent. Refer to Land Use Policy 10.4.
GOAL 4: Monrovia's parks, recreation facilities and community programming bring residents together, encourage and amplify healthy lifestyles, and foster community pride, identity and livability.	
Policy 4.3. Identify opportunities to create public gathering spaces that enable residents of all ages to connect with each other.	Consistent. Refer to Land Use Policy 10.4. Further, the project would also include a total of approximately 50 outdoor dining seating, which allows the proposed development to act as a public gathering space that strengthens activity nodes along Huntington Drive.
GOAL 5: Allocate available resources and seek out additional funding to upgrade and maintain Monrovia's existing parkland and open space infrastructure needs to maintain and expand recreational opportunities for residents.	
Policy 5.3. Use traditional and new funding sources to adequately and cost-effectively maintain and enhance the quality of Monrovia's park and recreation system and acquire land for future park expansion.	Consistent. Refer to Land Use Policy 10.4.
Source: City of Monrovia, General Plan, updated February 2020.	

The project site is also located within the West Huntington Drive (commercial) Corridor. The General Plan includes provisions covering the specific land use, urban design, public realm, private realm, and planning objectives established for the West Huntington Drive Corridor. As

Table 4.11-2, continued

such, Table 4.11-2, *Project Consistency with West Huntington Drive Corridor Planning Objectives*, analyzes the project's consistency with applicable planning objectives for the West Huntington Drive Corridor as outline in the General Plan Land Use Element. As analyzed in Table 4.11-2, the project would be consistent with all applicable West Huntington Drive Corridor planning objectives.

Table 4.11-2
Project Consistency with West Huntington Drive Corridor Planning Objectives

Applicable Planning Objectives	Project Consistency Analysis
PLANNING OBJECTIVES	
Land Use Objectives	
New Commercial Uses Encourage the establishment of new commercial businesses that complement established large-scale retail developments, hotels, and restaurants along West Huntington Drive. • Encourage clustered approaches to development that incorporate extensive landscaping and subterranean parking or parking located behind buildings. • Require design review for commercial uses to ensure appropriate architecture, access, setbacks, building articulation, materials, landscaping, pedestrian amenities, and linkages with nearby activity centers. • Require new construction to fully fund any construction or expansion of supporting infrastructure. • Encourage specialized commercial stores on shallow lots, and require new developments to consider the scale and architectural of adjacent residential parcels. • Improve visibility and street presence to strengthen commercial viability of retail businesses along Huntington Drive. • Facilitate development of commercial uses between Primrose and Myrtle Avenues that provide destinations for local employees and residents, and that incorporate outdoor gathering places. • Create an activity node by redesign of Alta Vista Avenue between Cypress Avenue and Huntington Drive.	Consistent. Refer to Table 4.1-2, *West Huntington Drive Corridor Planning Objectives Governing Scenic Quality*.
Protect Residential Neighborhoods • Preserve the character of residential neighborhoods behind the West Huntington Drive corridor by ensuring that new development respects privacy, avoids traffic intrusion, and mitigates any anticipated adverse effects. • Promote neighborhood identity and conservation of individual neighborhood character.	Consistent. Refer to Table 4.1-2, *West Huntington Drive Corridor Planning Objectives Governing Scenic Quality*.
Mixed Use Development • Utilize mixed-use development approaches to create varied housing types and densities at Fifth Avenue and Huntington Drive. • Accommodate a range of housing densities and residential building types, including non-traditional forms	Consistent. The project is an infill project and would replace the existing restaurant building with two drive-thru restaurant facilities and associated surface parking away from Huntington Drive. The proposed drive-thru restaurants are located on a parcel fronting Huntington Drive, with the I-210 Freeway to the north, and two hotels, a restaurant, and single-family homes to the east,

Table 4.11-2, continued

Applicable Planning Objectives	Project Consistency Analysis
such as housing over retail, lofts, and live-work accommodations. • Facilitate the transition of aging industrial properties and underutilized into horizontal or vertically mixed use development, with emphasis on commercial uses on parcels fronting Huntington Drive. • Develop and apply standards specific to areas designated on the Land Use Plan as mixed-use to ensure compatibility among different land uses.	south and west. As such, the proposed drive-thru restaurants would contribute to the intent for mixed-use development at the site. Further, the project would be consistent with standards for the Retail Corridor Mixed Use General Plan designation and RCM zone, as demonstrated on Table 4.11-1 and Table 4.11-3, *Project Consistency with Retail Corridor Mixed Use (RCM) Commercial Zone*, respectively.
Urban Design Objectives	
Retail Corridor Mixed Use • Require that buildings be organized around courtyards and open spaces with abundant landscaping and pedestrian linkages. • Provide prominent visual and physical pedestrian connections between the retail, office, residential, and parking components of mixed-use developments.	Consistent. Refer to Land Use Policies 7.1, 10.4, and 13.1 in Table 4.11-1.
Urban Design Objectives – General • Ensure safe and convenient pedestrian movement and connections along West Huntington Drive and within commercial developments. • Require that new developments and substantial renovation of developments provide for well-marked, well-lit, attractive, and safe pedestrian walkways from parking areas to buildings and between buildings on the site. • Require pronounced entryways for cars and pedestrians along West Huntington Drive. • Encourage the use of public art, rest stops, and public gathering spaces as part of new development projects. • Encourage the use of varied native materials to demarcate thresholds and boundaries through change in color, material, and texture. • Encourage artistry and innovation in signs that improve the appearance of the buildings and neighborhoods in which they are placed. • Reduce vast surface parking lots by encouraging shared parking, structures and subterranean parking.	Consistent. Refer to Land Use Policies 4.1, 4.3, and 13.1, as well as Open Space Policy 1.5, in Table 4.11-1. It is noted that although the project proposes surface parking, the surface parking would be located behind the structures away from Huntington drive.
Urban Design Objectives - Public Realm • Revitalize and enhance the West Huntington Drive corridor into a place that supports walking and transit. • Provide crosswalks and sidewalks that are accessible for people with disabilities and who are physically challenged. • Encourage designs and building layout that promote defensible spaces. • Provide bus shelters at all transit stops along Huntington Drive.	Consistent. Refer to Land Use Policies 4.1 and 13.1, as well as Open Space Policy 1.5, in Table 4.11-1.

Table 4.11-2, continued

Applicable Planning Objectives	Project Consistency Analysis
• Improve design elements within the public realm to strengthen local identity and enhance overall aesthetic quality. • Provide attractive street furniture and other public improvements to communicate the City's identity and pride. • Facilitate the widening of sidewalks and landscaped setbacks by using a portion of City parkway and by increasing building setbacks. • Create a distinctive gateway at the City's western entry point. • Provide a gateway sign to announce the entrance to the high-technology corridor east of Primrose Avenue. • Use of public art, paved crosswalks, and landscaping to mark entries into the City.	
Urban Design Objectives - Private Realm • Promote community identity and local history by encouraging context-sensitive design and development. • Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures and that reflect local architectural characteristics. • Require all new developments to incorporate high-quality design in terms of architectural styles, building materials, development patterns, and scale of existing buildings. • Do not permit blank walls: require ample use of windows and doors to make building fronts "permeable".	Consistent. Refer to Land Use Policies 4.1 in Table 4.11-1.
Source: City of Monrovia, General Plan, page 33, updated February 2020.	

As demonstrated in Table 4.11-1 and Table 4.11-2, the project does not conflict with the goals and policies of the General Plan.

Zoning Ordinance

The project site is currently zoned RCM (Retail Corridor Mixed Use). The RCM zone, along with the RCC (Retail Corridor Commercial) zone, are located within West Huntington Drive Corridor. Municipal Code Section 17.16.050, *Additional Regulations for the West Huntington Drive Corridor*, establishes supplemental development policies and standards for properties located within West Huntington Drive Corridor that have the RCC and the RCM zoning designation.

Table 4.11-3, *Project Consistency with Retail Corridor Mixed Use (RCM) Commercial Zone*, analyzes the project's consistency with development standards for commercial uses in the RCM zone, and more specifically, consistency with Municipal Code Chapters 17.08, *Permitted Uses*, 17.16, *Commercial Industrial Development Standards*, and 17.24, *Parking*.

Table 4.11-3
Project Consistency with Retail Corridor Mixed Use (RCM) Commercial Zone

Development Standard	Code Requirement	Proposed Condition	Is Project Consistent With Requirement?
RCM Zone Development Standards			
Permitted Uses	Only uses listed in Municipal Code Section 17.08.010, *Uses Permitted in Each Zone*, shall be permitted. Specifically, per Municipal Code Section 17.16.050(B)(2)(b), residential uses are not permitted along the parcels fronting Huntington Drive.	The project proposes drive-thru restaurant uses along Huntington Drive, which is identified as a permitted use in Municipal Code Sections 17.08.010 and 17.16.050(B)(2) (b).	Yes
Lot Size	Minimum Lot Area: 30,000 square feet; Minimum Lot Width: 150 feet; and Minimum Lot Depth: 150 feet.	The 2.09-acre project site is currently made up of seven separate parcels (six of which are nonconforming due to lot size). The proposed Tentative Parcel Map would consolidate the seven parcels into three parcels that brings the parcel lot areas closer into conformity with the City's RCM zone lot size requirements.	Yes
Building Setbacks	10 feet for lot front or lot side facing a street; Zero setback for lot side or lot rear facing an alley or another lot; and 5 feet for lot rear facing a street.	The proposed restaurant buildings would be constructed with a ten-foot setback along the site's northern (Huntington Drive) and eastern (Encino Avenue) boundaries. No setback has been proposed along the western (facing adjacent lot) and southern (facing proposed parking lot/ pocket park) boundaries of the project site.	Yes
Requirements For Development Adjacent to Residential Zone	For buildings greater than 18 feet in height and where a building is adjacent to residential zone, the residential zone setback for the abutting yard shall apply.	Although a residential zone is located within 100 feet of the project site to the south, the proposed drive-thru restaurant facilities are located within the northern portion of the site, with the proposed surface parking lot and pocket park located in between the proposed facilities and the residential properties. As such, the proposed buildings would not be directly adjacent to residential zone and residential zone setback requirements would not apply.	Not Applicable

Table 4.11-3, continued

Development Standard	Code Requirement	Proposed Condition	Is Project Consistent With Requirement?
Development Density	Maximum intensity of development with surface parking is a floor-area ration (FAR) of 2.0. A FAR bonus is awarded for the removal of surface parking lots and relocation to a subterranean parking structure. The maximum intensity of development with subterranean and/or structures parking is a FAR of 3.0.	The proposed Chick-fil-A restaurant includes a 4,562-square foot building on a 58,755-square foot site, representing a FAR of 0.077; the proposed Starbucks café includes a 2,200 square foot building on a 32,236-square foot site, representing a FAR of 0.068. Overall, the proposed drive-thru restaurant facilities would not exceed the maximum development density for the site.	Yes
Maximum Building Height	Buildings shall be at least two stories.	Both the Chick-fil-A restaurant and Starbucks café are proposed as one-story buildings. Thus, a Zone Text Amendment is proposed as part of the project to allow for the one-story buildings. While the project requires a Zone Text Amendment, the proposed buildings would be approximately 20 to 22 feet in height which would be similar to the height of two-story buildings. Additionally, it should be noted that this development standard was not adopted to avoid or mitigate an environmental effect. The standard requires buildings to be at least two stories in height primarily to ensure a generally consistent aesthetic character of structures in the RCM zone. Thus, the project would be compatible with the intended purpose of the RCM zone.	Yes, upon approval of Zone Text Amendment
Building Orientation and Use	Buildings shall be oriented to streets and pedestrians. Developments should emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. Buildings shall be built to face on Huntington Drive.	While both the proposed Chick-fil-A restaurant and Starbucks café would be located adjacent to Huntington Drive, the buildings' main entries would face internally towards the existing commercial center. As such, a Zone Text Amendment is proposed as part of the project to remove the requirement to face buildings towards Huntington Drive. Nevertheless, the proposed restaurants would provide ground-level commercial uses along Huntington Drive and encourage pedestrian access by facing inwards towards the existing commercial center and surface parking areas. Additionally, it should be noted that this development standard requiring buildings to face towards Huntington Drive was not adopted to avoid or	Yes, upon approval of Zone Text Amendment

