PLANNING COMMISSION
MEETING AGENDA

TUESDAY, MARCH 18, 2025 AT 6:30 PM

CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA

PLANNING COMMISSION MEMBERS
ARMANDO MEDINA, CHAIR
NATALIA LOMELI, VICE CHAIR
VICTOR CUEVAS, PLANNING COMMISSIONER
ALICIA MORALES, PLANNING COMMISSIONER
VACANT, PLANNING COMMISSIONER

CITY STAFF
JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
VIVIANA ESPARZA, PLANNING MANAGER
MARIA CELESTE ALCANTAR, MANAGEMENT ANALYST

NOTICES

This Planning Commission Meeting will be held in person and will meet at **City Hall – City Council Chambers, 1600 West Beverly Boulevard, Montebello, California**. The meeting will be live streamed and can be watched on the City's website and YouTube Channel via the following link: https://www.montebelloca.gov, and may also be viewed on Spectrum Public Access Channel 3 for all Spectrum cable subscribers.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act (ADA) any person with a disability who requires special accommodations in order to participate in a meeting should contact **Maria Celeste Alcantar, Management Analyst at (323)-887-1486** Monday-Thursday from 7:30 a.m.-5:30 p.m. Please call 48 hours prior to the meeting to ensure that reasonable arrangements can be made to provide accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II 1203). If you require translation services, please contact us 24 hours before this meeting.

PUBLIC COMMENTS:
In-Person: For those interested in participating during the Public Comment period(s) or public testimony period for Public Hearings of the Planning Commission meetings, you may address the Planning Commission in person the day of the meeting. Speakers will be required to complete a speaker card provided at the door and submit it to the **Maria Celeste Alcantar, Management Analyst** prior to each Public Comment announcement period. Staff will number and call each speaker card in the order received.

Via Email: The public may also submit emailed comments via the following email address: **pcpubliccomment@montebelloca.gov** up until the day of the meeting, **Tuesday, March 18, 2025, by 6:00 p.m.** These comments will be submitted to all members of the Planning Commission and will not be read aloud, but will be entered into the record of the proceedings to the extent they relate to matters listed on the posted agenda or otherwise address matters/issues within the subject matter jurisdiction of the Planning Commission. Any requests to provide public comment which is submitted after the deadlines indicated above will not be submitted to the Planning Commission, with the exception of non-agenda written item comments which will be held over for the next regularly scheduled meeting.

RULES OF DECORUM:
Pursuant to Section 54957.95 of the Government Code, the presiding member of the legislative body conducting a meeting, or their designee, is authorized to remove, or cause the removal of, an individual for disrupting the meeting. Any such removal will be preceded by a warning to the disruptive individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to promptly cease their disruptive behavior may result in their removal.

AGENDA MATERIALS: The agenda and agenda packet related to items on this agenda are available for public inspection at City's website at: Agendas, Minutes, and Videos,

IN CONSIDERATION OF OTHERS, PLEASE TURN OFF, OR MUTE, ALL CELL PHONES AND PAGERS
THANK YOU FOR YOUR COOPERATION

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

CORRECTIONS TO THE AGENDA

PUBLIC COMMENTS (30 MINUTES)
At this time, the general public may address the Commission/Committee on any items listed on the Agenda, including items not listed on the Agenda (Non-Agenda Items) that are within subject matter jurisdiction. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Commission/ Committee from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

STAFF COMMUNICATIONS

MINUTES

1. APPROVAL OF THE MINUTES FROM THE PLANNING COMMISSION MEETING HELD ON MARCH 4, 2025.

CONTINUED PUBLIC HEARING

2. CONDITIONAL USE PERMIT ("CUP") (CASE NO. PC-2024-0015-CUP) TO ALLOW THE ON-SITE SALE OF A FULL LINE OF ALCOHOLIC BEVERAGES (ALCOHOLIC BEVERAGE CONTROL LICENSE TYPE 47) FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A RESTAURANT (MONTEBELLO PUBLIC MARKET) FOR THE PROPERTY LOCATED AT 516 W. WHITTIER BOULEVARD ("THE PROPERTY").