Table 4.11-3, continued

Development Standard	Code Requirement	Proposed Condition	Is Project Consistent With Requirement?
		mitigate an environmental effect. Rather, the standard encourages pedestrian-oriented development, which the project would still provide.	
Parking	For fast food or drive-through restaurant, 1.5 parking spaces are required for every table or minimum ten space, whichever is greater, per Municipal Code Section 17.24.060, *Number of Spaces Required – Nonresidential Uses*. New developments within the RCM zone are encouraged to provide parking away from the street frontage (i.e., structures, subterranean, behind street-facing retail stores). A FAR bonus is awarded for the removal of surface parking lots and relocation to a subterranean parking structure.	The project would remove all existing on-site surface parking spaces (203 spaces) and would construct a total of 88 on-site surface parking spaces, 26 additional space than that required by the Municipal Code. While the project would not provide parking in a subterranean parking garage or parking structure, the provided parking would be located behind the proposed Chick-fil-A restaurant and Starbucks café that face Huntington Avenue.	Yes
Sign	Maximum Sign Area: for a freestanding or pole sign, the maximum area of one side shall be based on the lot frontage of all contiguous lots which are occupied by a single business or two or more businesses sharing common parking facilities; no one face shall exceed the area of the reverse face. For development with lot frontage up to 150 feet, maximum area per face is 40 square feet. (Municipal Code Section 17.28.100 [C][2][b]) A sidewalk wall sign shall be a maximum 18 inches wide by 24 inches high. All letter height shall be a maximum of two inches. (Municipal Code Section 17.28.100 [E][2][g])	Specific signage has not yet been designed at this time. However, as part of subsequent approvals, all future signate would be required to comply with Municipal Code Section 17.28.100 [C][2][b].	Yes
	Maximum Sign Height: If a building is within 50 feet, the freestanding sign cannot exceed the height of the building (unless the building is less than 20 feet in height, then the sign can be a maximum of 20 feet in height). A sidewalk wall sign shall be located at eye level on the building.		Yes
Landscaping	Per Municipal Code Section 17.20.020, *Landscape – Duplex, Multi-Family Residential, Commercial, Industrial and Public/Quasi-Public*, landscaping shall be required in the following locations for all multiple-family residential,	As shown on Exhibit 2-6, *Landscape Plan*, approximately 37 new trees would be planted throughout the project site along with shrubs and groundcover. Specifically, a main landscaped entry driveway would be	Yes

Table 4.11-3, continued

Development Standard	Code Requirement	Proposed Condition	Is Project Consistent With Requirement?
	commercial, industrial and public/quasi-public uses: (1) Throughout required setbacks and other areas visible from a public right-of-way where not used for parking, access or loading. (2) In and around all parking areas visible from a public right-of-way. (3) In private yard areas of duplexes and multiple-family residential development. (4) Any unimproved city right-of-way adjacent to the property. Additionally, required landscaping shall consist of an effective combination of trees, ground cover and shrubbery, as approved by the Development Review Committee. Artificial, non-living materials shall not be substituted for required landscaping. Parking lot landscaping shall be distributed throughout the parking area.	included on-site along Huntington Drive. This main entry driveway would be landscaped with date palms, foxtail agave, red yucca, and bull grass. Street frontages along Huntington Drive would be landscaped with fruitless olive, fountain grass, and deer grass. Street frontages along Encino Avenue would be landscaped with strawberry tree, fountain grass, and deer grass. Other planted areas would include parking islands with street trees (palo verde), as well as perimeter ornamental landscaping around both proposed buildings. In total, 13,081 square feet of the project site would be landscaped.	
Source: City of Carlsbad, Municipal Code, codified through Codified through Ordinance 2013-15 Section 2, 2003.			

Zone Text Amendment

As shown in Table 4.11-3, the project would be consistent with all applicable development standards with the exception of the 'Maximum Building Height' and 'Building Orientation and Use' development standards. The project proposes a single-story Chick-fil-A restaurant and a single-story Starbucks café facing internally to the existing commercial center. As such, the project proposes a Zone Text Amendment to allow development of the project as designed within the existing RCM zone; refer to 'Zone Text Amendment' in Section 2.2, *Project Characteristics*, for the proposed revisions to Municipal Code Section 17.16.050(B)(2)(b).

Further, the project proposes to delete existing development density regulations in Municipal Code Section 17.16.050(B)(2)(a) regarding floor area ratio provisions to remove duplicative language already stated in Section 17.16.050(B)(1). Specifically, the floor area provisions apply to RCC zones and not RCM zones. As such, the Zone Text Amendment removes this language from Municipal Code Section 17.16.050(B)(2)(a) for clarity.

Conclusion

Overall, the project would be consistent with the General Plan and Zoning Code upon approval of the requested discretionary actions: Zone Text Amendment, Conditional Use Permits, Tentative Parcel Map, and subsequent project signage review. Therefore, the project would

not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. According to the California Department of Conservation, Division of Mine Reclamation, the City has no active mines.[1] Although there are regional known mineral resources in San Gabriel Valley (including Portland Cement Concrete-Grade Aggregate and sand and gravel resource areas), there are no proposals for new mining operations in the City, and the City has no lands zoned for mining activities. As the project site consists of developed land and has no known mineral resources on-site, project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Response 4.12(a). The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Conservation, Division of Mine Reclamation, *Mines Online*, https://maps.conservation.ca.gov/mol/index.html, accessed on January 25, 2021.

This page intentionally left blank.

4.13 NOISE

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

The information presented in this analysis is based on and supplemented with the following:

- *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210* (Acoustical Analysis), prepared by Eilar Associates, Inc., dated March 31, 2021 (refer to Appendix F1, *Acoustical Analysis*); and
- *Acoustical Memorandum for Pocket Park – Chick-fil-A and Starbucks Huntington Drive* (Pocket Park Acoustical Memo), prepared by Eilar Associates, Inc., dated January 19, 2021 (refer to Appendix F2, *Pocket Park Acoustical Memo*).

GENERAL INFORMATION

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (reduces) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at an approximate rate between 6.0 dBA and 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY SETTING

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. The guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 dBA L_{dn} as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 dBA L_{dn} to 65 dBA L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

State of California

The State of California Office of Planning and Research *General Plan Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *General Plan Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

CALGreen Code

The State of California requires that commercial developments demonstrate compliance with the requirements of the California Green Building Standards Code (CALGreen). CALGreen states that, if noise level readings of 65 dBA L_{eq} or greater are documented at the project site, the project must either (a) incorporate wall and roof/ceiling assemblies with a composite Sound Transmission Class (STC) rating of at least 50 and exterior windows with an STC of 40, or (b) provide an

acoustical analysis documenting interior noise levels do not exceed 50 dBA in occupied areas during any hour of operation.

Municipal Code

The Municipal Code Chapter 9.44, *Noise*, provides noise guidelines and standards in the City. The City does not impose noise limits for temporary construction activities at surrounding noise-sensitive property lines. However, construction hours are established in Municipal Code Section 9.44.080*, Exemptions*. Municipal Code provisions applicable to the project are discussed below.

9.44.040, Allowable Noise.

(A) The noise standards imposed by this section shall apply to all properties in the city occupied for residential purposes, without regard to zoning classification. Except as otherwise allowed in this chapter, no person shall create or allow the creation of noise on any such residential property which causes the noise level to exceed the actual measured median ambient noise level, or the following presumed ambient noise level, whichever is greater:

Time	Allowable Noise Level—dBA
7:00 a.m. to 9:00 p.m.	55
9:00 p.m. to 7:00 a.m.	50

(B) If the intruding noise source is continuous and cannot be reasonably discontinued for sufficient time in which the ambient noise level can be determined, the presumed ambient noise level shall be used.

9.44.060, Permitted Noise Increase. Increases in noise levels prescribed in § 9.44.040 are permitted in accordance with the following:

Permitted Increase dBA	Duration of Increase Permitted (in minutes/per hour)
5	15
10	5
15	1
20	less than one minute

9.44.080, Exemptions. The following activities shall be exempt from the provisions of this chapter:

(E) The operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool or similar tool between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 10:00 a.m. and 10:00 p.m. on weekends and holidays;

(F) Construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays.

17.44.103 Late-Night Business Operations

(A) Purpose. The purpose of this section is to regulate and mitigate adverse conditions associated with establishments that operate beyond traditional hours of operation.

(B) Definition. Late-Night Hours shall mean any business that operates anytime between the hours of 12:00 midnight and 6:00 a.m.

(C) Conditional use permit required. Every place, facility or business that operates during late-night hours located within 100 feet of any residential zone or planned development zone permitting residential uses as measured from all property lines of the subject property shall obtain a conditional use permit from the Planning Commission in accordance with the procedures set out in §§ 17.52.230 through 17.52.320 of this code. In addition, the following shall also obtain a conditional use permit:

(1) Notwithstanding Chapter 17.48 of this code, any late-night hour business established prior to the adoption of this section that ceases to operate for a period of 30 days or more.

(2) Any late-night hours business established prior to the adoption of this section or permitted under this section that has a substantial change in mode or character of operation, such as an increase in the square footage of the building.

EXISTING NOISE ENVIRONMENT

The primary noise source in the vicinity of the project site is roadway traffic from Huntington Drive, Encino Avenue, and Interstate 210 (I-210) and associated ramps. A rail line is also located to the west of the project site.

Noise Measurements

On-site inspection and traffic noise measurements were conducted on July 27, 2020; refer to Table 4.13-1, *Short Term On-site Noise Measurement*. The noise measurements were taken of the project site, approximately 55 feet south of the Huntington Drive centerline, and approximately 30 feet west of the Encino Avenue centerline. The primary source of noise during the noise measurement was traffic noise; refer to Appendix F1.

Table 4.13-1
Short-Term On-site Noise Measurement

On-Site Noise Measurement	
Date	Monday, July 27, 2020
Time	11:53 a.m. – 12:08 p.m.
Conditions	Sunny skies, wind at 9 mph, temperature in the low 80's with moderate humidity
Measured Noise Level	73.0 dBA L_{eq}
Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, dated March 18, 2021.	

As the City of Monrovia gives noise limits based on the actual measured median ambient noise levels, the median measured ambient noise levels during daytime and nighttime were determined and are shown in Table 4.13-2, *Long-Term Median Noise Level On-Site*. Long-term measurements were performed by placing two meters at opposite ends of the project site. One meter (NML 2) was placed along the northeast boundary of the project site at approximately 60 feet south of the Huntington Drive centerline and approximately 44 feet west of the Encino Avenue centerline. This meter was placed to obtain ambient traffic noise levels near building facades. Another meter (NML 3) was placed to the south of the project site at approximately 23 feet north of the Alta Street centerline and approximately 150 feet west of the Encino Avenue centerline; this meter was placed to obtain ambient noise levels near residential receivers to the south of the project site.

Table 4.13-2
Long-Term Median Noise Level On-Site

Time	Median Hourly Average Noise Level (dBA L_{eq})	
	NML 2	NML 3
Daytime (7 a.m. to 9 p.m.)	70.9	60.8
Nighttime (9 p.m. to 7 a.m.)	67.4	60.2
Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, dated March 18, 2021.		

Table 4.13-2 shows that the measured median noise levels range from 60.8 dBA to 70.9 dBA during daytime hours and 60.2 dBA to 67.4 dBA during nighttime hours. As the minimum median measured noise levels exceed the presumed ambient noise levels (i.e., 55 dBA and 50 dBA), the measured median noise levels were applied as the noise limits.

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

Less Than Significant Impact.

Short-Term Construction Impacts

Construction activities are generally temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the project would occur over a six-month duration, and would include demolition, site preparation, grading, building construction, and paving. Ground-borne noise and other types of construction-related noise impacts typically occur during demolition and grading activities. These construction activities have the potential to generate the highest noise levels. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents (lasting less than one minute) such as dropping large pieces of equipment or the hydraulic movement of machinery lifts.

Noise levels generated during each stage of project construction are shown in Table 4.13-3, *Temporary Construction Noise Levels at Surrounding Property Lines*. Table 4.13-3 analyzes the anticipated on-site construction equipment during each stage of activity and associated noise levels. Construction noise levels were calculated at the nearest noise-sensitive receivers to the west (R1), south (R2), and east (R3) (across Alta Street). Any other potentially

noise-sensitive receivers are located at a greater distance from construction activity and therefore, would be exposed to lesser noise impacts due to distance attenuation and shielding provided by intervening structures. Construction noise sources were placed near the center of the construction area to evaluate typical impacts to the surrounding receivers as equipment moves around the property. Noise calculations consider typical duty cycles of equipment, to account for periods of activity and inactivity on the site.

Table 4.13-3
Temporary Construction Noise Levels at Surrounding Property Lines

Activity Stage	Equipment	Receiver	Construction Noise Level (dBA L_{eq})
Demolition/ Site Preparation/ Grading	Dozer, Excavator, Tractor Loader	R1 (West)	56.6
		R2 (South)	58.1
		R3 (East)	60.2
Building Construction	Reach Fork, Skid Steer, Skip Loader	R1 (West)	55.8
		R2 (South)	57.4
		R3 (East)	59.4
Paving	Paver, Roller, Skip Loader	R1 (West)	58.7
		R2 (South)	60.1
		R3 (East)	62.0

Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, dated March 18, 2021.

As discussed above, Municipal Code Section 9.44.080 prohibits construction activity between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 10:00 p.m. and 10:00 a.m. on weekends and holidays. The City does not provide noise thresholds for temporary construction activities. However, 75 dBA L_{eq} is the construction noise threshold used by the County of Los Angeles for daytime construction at single-family residential receivers. Therefore, this threshold has been applied to project construction activities to assess the significance of construction noise impacts.

As shown in Table 4.13-3, the project would not exceed the generally accepted threshold of 75 dBA. Any other surrounding otherwise noise-sensitive receivers are located at a greater distance from proposed construction activity, and therefore would be exposed to lesser noise impacts due to additional distance attenuation and shielding provided by intervening structures. Additionally, no construction activity will take place during the more sensitive nighttime hours when ambient noise levels tend to be lower, in accordance with Municipal Code Section 9.44.080. In addition, Standard Condition SC N-1 implements a variety of noise-attenuating measures to further reduce construction noise disruptions on sensitive receptors in the project area. Therefore, construction noise impacts would be less than significant.

Long-Term Operational Impacts

On-Site Noise

Chick-fil-A and Starbucks Café

The proposed Chick-fil-A restaurant would operate between 6:30 a.m. to 10:00 p.m., with extended hours of 5:00 a.m. to 11:00 p.m. for employee opening/closing, Monday through Saturday. The restaurant would be closed on Sundays. In addition, box truck deliveries would

only during opening hours as no night-time deliveries are permitted, and would take approximately an hour and a half to unload (most likely between 5:00 a.m. to 6:30 a.m. Monday through Saturday). Refer to Exhibit 2-5, *Proposed Late Night Delivery/Unloading Zone*, for a mapping of the proposed delivery/unloading zone. It is acknowledged that delivery timing is dependent upon local delivery service availability, and Operator scheduling, as Operators work with local businesses for their delivery needs. In some cases, small truck deliveries would need to occur during the day. However, in these cases, Chick-fil-A would ensure that these deliveries do not occur during the afternoon or peak hours to avoid interference with the drive-thru and restaurant operations.

The proposed Starbucks café would operate 24 hours a day, seven days a week. In addition, daily box truck deliveries would occur between 7:00 p.m. and 9:00 p.m., with the deliveries taking approximately an hour to unload. Deliveries from headquarters would occur two times per week from 12:00 a.m. to 4:00 a.m. In some cases, small truck deliveries would need to occur during the day; however, in these cases, Starbucks would ensure that these deliveries do not occur during the afternoon or peak hours to avoid interference with the drive-thru and café operations.

The primary noise sources associated with the proposed restaurant facilities would include the drive-thru intercom equipment, roof mounted heating, ventilation, and air conditioning (HVAC) units, and truck deliveries. Table 4.13-4, *Project-Generated Noise Levels at Surrounding Property Lines*, depicts project-generated noise levels from on-site drive-thru intercom equipment, HVAC units, and trucks. Noise impacts from these three sources were calculated at surrounding noise-sensitive receivers to the east (Oak Tree Inn across Encino Avenue), west (Double Tree hotel), and south (residential use across Alta Street). Receivers were calculated at heights of five feet to represent ground-level receivers (i.e., Floor 1). Additionally, at the west (R1) and east (R3), receivers were placed at 15 feet (i.e., Floor 2) and 25 feet (i.e., Floor 3) above ground level to represent second-story and third-story receivers at hotel buildings, respectively. Calculations considered noise shielding that would be provided by proposed on-site buildings.

Table 4.13-4
Project-Generated Noise Levels at Surrounding Property Lines

Receiver	Location	Nighttime Noise Limit (dBA L_{eq})	Equipment Noise Level (dBA)		
			Floor 1	Floor 2	Floor 3
R1	Southwest-Hotel	60.2	51.2	51.9	52.1
R2	South-Residential	60.2	51.0	--	--
R3	East-Inn	60.2	58.8	59.4	59.4

Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, dated March 18, 2021.

Municipal Code Section 9.44.040 states that permanent project-generated noise levels should not exceed median ambient noise levels for daytime and nighttime hours. The measured median ambient noise levels were determined to be 60.8 dBA during daytime hours and 60.2 dBA during nighttime hours at surrounding residential receivers. As the proposed Starbucks café would involve 24-hour operations, both daytime and nighttime ambient noise levels would be relevant; thus, the more stringent noise limit of 60.2 dBA has been applied as noise limit for off-site noise-sensitive receivers.

As shown in Table 4.13-4, noise levels from intercom equipment (i.e., drive-thru speaker boxes), roof mounted HVAC units, and truck deliveries would not exceed the median ambient nighttime (i.e., 60.2 dBA) noise levels. Therefore, project-generated noise levels associated with the proposed restaurant facilities would be in compliance with the City noise regulations found within the Municipal Code 9.44.040 at all surrounding sensitive receptors. Further, calculated cumulative noise levels from on-site operations (i.e., intercom equipment, roof mounted HVAC units, and truck deliveries) at nearby sensitive receptors indicated an increase of 2.6 dBA. Therefore, cumulative noise levels would not result in a perceptible increase (i.e., 3 dBA) in ambient noise levels. Thus, on-site operational noise impacts from the proposed restaurant facilities would be less than significant.

Pocket Park

The proposed pocket park would be located at the southeast corner of the project site and would be a passive park. Therefore, the proposed pocket park would not contain playground equipment, sports fields, amphitheaters, or any other features that typically constitute more significant sources of noise generation at parks. Noise generated on-site is expected to be limited to individuals speaking at normal volumes while gathered at picnic tables, sitting on benches, walking on paths, or taking part in any other passive activity on the project site.

In order to predict anticipated maximum noise impacts, it was assumed that roughly 30 individuals would be present in the pocket park during the "worst-case" (busiest) time. Noise sources were calculated as normal voices, with half of the persons modeled as female, and the other half modeled as male (at a distance of 3.28 feet, an average male will generate a noise level of approximately 58 dBA when speaking with a normal voice, while an average female will generate a noise level of approximately 55 dBA when speaking with a normal voice; refer to Appendix G.) Each noise source (person) was calculated as speaking for 30 minutes out of every hour, which is considered excessive as each user is expected to take breaks in conversation for listening, eating, drinking, et cetera. As such, this analysis is considered to be a conservative estimate of noise levels generated at the park, and accounts for occasional bursts of louder noise combined with times of lesser noise.

Table 4.13-5, *Pocket Park Noise Levels at Off-Site Receivers*, shows calculated noise impacts at the surrounding noise-sensitive receivers to the east (hotel use), south (residential uses across Alta Street), and southeast (residential use across Encino Avenue and Alta Street intersection); refer to Appendix F2 *Figure A*, *Satellite Aerial Photograph Showing Pocket Park and Noise Receiver Locations*, of the Pocket Park Acoustical Memo. The noise levels associated with the pocket park have been compared to the most stringent noise limit (60.2 dBA during nighttime hours).

Table 4.13-5
Pocket Park Noise Levels at Off-Site Receivers

Receiver	Location	Nighttime Noise Limit (dBA L_{eq})	Park Noise Level (dBA)
P1	South – Residential	60.2	39.5
P2	South – Residential	60.2	40.7
P3	Southeast – Residential	60.2	35.6
P4	East – Hotel	60.2	37.0
Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, dated March 18, 2021.			

As shown in Table 4.13-5, noise levels resulting from pocket park associated activities would not exceed the median ambient nighttime (i.e., 60.2 dBA) noise levels and are generally anticipated to be less than existing ambient noise levels in the area. Therefore, noise levels associated with the proposed pocket park would be in compliance with the City noise regulations found within the Municipal Code 9.44.040 at all surrounding sensitive receptors. As such, on-site operational noise impacts from the pocket park are would be less than significant.

Off-Site Mobile Noise

The project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the project vicinity. Based on the *Transportation Impact Study, Chick-fil-A/Starbucks Monrovia Project* (Transportation Analysis) prepared by Linscott, Law, and Greenspan Engineers (dated March 17, 2021) (included as Appendix G, *Traffic Impact Analysis*), the project (including the Chick-fil-A restaurant, Starbucks café, and the pocket park) is projected to generate a total of 2,046 daily trips. Measurements were taken and evaluated at the street intersections that surround the project site. Calculations were performed to determine the approximate change in noise exposure at surrounding receivers.

The project-generated traffic noise levels are detailed in Table 4.13-6, *Anticipated Increase in Project-Related Traffic Noise*.

Table 4.13-6
Anticipated Increase in Project-Related Traffic Noise

Road Intersection	Maximum Noise Level Increase (dB)	
	AM Peak Hour	PM Peak Hour
Fifth Avenue / Huntington Drive	0.1	0.1
Encino Avenue / Huntington Drive	2.5	1.7
I-210 Westbound Ramps / Huntington Drive	0.1	0.1
Monterey Avenue / Huntington Drive	0.1	0.2
Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, dated March 18, 2021.		

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.[1] As shown in Table 4.13-6, noise level increases at

[1] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed on January 20, 2021.

each intersection would range from 0.1 to 2.5 dB. As such, resultant mobile noise would not be readily discernable by the human ear. For this reason, project-generated traffic noise levels would be less than significant.

Standard Conditions:

SC N-1 Prior to the issuance of any Grading Permits, the project proponent shall produce evidence acceptable to the City of Monrovia Public Works Department, that the following measures are implemented during construction:

1. Turn off equipment when not in use;
2. Limit the use of enunciators or public address systems, except for emergency notifications;
3. Maintain equipment in proper operating condition, and properly secure all loads to prevent rattling and banging;
4. Schedule work to avoid simultaneous construction activities to reduce high construction noise levels;
5. Use equipment with effective mufflers; and
6. Minimize the use of backup alarms.

Mitigation Measures: No mitigation measures are required.

b. Generation of excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the equipment used. Operation of equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The paving stage of construction has the potential to generate the highest vibration levels of any phase of construction, as paving activities would take place closest to residential receivers and may consist of the use of a vibratory roller. According to the Federal Transit Administration's *Transit Noise and Vibration Assessment Manual*, a vibratory roller generates a peak particle velocity (PPV) of approximately 0.210 inches per second at a distance of 25 feet. The evaluation of an impact's significance can be determined by reviewing both the likelihood of annoyance to individuals as well as the potential for damage to existing structures. According to the Caltrans *Transportation and Construction Vibration Guidance Manual*, the threshold for damage to modern residential structures is a PPV of 0.5 inches per second. Annoyance is assessed based on levels of perception, with a PPV of 0.01 inches per second being considered "barely perceptible," 0.04 inches per second as "distinctly

perceptible," 0.1 inches per second as "strongly perceptible," and 0.4 inches per second as "severe."

The estimated closest location to sensitive hotel receptors would be approximately 70 feet from the closest hotel structure when the roller is used at the east boundary of the site. The closest location to sensitive residential receptors would be approximately 170 feet from the nearest residential structure when the roller is used at the drive-thru area of the proposed Chick-fil-A.