RECOMMENDATION: It is recommended that the Planning Commission conduct a public hearing and take the following action:

1. ADOPT Resolution No.3-25 approving a Conditional Use Permit (Case No. PC-2024-0015-CUP), subject to certain findings and conditions to allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant for the property located at 516 W. Whittier Blvd. (Montebello Public Market); and
2. DETERMINE AND FIND that the project (ENV No. 12-24-CE) is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section (15301) related to Class 1 "Existing Facilities" as it involves negligible or no expansion of the existing or former use.

PUBLIC HEARING

3. CONDITIONAL USE PERMIT ("CUP") CASE NO. PC-2025-0001-CUP TO AUTHORIZE THE DEMOLITION OF THE EXISTING ONE-STORY STRUCTURE LOCATED AT 720 S. MAPLE AVENUE ("PROJECT SITE") AND TO ALLOW THE CONSTRUCTION AND OPERATION OF AN APPROXIMATELY 170,582 SQUARE-FOOT, 4-STORY SELF-STORAGE FACILITY

RECOMMENDATION: It is recommended that the Planning Commission conduct a public hearing and take the following action:

1. ADOPT Resolution No. 05-25 conditionally approving the demolition of all structures located on the Project Site and allowing the construction of an approximately 170,582 square foot, 4-story structure for self-storage and office related uses for the property located at 720 S. Maple Avenue and making related findings that the proposed Project is consistent with the Montebello General Plan; and
2. DETERMINE and FIND that the Project (ENV No. 01-25) is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332 – In-fill Development Projects.

PLANNING COMMISSION ORALS

Planning Commission member announcements; requests for future agenda items; conference/meetings reports.

ADJOURNMENT

The City of Montebello Planning Commission will adjourn to the next Regular Meeting on **April 8, 2025 at 6:30 p.m.** at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, **Maria Celeste Alcantar, Management Analyst** for the City of Montebello hereby certify that a copy of this agenda has been posted on or before **Thursday**, **March 13, 2025 at 5:30 p.m.**

Maria Celeste Alcantar

Maria Celeste Alcantar, Management Analyst

CITY OF MONTEBELLO

PLANNING COMMISSION
MEETING AGENDA

M I N U T E S

TUESDAY, MARCH 04, 2025 AT 6:30 PM

CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA

CALL TO ORDER – Chair Medina called the meeting to order at 6:35 p.m.

ROLL CALL – Chair Medina, Vice-Chair Lomeli, and Commissioner Morales.

PLEDGE OF ALLEGIANCE – Chair Medina.

CORRECTIONS TO THE AGENDA – None.

PUBLIC COMMENTS (30 MINUTES)
At this time, the general public may address the Commission/Committee on any items listed on the Agenda, including items not listed on the Agenda (Non-Agenda Items) that are within subject matter jurisdiction. Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Commission/ Committee from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Chairperson.

STAFF COMMUNICATIONS- None.

MINUTES

1. **Approval of the Minutes from the Planning Commission meeting held on February 18, 2025.**

   Vice-Chair Lomeli motioned to approve the meeting minutes and was Seconded by Commissioner Morales. Planning Manager, Viviana Esparza took roll, and the item was approved 3-0.

PUBLIC HEARING

1. **CONDITIONAL USE PERMIT ("CUP") (CASE NO. PC-2024-0015-CUP) TO ALLOW THE ON-SITE SALE OF A FULL LINE OF ALCOHOLIC BEVERAGES (ALCOHOLIC BEVERAGE CONTROL LICENSE TYPE 47) FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A RESTAURANT (MONTEBELLO PUBLIC MARKET) FOR THE**

PROPERTY LOCATED AT 516 W. WHITTIER BOULEVARD ("THE PROPERTY").