From these distances, the PPV would be approximately 0.045 inches per second at the hotel receiver and 0.012 inches per second at the residential receiver. These levels of vibration would fall below the building damage PPV criteria of 0.5 inches per second. The impact falls between the "distinctly perceptible" and "strongly perceptible" PPV criteria for annoyance at the hotel and between the "barely perceptible" and "distinctly perceptible" PPV criteria for annoyance at the residence; however, vibration would be reduced to "distinctly perceptible" levels by the time the roller is located at a distance of 75 feet from receivers, and "barely perceptible" at 195 feet from receivers.

Construction vibration is not anticipated to cause damage to off-site buildings and would only approach the threshold of "strongly perceptible" vibration for a short period of time when construction is performed near the eastern boundary of the project site. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No private airstrips are located in the site vicinity and the nearest public airport to the project site is the San Gabriel Valley Airport located approximately three miles to the south. Therefore, the project would not expose people working on-site to excessive noise levels associated with aircraft. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.14 POPULATION AND HOUSING

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

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

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. This project involves the demolition of an existing restaurant building and the construction of two drive-thru restaurant facilities. Given that no residential land use is proposed, implementation of the project would not result in a direct increase in population.

The proposed Chick-fil-A restaurant would employ approximately 80 full- and/or part-time employees, with anywhere from 20 to 25 employees on shift at any one time. The proposed Starbucks café has already employed 16 people for the new restaurant, 6 of which would be full-time employees and 10 would be part-time employees. At opening, Starbucks plans to hire 20 new employees, for up to 36 employees (18 full-time and 17 part-time) at this new facility. The proposed park dedication could result in one new employee for the purpose of park maintenance.

The existing Claim Jumper restaurant building (approximately 12,216 square feet) generates approximately 29 employees.[1,2]

At project buildout, the result would be a net increase of up to 71 employees[3] at the project site. Although an uncertainty exists regarding the number of new employees who may choose to relocate to the project area, a conservative analysis of impacts associated with indirect population growth can be provided. For analysis purposes, it is assumed 100 percent of the project's net employees would relocate to the project area (i.e., City of Monrovia). Based on a "worst-case" scenario of 71 net new employees relocating to the City and the City's average household size of 2.66,[4] project implementation would result in a potential population increase of approximately 189 persons in Monrovia. This potential population growth generated by the

1 Southern California Association of Governments, *Employment Density Study Summary Report*, dated 10/31/2001.
2 Based on Table II-B (page 6), 'Other Retail/Svc' has a rate of 424 square feet per employee.
3 Calculated as (80 new Chick-fil-A employees plus 20 new Starbucks employees) minus 29 Claim Jumper employees.
4 State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, with 2010 Benchmark*, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, May 2020.

project would increase Monrovia's 2020 population of 37,935[5] persons to 38,124 persons, constituting an increase of 0.5 percent.

SCAG estimates the City of Monrovia's projected population is approximately 37,500 persons in 2020 and approximately 39,300 persons in 2035. As such, the proposed conservative population growth estimate for the project (189 persons) represents approximately 10.5 percent of SCAG's projected population growth of 1,800 people. As such, the project's anticipated population growth is within SCAG's population growth assumptions for the City.

Implementation of the project would not induce substantial unplanned population growth within the City, either directly or indirectly. Impacts in the regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with a restaurant building and associated surface parking lot. No housing exists on-site. Therefore, project implementation would not displace any existing people or housing. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

[5] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, with 2010 Benchmark*, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, May 2020.

4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?			✓	
ii. Police protection?			✓	
iii. Schools?			✓	
iv. Parks?			✓	
v. Other public facilities?			✓	

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

i. Fire protection?

Less Than Significant Impact. The Monrovia Fire & Rescue provides 24-hour fire, rescue, and emergency medical services to the City, including the project site. The Monrovia Fire & Rescue also includes a Fire Prevention Division and Hazard Materials Division.[1] The nearest station to the project site is Station 101, located at 141 East Lemon Avenue, approximately 1.4 miles northeast of the project site.

The project would result in the construction of a new Chick-fil-A restaurant and a Starbuck café on a site that is currently developed with a restaurant building. As discussed in Section 4.14, *Population and Housing*, while implementation of the project would increase the number of daytime employees within the City, it is not anticipated to result in a substantial increase in population. Due to the limited population increase and the nature of development (a restaurant and a café within a commercial zone), a substantial increase in the need for fire facilities compared to the existing conditions is not anticipated. As a result, project implementation is not anticipated to require the construction of new or physically altered fire facilities and is not anticipated to result in an increase in service calls. Nonetheless, the project would be subject to Municipal Code Chapter 15.20, *Fire Code*, which adopts by reference the 2019 *Edition of the California Fire Code* (Fire Code), which includes site access requirements and fire safety precautions (e.g., fire alarms, sprinkler systems, hydrants, and fire flow requirements). As such, the project proposes the installation of 4- and 6-inch fire flow water lines, and all plans would be reviewed and

[1] City of Monrovia, *Divisions*, https://www.cityofmonrovia.org/your-government/fire-department/about-us/fire-stations, accessed October 30, 2020.

approved by Monrovia Fire & Rescue for the purpose of consistency with the Fire Code. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

ii. Police protection?

Less Than Significant Impact. The City of Monrovia Police Department (MPD) provides law enforcement services to the City, including the project site. The nearest MPD station is located approximately 1.5 miles east of the project site at 140 E. Lime Avenue. According to the General Plan, the police department is staffed with 64 regular policemen, 11 reserves, and 23 volunteer support personnel.

Implementation of the project is not anticipated to result in a substantial increase in population compared to existing conditions. The project would provide access to the project at Huntington Drive and Encino Avenue. As the project would result in similar uses to the existing condition (restaurant uses), project implementation is not anticipated to require the construction of new or physically altered police facilities. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

iii. Schools?

Less Than Significant Impact. The City of Monrovia is served by the Monrovia Unified School District.[2] One existing school is located within 0.25 mile of the project site (Rancho High School located 0.23 mile southwest of the project site).

The project would involve the construction of a new Chick-fil-A restaurant and Starbucks café on a site that is currently developed with a restaurant and would not result in an increase in population on-site, or indirectly result in a substantial increase in the number of students within the project area. Nonetheless, the project would be subject to the requirements of Assembly Bill (AB) 2926 and Senate Bill (SB) 50, which allows school districts to collect development impact fees to minimize potential impacts to school districts as a result of new development. Additionally, pursuant to Government Code Section 65996, the project's demands on school services would be fully offset through the collection of school fees imposed through the Education Code. As such, a less than significant impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

iv. Parks?

Less Than Significant Impact. The nearest public park to the project site is the Lucinda Garcia Park, located approximately 0.40 mile northeast of the project site at 502 West Olive Avenue.[3] The project would involve the construction of a new Chick-fil-A restaurant

[2] City of Monrovia, *Schools*, https://www.cityofmonrovia.org/city-services/schools, accessed October 30, 2020.

[3] City of Monrovia, *Visit Monrovia's Parks*, https://www.cityofmonrovia.org/your-government/parks, accessed October 30, 2020.

and Starbucks café on a site that is currently developed with a restaurant, which would not substantially increase the population in the project area. As such, the project is not anticipated to result indirectly in a substantial increase in demand for park land. Further, the project would result in the dedication of a portion of land as a future park. As discussed in Section 2.0, *Project Description*, the future park is anticipated to be classified by the City as a "Pocket Park" and generally provide modest recreational amenity to residents within a 0.25-mile walking distance. The Pocket Park would serve the existing community around the project site, including residents located to the south of the site. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

v. Other public facilities?

Less Than Significant Impact. Other public services that could potentially be impacted by the project are public libraries. The project site is served by the Monrovia Public Library, which is located approximately one mile northeast from the project site.[4] Implementation of the project, as a commercial facility, is not anticipated to result in a significant increase in the use of the Monrovia Library System. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

[4] City of Monrovia, *Library*, https://www.cityofmonrovia.org/your-government/library, accessed October 30, 2020.

This page intentionally left blank.

4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. Refer to Response 4.15(a)(*iv*). The project would not result in a substantial increase in demand for parks or other recreational facilities and would not result in physical deterioration of these facilities. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. As discussed in Response 4.15(a)(*iv*), approximately 8,600 square feet of the project site would be dedicated to the City for future use as parkland. This portion of the project site is expected to be classified by the City as a "Pocket Park," as it accordingly meets the definition of a Pocket Park as defined by the City's General Plan Open Space Element. The proposed future parkland would provide recreational amenities to members of the community. These amenities could include picnic tables, benches, shade trees, and ornamental landscaping. Development of the future parkland would require the approval of the Community Services Committee and the City Council. The future parkland would serve as a recreational facility to residents within a 0.25-mile distance to the project site. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.17 TRANSPORTATION

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

The information presented in this analysis is based on and supplemented with the *Transportation Impact Study, Chick-fil-A/Starbucks Monrovia Project* (Transportation Analysis) prepared by Linscott, Law, and Greenspan Engineers (LLG), dated March 17, 2021; refer to Appendix G, *Transportation Impact Analysis*.

EXISTING CONDITIONS

Existing Roadway Network

The following is a description of the major roadways within the study area. Transportation Analysis Figure 3-1, *Existing Condition Diagram*, (see Appendix G) illustrates existing conditions in the study area in terms of traffic lanes and intersection controls.

- I-210 Freeway: The I-210 freeway (within the jurisdiction of the California Department of Transportation [Caltrans]) is an interstate freeway located north and east of the project site. The I-210 freeway begins at its junction with Interstate 5 (I-5) and travels southeast through the San Fernando Valley and Crescenta Valley, ending in a terminus with Interstate 10 (I-10) in the City of San Bernardino. I-210 is classified as an Interstate freeway until reaches it intersects in an east junction with I-259. There, it is classified as a State Route in its eastbound direction. The posted speed limit is 65 miles per hour (mph).

- 5th Avenue: 5th Avenue is classified as a Collector Street in the *City of Monrovia Circulation Element* (Circulation Element). 5th Avenue is a northbound-southbound travel lane adjacent to the Double-Tree Resort west of the project site. It is currently constructed as a two-lane divided roadway and is part of a bicycle route that is designated as Class III by the City. However, the bicycle route does not include the segment of 5th Avenue that is within the vicinity of the project site. The posted speed limit is 25 to 35 mph.

- Encino Avenue: Encino Avenue is classified as a Local Street in the Circulation Element and is currently constructed as two-lane undivided roadway from Huntington Drive to Bonita Street. The posted speed limit is 25 mph. Sidewalks are provided in both directions of Encino Avenue in the vicinity of the project area. Curbside parking is permitted portions of Encino Avenue.

- Huntington Drive: Huntington Drive is under multiple classifications depending on location: Primary Arterial within City boundary and Principle Travel Corridor for west of City boundary (City of Arcadia). Within the study area, Huntington Drive is currently constructed as a three-lane eastbound-westbound roadway with a signalized intersection and a left-turn pocket lane at the northwest corner of the project site. The roadway has a raised median island dividing the eastbound and westbound lanes and the posted speed limit is 35 mph. The eastbound direction of the arterial corridor within the study area includes a right-turn pocket into the I-210 East on-ramp.

Existing Transit Conditions

Existing Rail Lines: The Metro "L" (Gold) Line light rail also serves the City of Monrovia, with the Monrovia station located approximately one mile southeast of the project site at 1675 Primrose Avenue and the Arcadia station located approximately 0.67 miles northwest of the project site at 200 North First Avenue.

Existing Bus Lines: Public transit access to the project site is provided by the Foothill Transit, Line 187, which runs along Huntington Drive at a frequency of 20 minutes or better during weekday service. Stops on Line 187 are provided in the east- and westbound directions of Huntington Drive and are located at the intersections of N. 5th Street/Huntington Drive and Monterey Avenue/Huntington Drive. Bus stops with bus shelters, benches, and trash cans are provided in the east-and-westbound directions of both stops. All four bus stops are located within approximately 1,000 feet or less from the project site.

Existing Bicycle Facilities

There are no existing bicycle facilities that occur on the three roadways that are within the vicinity of the project. However, the Circulation Element of the City's General Plan acknowledges that Huntington Drive should be studied for the feasibility of providing a Class IV separated bikeway facility from the western side of City boundaries.

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

The General Plan Circulation Element has established policies that pertain to the project, such as policies related to accident and traffic safety, transit and public transportation, and bicycle routes and pedestrian facilities. These adopted policies include:

- Policy 1.3: Locate new industrial and commercial developments and their access points in such a way that traffic does not impact local residential streets and alleys for access to the development and its parking.
- Policy 3.6: Provide continuity to the sidewalk system, including wheelchair ramps, when new development occurs, to minimize pedestrian/vehicle conflicts.
- Policy 3.7: Expand bicycle routes where opportunities arise and demand warrants to minimize conflicts between cyclists and motorists.

- Policy 4.5: Require new development along arterial streets to provide transit facilities, such as bus shelters and turn-outs designed to established standards and specifications, where deemed necessary.

- Policy 6.1: Provide for the safety of pedestrians and bicycles by adhering to state and national standards and uniform practices.

- Policy 6.3: Maintain existing pedestrian facilities (sidewalks and trails) and encourage new development to provide pedestrian routes to adjacent developments. Respond in a timely manner to citizen requests regarding maintenance concerns on all public pedestrian facilities

- Policy 6.5: Encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.

The City of Monrovia Bicycle Master Plan (Bicycle Master Plan) also sets forth a number of objectives and goals to promote and encourage bicycling. The Bicycle Master Plan includes objectives pertaining to programs that support bicycling, including programs that introduce and promote education, encouragement, and outreach, facilitate non-motorized travel to transit stations and stops, and encourage non-motorized travel to shops and restaurants. The Bicycle Master Plan also provides specific recommendations for promoting bicycling activities within the City, such as provision of bicycle detection at traffic signals, a bicycle wayfinding program, and bicycle parking on public and private property. As shown in Bicycle Master Plan *Figure 2-13*, additional bicycle facilities are proposed along Colorado and Magnolia, to the north and east of the project site. As discussed in Bicycle Master Plan *Table 5-7*, *Recommended Bikeway Projects*, a feasibility study for providing a Class IV Separated Bikeway along Huntington Drive (from Mountain Avenue to N. 5th Street) through either parking removal or travel lane reduction is recommended.

The project would not have a significant impact on active transportation or public transit in the vicinity of the project site. The project proposes to accommodate pedestrian and bicycle access via exclusive walkways which connect the proposed Chick-fil-A restaurant and Starbucks café to the public sidewalks; refer to Exhibit 2-3, *Site Plan*. These walkways minimize the extent of pedestrian and bicycle interaction with vehicles at the site and encourages use of active transportation modes. The project would also provide bicycle parking facilities for use by employees and the public. In conclusion, the project would not conflict with the City's General Plan Circulation Element and Bicycle Master Plan goals to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure.

The project site is located adjacent to Huntington Drive, which is currently served by public bus transit service (Foothill Transit Line 187), and is within easy walking distance from existing bus stops located near N. 5th Street and Monterey Avenue. The project would not affect access or safety at the existing bus stops, nor would it hinder public transit service along Huntington Drive. Further, the Bicycle Master Plan recommends studying the feasibility of providing a separated bikeway along Huntington Drive. The project would not preclude the City from constructing bicycle facilities or pursuing bicycle network improvements along local roadways within the study area (including Huntington Drive). Development of the project would not prevent the City from completing any proposed transit, bicycle, or pedestrian

facilities. Refer to Response 4.17(c) regarding potential traffic impacts to local commercial and residential development access.

In conclusion, the project would not conflict with adopted policies, plans, or programs, nor is it expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. As such, the project would have a less than significant impact on active transportation and public transit.

Mitigation Measures: No mitigation measures are required.

b. Conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b)?

Less than Significant Impact. The State of California Governor's Office of Planning and Research (OPR), in implementing SB 743, issued proposed updates to the CEQA guidelines in November 2017 that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service (LOS) and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project would result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the revisions to the CEQA Guidelines in December of 2018, and as of July 1, 2020 the provisions of the new section are in effect statewide. Concurrently, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (December 2018), which provides non-binding recommendations on the implementation of VMT methodology which has significantly informed how VMT analyses are conducted in the State.

In anticipation of the mandated change to VMT, the San Gabriel Valley Council of Governments (SGVCOG), of which the City of Monrovia is a participating agency, undertook the *SGVCOG SB 743 Implementation Study* (Implementation Study) to assist with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis in the member agencies. The City used the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA-compliant transportation analyses. The new metric and thresholds of significance were formally adopted through City Council Resolution No. 2020-522 on July 7, 2020. In September 2020, the City released *City of Monrovia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (Transportation Study Guidelines), September 2020, which set forth the study methodology, thresholds, and potential mitigation strategies for VMT impact analysis within the City. The methodologies presented in the Transportation Analysis are based on the Transportation Study Guidelines.

CITY SCREENING ANALYSIS CRITERIA

Traditionally, public agencies have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. The City has adopted three screening criteria which may be applied to screen projects out of a detailed VMT analysis. Projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. The following provides the project analysis for each of the three screening criteria.

Transit Priority Area

CEQA Guidelines Section 15064.3(b)(1) states in part: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact." In keeping with the statutory presumption of less than significant impacts due to nearby high-quality transit, the City has adopted a transit priority area[1] (TPA) screening criterion. Projects located within a TPA are presumed to have a less than significant impact, absent substantial evidence to the contrary. This presumption may not be appropriate if:

- The project has a floor area ratio (FAR) of less than 0.75.
- The project includes more parking for use by residents, customers, or employees of the project than required by the City. If a project has more parking than required by Code that is intended for design feasibility (such as completing a full floor in an above- or below-grade parking structure), this exception would not apply.
- The project is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]).
- The project replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The *SGVCOG Vehicle Miles Traveled Evaluation Tool* (VMT Evaluation Tool), which was developed as part of the Implementation Study effort, is recommended for use to conduct TPA screening in the City.

As described in Response 4.17(a), public transit service is provided in the vicinity of the project site. The Metro "L" (Gold) Line Arcadia Station and Monrovia Station qualify as major transit stops;[2] however, they are located more than 0.5 mile away from the project site. Foothill Transit Line 187, which provides service in the immediate vicinity of the project site, does not meet the criteria for a high-quality transit corridor.[3] Based on a review of the existing transit service in the vicinity, the project would not be screened out of VMT analysis due to being located within a TPA.

LOW VMT AREA

It is assumed that projects located within areas that currently exhibit low VMT, and that incorporate similar features pertaining to density, land use mix, and transit availability, would tend to exhibit similarly low VMT. In areas where the existing VMT generation already falls

[1] Public Resources Code Section 21099(a)(7): ""Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan."

[2] Public Resources Code Section 21064.3: ""Major transit stop" means a site containing any of the following: (a) An existing rail or bus rapid transit station. (b) A ferry terminal served by either a bus or rail transit service. (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

[3] Public Resources Code Section 21155(b): "For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

below the applicable thresholds, and where projects are likely to generate similar levels of VMT, projects may be screened out of preparing a detailed VMT analysis. OPR notes that such screening is appropriate for residential and office projects.

The City has adopted a low VMT area screening criterion, which may apply to residential, office, or other employment-related and mixed-use land use types. The SCAG Travel Demand Forecasting Model was used to establish VMT performance for individual Traffic Analysis Zones (TAZ). The VMT values for each TAZ are then compared to the applicable City thresholds (i.e., VMT per capita, per employee, or per service population) to determine if the TAZ can be considered a low VMT area. Locations within the City that qualify for the low VMT area screening are to be identified through the VMT Evaluation Tool.

The project site is situated within TAZ 2240300, which currently exhibits 17.8 home-based work (i.e., commute) VMT per employee. The threshold for commercial project types is noted as 16.47 home-based work VMT per employee. Therefore, the TAZ does not currently exhibit VMT below the applicable thresholds and cannot be considered a low VMT area. As such, the project site does not qualify for the low VMT area screening criterion.

PROJECT TYPE

The City has identified a list of land use types which may be presumed to have a less than significant VMT impact. Absent substantial evidence to the contrary, the listed land uses are assumed to be local serving in their nature and therefore would not generate new demand; rather, projects of these types would meet existing demand, shortening the distance that residents, employees, customers, or visitors would need to travel. For example, the City's Transportation Study Guidelines identify local serving schools, public parks, day care centers, places of worship, public libraries, and more, as examples of local serving land uses.

OPR states that local-serving retail may also be presumed to cause less than significant impacts. By adding retail opportunities into the urban fabric and improving retail destination proximity, local-serving retail developments tend to shorten trips and reduce VMT. OPR suggests the threshold for local-serving versus regional-serving retail (which may lead to substitution of longer regional trips instead of shorter local ones) is 50,000 square feet. Consistent with the presumption of less than significant impacts for local-serving retail presented by OPR, the City also screens out local-serving retail projects of less than 50,000 square feet, including retail projects like gas stations, banks, restaurants, and shopping centers.

The project consists of the development of two free-standing buildings which together would provide a total of 6,762 square feet of restaurant space. The proposed Chick-fil-A restaurant would provide 4,562 square feet, and the proposed Starbucks café would provide 2,220 square feet. The proposed land use type is identified by the City as a local-serving retail use, and the size of the project is well below 50,000 square feet. Therefore, the project satisfies the criteria to be considered a local-serving use and is screened out of further VMT analysis as it is presumed to cause less than significant transportation impacts.

Screening Analysis Conclusion

The project does not meet the criteria to be screened out of VMT analysis based on location within a TPA or based on location within a low VMT area. However, the project does satisfy

the criteria for a local-serving retail project of less than 50,000 square feet. As such, the project is assumed to have less than significant environmental impacts related to VMT without additional study. Therefore, the project would not conflict with, or be inconsistent with, CEQA Guidelines Sections 15064.3, subdivision (b); impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The project would not introduce incompatible uses to area roadways. The proposed Chick-fil-A restaurant and Starbucks café include drive-thru service lanes. The following analysis considers the potential for drive-thru queuing to overflow into parking lot drive aisles on the project site.

Chick-fil-A Drive-thru Queuing Analysis

The past queuing data of four different Chick-fil-A restaurant locations was reviewed in order to appropriately forecast the expected vehicle queue at the proposed Chick-fil-A restaurant. These Chick-fil-A locations are all of similar size and function to the proposed Chick-fil-A restaurant. They are located in the cities of Rancho Cucamonga, Upland, Pasadena, and Santa Clarita.

As shown in Table 4.17-1, *Drive-Thru Service-Lane Vehicle Queuing Observations at Existing Chick-fil-A Restaurants*, the maximum observed queue ranged from 19 to 26 vehicles, 19 vehicles at the Rancho Cucamonga site and 26 vehicles at the Upland site. A maximum queue of 22 vehicles was observed at the Santa Clarita site and 25 vehicles at the Pasadena site. The Upland location had multiple unusual characteristics with respect to peak hour travel rates and vehicle queues, specifically a parking aisle that functions as an extension of the drive-thru queue capacity. The Pasadena location is directly adjacent to the Pasadena City College and likely experiences a higher than typical demand due to the proximity of the college, which may also account for the longer queues observed at this location.

Table 4.17-1
Drive-Thru Service-Lane Vehicle Queuing Observations at Existing Chick-fil-A Restaurants

Location	Size (square feet)	Max Observed Queue (VEH)	Queue Ratio (VEH/1,000 square feet)	Forecast Project Queue (VEH)
12190 Foothill Boulevard, Rancho Cucamonga	4,856	19	3.91	18
1949 N. Campus Avenue, Upland	4,625	26	5.62	26
1700 E. Colorado Boulevard, Pasadena	4,595	25	5.44	25
24180 Magic Mountain Parkway, Santa Clarita	4,496	22	4.89	22
Aggregate of All Observation Sites	**18,572**	**92**	**4.95**	**23**

Notes:
1. Based on observations at existing Chick-fil-A restaurants in the cities of Rancho Cucamonga, Upland, Pasadena, and Santa Clarita.
2. Based on information provided by Chick-fil-A, Inc.
3. Refer to the queuing data summaries provided in Appendix C of the Transportation Analysis.
4. The proposed Chick-fil-A is planned to provide 4,562 square feet. The forecast maximum project vehicle queue is the product of the size of the project and the queue ratio based on empirical observations.

Source: Linscott, Law & Greenspan, *Transportation Impact Study Chick-fil-A/Starbucks Monrovia Project*, March 17, 2021;

As shown in Table 4.17-1, the maximum forecasted queue length for the proposed Chick-fil-A would be approximately 23 vehicles. The proposed Chick-fil-A restaurant is anticipated to accommodate approximately 30 vehicles in a dual drive-thru lane configuration. As such, the design length of 30 vehicles is anticipated to hold the maximum anticipated peak hour vehicle queue of 23 vehicles. It is acknowledged that Chick-fil-A includes standard practices to help alleviate queueing during peak hours. These practices include deploying employees with iPads to take service orders within the drive-thru lanes during peak service hours. This allows kitchen staff to start orders earlier and move the queue faster through the drive-thru lane. Clear signage directing vehicles to the drive-thru service lane also minimizes unnecessary circulation within the parking lot. Designated mobile order parking would be available for pick-up and would improve overall circulation for the restaurant.

Starbucks Café Drive-thru Queuing Analysis

The queueing analysis for the proposed Starbucks café drive-thru lane was based on the average number of vehicles expected to use the drive-thru window during the peak hour and the average time to service each vehicle. The average number of vehicles expected to utilize the proposed drive-thru lane was determined based on a percentage of the forecasted a.m. peak hour inbound trip generation. The Transportation Analysis forecasted the proposed Starbucks café to generate 100 inbound trips during the a.m. peak hour.

Using empirical data collected as part of a study for a free-standing Starbucks located at the southwest corner of the Colima Road/Whittier Boulevard in Whittier, California, the Transportation Analysis estimated the average proportion of inbound trips expected to utilize the proposed drive-thru service lane during the weekday a.m. peak hour would be 65 percent. This means that the average arrival rate at the drive-thru service lane is anticipated to be 65 vehicles per hour; refer to Table 4.17-2, *Starbucks Café Drive-Thru Service Window Queuing Analysis*.

The vehicle service rate is the average amount of time to complete a service interaction. The Transportation Study included data from another Starbucks café located at 1010 North Garey Avenue, Pomona, California. As shown in Table 4.17-2, the average service rate for the drive-thru service window is anticipated to be approximately 90 vehicles per hour, and the average service time per vehicle is anticipated to be approximately 0.67 minutes (or 40 seconds).

Table 4.17-2
Starbucks Café Drive-Thru Service Window Queuing Analysis

Estimation	Metric=	Result
Inbound Peak Hour Volume	vehicles per hour	100
Vehicles using Drive-Thru	percentage	65
Average Arrival Rate (Drive-Thru Volume)	vehicles per hour	65
Average Service Time per Vehicle	minute	0.67
Average Service Rate	vehicles per hour	90
Utilization Factor		0.722
Confidence Level	Percentage	95
Maximum Queue Length	**Number of Vehicles**	**8**
Average Vehicle Length[1]	Feet	25
Required Storage Length	**Feet**	**200**

Notes:
1. Assumes 20 feet per vehicle and a five-foot separation between vehicles.

Source: Linscott, Law & Greenspan, *Transportation Impact Study Chick-fil-A/Starbucks Monrovia Project*, March 17, 2021.

The utilization factor and the confidence level are both used to determine an approximate maximum queue length for the proposed Starbuck café. The utilization factor is the average arrival rate divided by the average service time. The confidence level is expressed as a percent. If the confidence level is 95 percent, then 95 percent of the time the maximum queue length would be less than or equal to the calculated number of vehicles. As shown in Table 4.17-2, the utilization factor used is 0.722 and the confidence level for the estimated maximum queue length is 95 percent. Based on the calculated traffic flow and the assumed service rate, the estimated maximum queue length for the proposed Starbucks café's drive-thru lane is eight vehicles, or 200 feet.

The proposed Starbucks café would have a single drive-thru lane with queue storage of up to 13 vehicles (or 325 feet). As such, the proposed Starbucks café drive-thru is anticipated to accommodate the estimated maximum vehicle queue lengths of eight vehicle or 200 feet required for the project. The Starbucks café proposes designated parking spaces specifically for mobile order pick-up. Although not anticipated, in the event that vehicle queue exceeds available space within the drive-thru queue, should vehicles stack west, instead of south, vehicles queues could overflow toward the western off-site reciprocal driveway along Huntington Drive. As such, implementation of recommended Mitigation Measure TRA-1 would require the preparation of an on-site transportation circulation plan to ensure that queuing onto public right-of-way does not occur.

Conclusion

The proposed drive-thru queue storage for both the Chick-fil-A restaurant and the Starbucks café provides adequate storage capacity for the estimated maximum vehicle queue. Vehicle queuing from the drive-thru facilities are not expected to spill into the parking lot drive isles. Further, due to the proximity of the proposed Starbucks café drive-thru entry to the project site access to the west and proximity to Huntington Drive, Mitigation Measure TRA-1 would ensure that procedures are in place to minimize stacking vehicles in drive aisles and public right-of-way. With compliance with Mitigation Measure TRA-1 for both the proposed Chick-fil-A restaurant and the Starbucks café, impacts in this regard would be reduced to less than significant levels.

Furthermore, the project would accommodate pedestrian and bicycle access via exclusive walkways which connect the proposed Chick-fil-A restaurant and Starbucks café to the public sidewalks. The walkways would minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment which in turn can encourage use of active transportation modes. As such, these project features would reduce design hazards for pedestrians and bicyclists at the site. With implementation of Mitigation Measure TRA-1, potential increased hazards due to a geometric design feature or incompatible uses would be reduced to less than significant levels.

Mitigation Measures:

TRA-1 The respective Applicants shall prepare an on-site transportation circulation plan for review and approval by the City Engineer prior to final plan approval. The plan shall include requirements for monitoring of vehicle queuing in the drive-thru lanes to ensure queued vehicles do not block vehicular circulation within the parking lot, and que in such a way that avoids overflow onto Huntington Drive. Should queueing occur beyond the available vehicle storage (13 vehicles for Starbucks café or 23 vehicles for Chick-fil-A restaurant), team members shall go out to the drive-thru lanes and take orders with hand held ordering and payment devices to increase ordering and payment efficiency and reduce queues. The on-site transportation circulation plan shall also identify recommended staff parking areas closest to the anticipated drive-thru queuing areas in order to allow stacking.

d. Result in inadequate emergency access?

Less Than Significant with Mitigation Incorporated. As discussed in Response 4.9(f), project construction and operations would not interfere with any daily operations of the City of Monrovia Police Department (MPD) or Monrovia Fire & Rescue. The project would incorporate all applicable design and safety standards and regulations as set forth by the California Building Code (CBC), MPD, and Monrovia Fire & Rescue to ensure that it does not interfere with the provision of local emergency services (i.e., provision of adequate access roads to accommodate emergency response vehicles, minimum turning radii, adequate numbers/locations of fire hydrants, etc.).

Further, development of the project would not significantly alter emergency access to persons at the project site. Existing site access at the project site would remain similar to existing conditions, including two driveways along Huntington Drive and one driveway at Encino Avenue. All appropriate fire and emergency access conditions would be incorporated into the project design. Prior to final site plan approval, the respective Applicants would be required to submit plans to the MPD and Monrovia Fire & Rescue for review of compliance with applicable regulations. With implementation of the existing City standards and regulations, site access would be sufficient for emergency vehicles and impacts in this regard would be less than significant.

Should temporary partial lane closure be required during the construction phase for the reconstruction Encino Avenue and Huntington Drive right-of-way, the respective Applicants would be required to implement a Traffic Management Plan (TMP) to maintain emergency access during the construction process and minimize congestion as stated in Mitigation Measure TRA-2. Thus, impacts concerning emergency access would be reduced to less than significant levels with mitigation incorporated.

Mitigation Measures:

TRA-2 Prior to project construction initiation, the respective Applicants shall prepare a Traffic Management Plan (TMP) for approval by the City Traffic Engineer. The TMP shall specify that one direction of travel in each direction on adjacent roadways must always be maintained during project construction activities. If full lane closures are required and one direction of travel in each direction cannot be maintained, the TMP shall identify planned detours. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of construction flag person(s) to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

This page intentionally left blank.

4.18 TRIBAL CULTURAL RESOURCES

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

Applicable Regulations

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project."

Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or that the lead agency has determined to be significant based on substantial evidence.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this environmental document.

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

No Impact. Refer to Response 4.5(a) and Appendix B, *Cultural Resources Study*. No known cultural resources listed or eligible for listing in a State or local register of historic resources are located within the project site. Thus, no impacts to tribal cultural resources that are listed or eligible for listing in the California Register or in a local register would occur.

Mitigation Measures: No mitigation measures are required.

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, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant With Mitigation Incorporated. In compliance with AB 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the project. The letters were distributed by certified mail on September 3, 2020. The tribes had 30 days to respond to the City's request for consultation. The Gabrieleno Band of Mission Indians – Kizh Nation responded on September 9, 2020 stating that the project is within the tribe's ancestral tribal territory and requested consultation. No other tribes responded within the 30 days.

City staff consulted with members of the Gabrieleno Band of Mission Indians – Kizh Nation in February and March 2021. During the consultation, the Gabrieleno Band of Mission Indians – Kizh Nation provided confidential information relevant to tribal cultural resources that may exist within the project area, and they identified concerns that the project may affect such resources during ground-disturbing activities. Thus, the project site was identified as sensitive to possible unknown tribal cultural resources.

As proposed earthwork for the project would involve approximately 814 cubic yards of cut and fill balanced on-site, project construction has the potential to uncover previously undiscovered tribal cultural resources. Based on feedback provided by the Gabrieleno Band of Mission Indians – Kizh Nation, the City developed Mitigation Measure TCR-1 to minimize potential impacts to unknown tribal cultural resources.

Prior to the commencement of any ground-disturbing activity at the project site, the respective Applicant would be required to retain a Native American Monitor, approved by the Gabrieleno Band of Mission Indians – Kizh Nation, for monitoring during ground-disturbing activities. Should potential tribal cultural resources be uncovered, the contractor would be required to cease work within 100 feet of the find, and the Native American Monitor would be required to assess the find. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians – Kizh Nation shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner would be required to be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. With implementation of Mitigation Measure TCR-1, impacts to tribal cultural resources would be reduced to less than significant levels.

Mitigation Measures*:*

TCR-1 Prior to the commencement of any ground-disturbing activity at the project site, the respective Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians – Kizh Nation, the tribe that consulted on this project pursuant to Assembly Bill 52 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of Monrovia Community

Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity.

The Tribal Monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources.

In the event that potential tribal cultural resources are discovered during project construction, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All tribal cultural resources unearthed by project activities shall be evaluated by the Tribal Monitor, approved by the Consulting Tribe, and a qualified archaeologist, if one is present. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Work may continue in other parts of the project site while evaluation and any required recovery activities take place. If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

This page intentionally left blank.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental impacts?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which services or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with Federal, State and local management and reduction statutes and regulations related to solid waste?			✓	

The information presented in this analysis is based on and supplemented by project correspondence for utilities; refer to Appendix H, *Utilities Correspondence*.

a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental impacts?

Less Than Significant Impact.

Water

The City operates its own water utility service system, with all water obtained from five active wells located in the Main San Gabriel Basin with a total capacity of over 10,000 gallons per minute.[1] According to the *Air Quality/Greenhouse Gas Analysis for Chick-fil-A and Starbucks-Huntington and 210*, the existing restaurant on-site generates a water demand of approximately 3.52 million gallons per year, or 9,634 gallons per day (gpd) while the project would result in a water demand of approximately 2.18 million gallons per year, or 5,972 gpd; refer to Appendix A, *Air Quality and Greenhouse Gas Assessment*. As such, the project would substantially reduce water demand on-site compared to the existing restaurant, and no new or expanded water facilities would be required to accommodate the project.

The project would demolish the existing on-site lateral connections. Water service connections would be installed, connecting the proposed Starbucks café building to an existing 12-inch water line within Huntington Drive right-of-way and the proposed Chick-fil-A

[1] City of Monrovia. *Water System*. https://www.cityofmonrovia.org/your-government/public-works/water. Accessed October 30, 2020.

restaurant building to an existing 8-inch water line within Encino Avenue right-of-way. Payment of development fees and connection fees to the City would be required. Additionally, the City has provided a "Will Serve" letter, stating the City would supply potable water to the project site; Refer to Appendix H, *Utility Correspondence*. No new off-site water facilities are proposed, nor are existing facilities proposed to be expanded, other than connections to the existing system. As such, less than significant impacts would occur in this regard.

Wastewater Treatment

The City has provided a "Will Serve" letter, stating municipal departments would provide wastewater services to the project site; refer to Appendix H, *Utilities and Service Systems*. The City's sewer system delivers wastewater sewage to main lines leading to the Sanitation Districts of Los Angeles County San Jose Creek Water Reclamation Plant, located in the City of Whittier.[2] The Plant provides primary, secondary, and tertiary treatment at a capacity of 100 million gallons of wastewater per day (mgd).

Sanitation Districts of Los Angeles County provides wastewater generation factors for various land use types. Commercial (restaurant) uses are estimated to generate 1,000 gpd of wastewater per 1,000 square feet.[3] Using this factor, the existing Claim Jumper restaurant, a 12,216-square foot building, is estimated to generate approximately 12,216 gpd of wastewater. In comparison, the proposed Chick-fil-A restaurant (4,562-square foot building) and Starbucks café (2,200-square foot building) would generate approximately 6,762 gpd of wastewater combined. As such, the project would substantially reduce wastewater generated on-site compared to the existing condition and would be adequately accommodated by the City's existing sewer system and the San Jose Creek Water Reclamation Plant.

Sewer service connections would be made with new 4- and 6-inch lateral sewer lines from the proposed Starbucks café building to an existing 8-inch sewer line within Huntington Drive right-of-way and from the proposed Chick-fil-A restaurant building to an existing 8-inch sewer line within Encino Avenue right-of-way. Grease interceptors would be installed for both buildings, which would treat waste prior to connecting to the existing sewer lines. No new off-site wastewater treatment facilities are proposed, nor are existing facilities proposed to be expanded, other than connections to the existing system. Additionally, the project would be required to pay sewer connection fees and ongoing user fees to the City. As the project is consistent with the land use designation for the area, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities. Less than significant impacts would occur in this regard.

Stormwater Drainage

The project would demolish the existing on-site stormwater drainage system and construct a new stormwater collection system on-site. On-site stormwater run-off would be collected in two on-site underground infiltration galleries via underground drainpipes. If galleries exceed their design capacity, storm water would flow out of catch basins and into the existing municipal stormwater system on Encino Avenue and Alta Street. These overflow conditions

[2] City of Monrovia. *Sewer System Management Plan*. https://www.cityofmonrovia.org/home/showdocument?id=4776. Accessed October 30, 2020.

[3] Sanitation Districts of Los Angeles County. *Table 1, Loadings for Each Class of Land Use*. https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531. Accessed March 9, 2021.

are similar to the existing drainage system on-site No other new off-site stormwater facilities are anticipated to be required, nor are other off-site existing facilities anticipated to be expanded. Less than significant impacts would occur in this regard.

Dry Utilities

Electricity and natural gas services at the project site are currently provided by Southern California Gas Company and Southern California Edison, respectively. Telecommunication services are provided by Frontier Communication. The project would result in the construction of new private on-site dry utilities associated with electricity, gas, and telecommunications. Additionally, Southern California Gas, Company, Southern California Edison, and Frontier Communication have indicating that they would have the ability to serve the project for electric, natural gas, and telecommunications services to the project, respectively; refer to Appendix H.

The project would demolish the existing on-site dry utility connections and construct new dry utility connections, the construction of which would not cause significant environmental effects. Additionally, construction of the project's dry utilities would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations ensuring the project's construction-related environmental impacts are reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As stated in Response 4.19(a), the City would provide potable water service to the project site. The City relies on groundwater obtained from five active wells located in the Main San Gabriel Basin for supply. The Main San Gabriel Basin contains a total capacity of over 10,000 gallons per minute. Additionally, according to the *City of Monrovia 2015 Urban Water Management Plan* (UWMP), the City is capable of purchasing imported water supplies from the Metropolitan Water District of Southern California (MWD), which can supply up to approximately 6,300 gallons per minute (gpm). Historically, the City has not utilized imported water supplies to meet demands. According to the UWMP, the City if currently capable of meeting projected demands during normal, dry, and multiple dry years through 2040 in acre-feet (AF); refer to Table 4.19-1, *Normal Year Supply and Demand Comparison*, through Table 4.19-3, *Multiple Dry Year Supply and Demand Comparison*.

Table 4.19-1
Normal Year Supply and Demand Comparison

	2020	2025	2030	2035	2040
Supply Totals	6,635	6,734	6,833	6,935	7,037
Demand Totals	6,635	6,734	6,833	6,935	7,037
Difference	0	0	0	0	0
Source: City of Monrovia, *2015 Urban Water Management Plan,* April 2016.					

Table 4.19-2
Single Dry Year Supply and Demand Comparison

	2020	2025	2030	2035	2040
Supply Totals	5,972	6,061	6,150	6,242	6,333
Demand Totals	5,972	6,061	6,150	6,242	6,333
Difference	0	0	0	0	0

Notes: A single dry year represents approximately 90 percent of projected demands.
Source: City of Monrovia, *2015 Urban Water Management Plan,* April 2016.

Table 4.19-3
Multiple Dry Year Supply and Demand Comparison

		2020	2025	2030	2035	2040
First Year	Supply Totals	5,972	6,061	6,150	6,242	6,333
	Demand Totals	5,972	6,061	6,150	6,242	6,333
	Difference	0	0	0	0	0
Second Year	Supply Totals	6,462	6,559	6,655	6,755	6,854
	Demand Totals	6,462	6,559	6,655	6,755	6,854
	Difference	0	0	0	0	0
Third Year	Supply Totals	6,602	6,700	6,799	6,900	7,002
	Demand Totals	6,602	6,700	6,799	6,900	7,002
	Difference	0	0	0	0	0

Notes: A multiple dry year represents approximately 90 percent of average year demand, second year represents approximately 97.4 percent of average year demand, and third year represents approximately 99.5 percent of normal year demand.
Source: City of Monrovia, *2015 Urban Water Management Plan,* April 2016.

The project site would be meet the UWMP's land use sector designation as a commercial site; where use for water would provide or distribute a product or service. The project's water demand is within the UWMP's water demand projection for the City, and the City anticipates having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As stated in Response 4.19(a), project implementation would not require the relocation or construction of new or expanded wastewater treatment facilities. The project would demolish one existing commercial restaurant and construct two new drive-thru restaurant facilities on-site. As such, the project is not anticipated to generate a substantial source of additional wastewater above the project site's existing conditions. Further, the City is expected to account for no more than 0.3 percent of the daily treated wastewater volume in the three receiving reclamation plants (the Whittier Narrows Reclamation Plant, the San Jose Creek Water Reclamation Plant, and the Los Coyotes Water Reclamation Plant), even if the County Sanitation Districts of Los Angeles County (wastewater reclamation plants operator) do not make any capacity improvements over their current

treatment capacity.[4] Additionally, the City has provided a "Will Serve" letter, which indicates sufficient wastewater collection facilities and treatment capacity are available; refer to Appendix H. As a result, the project's wastewater demand, in addition to the City's existing commitments, would not exceed capacity. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Athens Services provides solid waste collection for the City, including the project site, and disposes over 98 percent of the City's solid waste at the nine landfills identified in Table 4.19-4, *Landfills Serving the City*.[5]

Table 4.19-4
Landfills Serving the City

Name/Location	Maximum Daily Throughput (tons per day [tpd])	Maximum Permitted Capacity (tons)	Remaining Capacity (tons)	Percent Remaining Capacity
Azusa Land Reclamation Company Landfill 1211 West Gladstone Street Azusa, CA 91702	8,000	80,571,760	51,512,201	63.9%
Chiquita Canyon Sanitary Landfill 29201 Henry Mayo Drive Castaic, CA 91384	12,000	110,366,000	60,408,000	54.7%
10910 Dawson Canyon Road Corona, CA 91719 El Sobrante Landfill	16,054	209,910,000 cy	143,977,170 cy	68.6%
Mid-Valley Sanitary Landfill 2390 N. Alder Avenue Rialto, CA 92377	7,500	101,300,000	61,219,377	60.4%
Olinda Alpha Landfill 1942 N. Valencia Avenue Brea, CA 92823	8,000	148,800,000	34,200,000	22.9%
San Timoteo Sanitary Landfill San Timoteo Canyon Road Redlands, CA 92373	2,000	22,685,785	12,360,396	54.4%
Simi Valley Landfill & Recycling Center 2801 Madera Road Simi Valley, CA 93065	64,750	119,600,000	82,954,873	69.4%
Sunshine Canyon City/County Landfill 14747 San Fernando Road, Sylmar Sunshine LF (in Los Angeles County), CA 91342	12,100	140,900,000	77,900,000	55.2%
Victorville Sanitary Landfill 18600 Stoddard Wells Road Victorville, CA 92307	3,000	83,200,000	81,510,000	97.9%

cy = cubic yards
Sources: CalRecycle, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed November 3, 2020.

[4] City of Monrovia, *Final Environmental Impact Report, Monrovia General Plan Proposed Land Use and Circulations Elements*, January 2008.

[5] CalRecycle, *Jurisdiction Disposal by Facility and Alternative Daily Cover (ADC) Tons by Facility*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed November 2, 2020.

Construction

The project would demolish an existing restaurant building and construct two new restaurant facilities. Given the remaining capacity of area landfills (see Table 4.19-4), demolition materials would not exceed the capacity of local or regional landfills. Further, all construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2019 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant.

Operation

Based on a solid waste generation rate of 0.005 pounds per square feet per day for a restaurant use,[6] the proposed 6,762 of restaurant uses would generate approximately 33.81 pounds per day (ppd) of solid waste. The existing 12,216-square foot restaurant generates approximately 61.1 ppd of solid waste. Thus, the project would result in a net reduction of approximately 27.3 ppd of solid waste. The project's 33.81 ppd of generated solid waste represents approximately 0.004 percent of the maximum daily throughput at the Azusa Land Reclamation Company Landfill (excluding consideration of the eight other available landfills serving the City). Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Comply with Federal, State and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Refer to Response 4.19(d) above. The project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and the 2019 (or most recent) Green Building Code. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[6] CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed November 5, 2020.

4.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire (CAL FIRE) Fire Hazard Severity Zone Viewer, the project site is not located in or near a State responsibility area nor is the project site designated as a very high fire severity zone.[1,2] As indicated in Response 4.9(g), the project site and surrounding land uses are developed with urban land uses and do not present a wildland fire hazard. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

[1] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zones in SRA, Los Angeles County*, adopted by CAL FIRE on November 7, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed January 25, 2021.

[2] California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE, Monrovia, September 2011,* https://osfm.fire.ca.gov/media/5832/monrovia.pdf, accessed January 25, 2021.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, the project site is previously developed and is located within an urbanized area of the City. As such, no sensitive plant or animal species are present on-site and no impacts would occur in this regard.

As indicated in Section 4.5, *Cultural Resources*, Section 4.7, *Geology and Soils*, and Section 4.18, *Tribal Cultural Resources*, impacts on cultural, paleontological, or tribal cultural resources are not anticipated due to the level of past disturbance on-site. Nonetheless, due to the proposed excavation, there is a possibility that unknown cultural resources are uncovered during site disturbance activities. As such, in the unlikely event that previously unidentified cultural resources are encountered during ground-disturbing activities, Mitigation Measure CUL-1 would require all project construction efforts in the immediate area to halt until an archaeologist evaluate the find and recommends a course of action. Mitigation Measure TCR-1 would require a Tribal Monitor during site disturbance activities and implementation of appropriate actions should unknown TCRs be discovered during site disturbance. Further, if evidence of subsurface paleontological resources is found during construction, Mitigation Measure GEO-1 would ensure that project construction activities would cease within 50 feet of the discovery and the City Planning Division be contacted. With direction from the City Planning Division, a qualified paleontologist may be contacted to evaluate the find and recommend a course of action.

As such, the project would not potentially 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 with implementation of Mitigation Measures CUL-1, TCR-1, and GEO-1.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if a project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the project would not result in any significant impacts in any environmental categories with implementation of standard conditions and project mitigation measures. Specifically, as discussed in Response 4.3(b), 4.8(a), 4.8(b), and 4.13(a) pertaining to cumulative air quality, greenhouse gas emissions, and noise, respectively. As discussed in these sections, the incremental effects of the project would be less than considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Impacts in this regard would be less than significant.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous sections, the project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework, standard conditions, and mitigation measures. Impacts would be reduced to less than significant levels in this regard.

4.22 REFERENCES

The following references were utilized during preparation of this Initial Study.

1. Athanor Environmental Services Inc., *Workplan to Conduct Subsurface Soil Investigation of 840 Huntington Drive, Monrovia, CA 91016 Case No. R-21646, Global ID No. T10000016180*, dated December 15, 2020.

2. American Society of Civil Engineers, *Minimum Design Loads for Buildings and Other Structures, Table 20.3-1, Site Classification*, https://gwang.people.ust.hk/CIVL575/CIVL5750ClassNotes2_Handout_ASCE7.pdf, accessed December 9, 2020.

3. Anza Resource Consultants, Inc., *Cultural Resources Study for the Chick-fil-A Huntington Drive & 210 Project, Monrovia, Los Angeles, California*, dated December 16 , 2020.

4. Athanor Environmental Services Inc., *Final Closure Report for Underground Storage Tank Removal and Site Remediation*, April 1994.

5. California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017.

6. California Air Resources Board, *California Greenhouse Gas Emission Inventory for 2000 to 2018*, https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2018/ghg_inventory_trends_00-18.pdf, 2020.

7. California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed January 25, 2021.

8. California Department of Conservation, Division of Mine Reclamation, *Mines Online*, https://maps.conservation.ca.gov/mol/index.html, accessed on January 25, 2021.

9. California Department of Conservation, Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

10. California Department of Fish and Wildlife, *California Regional Conservation Plans*, October 2017, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed November 6, 2020.

11. California Department of Forestry and Fire Protection, *Fire Hazard Severity Zones in SRA*, *Los Angeles County,* adopted by CAL FIRE on November 7, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed January 25, 2021.

12. California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE, Monrovia*, September 2011, https://osfm.fire.ca.gov/media/5832/monrovia.pdf, accessed January 25, 2021.

13. California Department of Transportation, *California State Scenic Highway System Map*, https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983/, accessed January 26, 2021.

14. California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/p2/, accessed December 13, 2020.

15. California Energy Commission, *2013 California Energy Efficiency Potential and Goals Study, Appendix Volume I*, August 15, 2013.

16. California Energy Commission, *2019 Power Content Label Southern California Edison*, https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf, accessed December 31, 2020.

17. California Energy Commission, *Final 2019 Integrated Energy Policy Report,* February 20, 2020.

18. California Environmental Protection Agency, *Cortese List Data Resources (website)*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed January 4, 2021.

19. California Public Utilities Commission, *Long Term Energy Efficiency Strategic Plan*, September 2008.

20. California Regional Water Quality Control Board Los Angeles Region, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4*, June 16, 2015.

21. CalRecycle, Jurisdiction Disposal by Facility and Alternative Daily Cover (ADC) Tons by Facility,https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFaility, accessed November 2, 2020.

22. CalRecycle, Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed November 5, 2020.

23. CalRecycle, SWIS Facility/Site Search. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search. Accessed November 3, 2020

24. City of Monrovia, *Monrovia General Plan*, updated February 2020.

25. City of Monrovia, *Monrovia Municipal Code*, codified through Ordinance 2013-15 Section 2, 2003.

26. City of Monrovia, *Final Environmental Impact Report, Monrovia General Plan Proposed Land Use and Circulations Elements*, January 2008.

27. City of Monrovia, *Divisions*, https://www.cityofmonrovia.org/your-government/fire-department/about-us/divisions, accessed October 30, 2020.

28. City of Monrovia, *Library*, https://www.cityofmonrovia.org/your-government/library, accessed October 30, 2020.

29. City of Monrovia, *School*s, https://www.cityofmonrovia.org/city-services/schools, accessed October 30, 2020.

30. City of Monrovia, *Sewer System Management Plan*, https://www.cityofmonrovia.org/home/showdocument?id=4776. Accessed October 30, 2020.

31. City of Monrovia, *Visit Monrovia's Parks*, https://www.cityofmonrovia.org/your-government/parks, accessed October 30, 2020.

32. Stetson Engineers, Inc., *City of Monrovia 2015 Urban Water Management Pla*n, April 2016.

33. City of Monrovia, *Water System,* https://www.cityofmonrovia.org/your-government/public-works/water, accessed October 30, 2020.

34. Eilar Associates, Inc., *Air Quality/Greenhouse Gas Analysis for Huntington and 210*, March 31, 2021.

35. Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A and Starbucks – Huntington and 210*, March 18, 2021.

36. Eilar Associates, Inc., *Acoustical Memorandum for Pocket Park – Chick-fil-A and Starbucks Huntington Drive*, January 19, 2021.

37. Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06037C1400F*, https://msc.fema.gov/portal/firmette?latitude=34.13969009265689&longitude=-118.01774368315897, accessed December 13, 2020.

38. Giles Engineering Associates, Inc., *Geotechnical Engineering Exploration and Analysis*, May 18, 2020.

39. Giles Engineering Associates, Inc., *Phase I Environmental Site Assessment, Proposed Chick-fil-A Restaurant No. 04698*, March 25, 2020.

40. Giles Engineering Associates, Inc., *Limited Phase II Environmental Site Assessment, Proposed Chick-fil-A Restaurant No. 04698*, May 12, 2020.

41. Institute of Lighting Professionals, *Guidance note for the Reduction of Obtrusive Light*, January 2020.

42. Joseph C. Truxaw and Associates, Inc., *Hydrology and Hydraulic Analysis for Chick-fil-A Restaurant #4698*, October 16, 2020.

43. Joseph C. Truxaw and Associates, Inc., *Low Impact Development (LID) Plan for Chick-fil-A, #4698*, November 20, 2020.

44. Joseph C. Truxaw and Associates, Inc., *Low Impact Development (LID) Plan for Proposed Starbucks Restaurant*, October 20, 2020.

45. Linscott, Law, and Greenspan Engineers, *Transportation Impact Study, Chick-Fil-A/Starbucks Monrovia Project*, January 22, 2021.

46. Los Angeles Regional Water Quality Control Board, *Underground Storage Tank Program – Soil Investigation Approval*, dated February 26, 2021.

47. Salem Engineering Group, Inc., *Phase I Environmental Site Assessment, Proposed Starbucks, 840 West Huntington Drive, Monrovia, California*, dated August 11, 2020.

48. Salem Engineering Group, Inc., *Phase II Environmental Site Assessment, Proposed Starbucks, 840 West Huntington Drive, Monrovia, California*, dated October 2, 2020.

49. San Gabriel Valley Energy Wise Partnership, *City of Monrovia Energy Action Plan*, June 2008.

50. Scripps Institution of Oceanography, *Rise of Carbon Dioxide Unabated*, https://scripps.ucsd.edu/news/rise-carbon-dioxide-unabated, accessed December 15, 2020

51. South Coast Air Quality Management District, *2016 Air Quality Management Plan*, March 2017.

52. South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

53. South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, revised July 2008.

54. South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2, August 26, 2009.

55. Southern California Association of Governments, *2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020

56. Southern California Association of Governments, *Employment Density Study Summary Report*, dated October 31, 2001.

57. Southern California Association of Government, *Regional Comprehensive Plan*, 2008.

58. Southern California Association of Government, *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 2016.

59. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, with 2010 Benchmark*, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, May 2020.

60. The Institution of Lighting Engineers, *Guidance Notes for the Reduction of Obtrusive Light*, 2005.

61. U.S. Fish and Wildlife Services, *National Wetlands Inventory*, https://www.fws.gov/wetlands/data/mapper.html, accessed November 6, 2020.

This page intentionally left blank.

4.23 REPORT PREPARATION PERSONNEL

CITY OF MONROVIA (LEAD AGENCY)

Planning Division
415 South Ivy Avenue
Monrovia, California 91016

Craig Jimenez, Director of Community Development
Sheri Bermejo, Planning Division Manager

CHICK-FIL-A, INC. (APPLICANT)

15635 Alton Pkwy, Ste 350
Irvine, CA 92618

Jennifer Daw, Principal Development Lead
Leslie Clay, New Restaurant Growth

STARBUCKS COFFEE/GREENBERGFARROW (APPLICANT)

30 Executive Park, Suite 100
Irvine, CA 92614

Keri Hellinga, Starbucks Coffee Store Development Manager
Indira Ibrahimbegovic, Greenbergfarrow Architect

4G DEVELOPMENT AND CONSULTING, INC. (APPLICANT REPRESENTATIVE)

P.O. Box 270571
San Diego, CA 92198

Leah Loveland, Senior Project Manager
Brooke Reimer, Senior Project Engineer

MICHAEL BAKER INTERNATIONAL (ENVIRONMENTAL ANALYSIS)

5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

John Bellas, Project Director
Kristen Bogue, Project Manager
Eleni Getachew, Environmental Analyst
Winnie Woo, Environmental Analyst
Danielle Regimbal, Air Quality/Greenhouse Gas Specialist
Tanner Wolverton, Environmental Analyst
Faye Stroud, Graphics
Hilary Ellis, Word Processing

ANZA RESOURCE CONSULTANTS (CULTURAL RESOURCES ASSESSMENT)

603 Seagaze Drive, Suite 1018
Oceanside, California 92054

Kevin Hunt, Principal

EILAR ASSOCIATES, INC. (AIR QUALITY AND NOISE ANALYSIS)

210 South Juniper Street, Suite 100
Escondido, California 92025

Amy Hool, INCE, President/CEO
Mo Ouwenga, INCE, Acoustical Consultant

BLUESCAPE ENVIRONMENTAL (GREENHOUSE GAS)

16870 West Bernardo Drive, Suite 400
San Diego, CA 92127

James Westbrook

GILES ENGINEERING ASSOCIATES, INC. (GEOTECHNICAL INVESTIGATION AND HAZARDOUS MATERIALS DOCUMENTATION)

1965 North Main Street
Orange, California 92865

Monica L. Sell, P.E., Project Engineer I
Terry L. Giles, P.E., G.E., President and CEO
Steven C. Thuemling, Corporate Manager-Phase I Services
Karen L. Walthall, Senior Environmental Consultant
Michael F. Pisarik, Regional Director

JOSEPH C. TRUXAW & ASSOCIATES, INC. (HYDROLOGY AND WATER QUALITY REPORTS)

265 South Anita Drive, Suite 111
Orange, California 92868

Randy J. Decker, P.E.

LINSCOTT, LAW & GREENSPAN ENGINEERS (TRAFFIC ANALYSIS)

4542 Ruffner Street, Suite 100
San Diego, California 92111

Grace Turney, EIT, Transportation Engineer III
Clare M. Look-Jaeger, P.E.

5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study, we recommend the City of Monrovia prepare a mitigated negative declaration for the Chick-fil-A and Starbucks Huntington Drive & 210 Project. We find the project could have a significant effect on certain environmental issues but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend the second category be selected for the City of Monrovia's determination (see Section 6.0, *Lead Agency Determination*).

5/3/2021
Date

Kristen Bogue, Project Manager
Michael Baker International

This page intentionally left blank.

6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature: Sheri Bermejo

Title: Planning Division Manager

Printed Name: Sheri Bermejo

Agency: City of Monrovia

Date: April 26, 2021

This page intentionally left blank.