Director Palombi introduced the agenda item, followed by a presentation from Assistant Planner, Ms. Grace Hayashi regarding the adoption of Resolution No. 03-25, which approves Conditional Use Permit (Case No. PC-2024-0015-CUP), to allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant for the property located at 516 W. Whittier Blvd. (Montebello Public Market). The Public Hearing was opened at 6:37 p.m. Following Ms. Hayashi's presentation, several members of the public voiced their concerns regarding the potential for increased traffic congestion, limited parking availability for patrons and employees, and the strain on nearby local businesses and residential streets. Following public comment, Jason Pan, the son of the applicant, Yao Pan, addressed both the public's concerns and the Commission's questions. The record shall reflect that there was no motion approved for Resolution No. 03-25 for Conditional Use Permit (Case No. PC-2024-0015-CUP) to allow the on-site sale of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant for the property located at 516 W. Whittier Blvd. The hearing will be tabled for the next Planning Commission meeting on Tuesday, March 18, 2025, as requested by the Commission. The Commissioners have requested additional clarification and further details regarding the project from staff.

MOTIONED: Vice-Chair Lomeli
SECONDED: Commissioner Morales
APPROVED: 3-0-0-1
AYES: Chair Medina, Vice-Chair Lomeli, and Commissioner Morales.
NOES: None.
ABSTAIN: None.
ABSENT: Commissioner Cuevas

2. **ZONE VARIANCE ("ZV") (CASE NO. PC-2024-0016-ZV) TO ALLOW DEVIATION FROM THE R-3 ZONING PARKING STANDARDS OUTLINED IN MONTEBELLO MUNICIPAL CODE SECTION 17.10.020 (RESIDENTIAL DEVELOPMENT STANDARDS TABLE). SPECIFICALLY, TO DEVIATE FROM THE MINIMUM PARKING SPACES REQUIRED PER DWELLING UNIT LOCATED AT 224 S. GREENWOOD AVENUE.**

Director Palombi introduced the agenda item, followed by a presentation from Assistant Planner Ms. Grace Hayashi regarding the adoption of Resolution No. 04-25 approving Zone Variance (Case No. PC-2024-0016-ZV) to allow deviation from R-3 zoning parking standards outlined in the M.M.C. 17.10.020. The Public Hearing was opened at 7:34 p.m. Following Ms. Hayashi's presentation, Vicken Serayearian, the applicant, spoke regarding the project. Staff received two (2) public comments in opposition to the proposed project. Chair Medina made a motion to approve Resolution No. 04-25 approving Zone Variance (Case No. PC-2024-0016-ZV) to allow deviation from R-3 zoning parking standards outlined in the M.M.C 17.10.020, with the added condition that a portion of the property's open space be designated for two (2) parking spaces. Chair Medina's motion was Seconded by Commissioner Morales. Planning Manager Viviana Esparza took roll, and the item was approved 3-0.

MOTIONED: Chair Medina
SECONDED: Commissioner Morales
APPROVED: 3-0-0-1
AYES: Chair Medina, Vice-Chair Lomeli, and Commissioner Morales
NOES: None.
ABSTAIN: None.
ABSENT: Commissioner Cuevas

PLANNING COMMISSION ORALS – None.

ADJOURNMENT

The meeting was adjourned at 7:55 p.m. to the next regularly scheduled meeting that will be held on March 18, 2025.

_____
Joseph Palombi, Planning Commission Secretary

ITEM # 2

CITY OF MONTEBELLO
PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Joseph Palombi, Planning & Community Development Director

BY: Grace Hayashi, Assistant Planner

SUBJECT: **CONDITIONAL USE PERMIT ("CUP") (CASE NO. PC-2024-0015-CUP) TO ALLOW THE ON-SITE SALE OF A FULL LINE OF ALCOHOLIC BEVERAGES (ALCOHOLIC BEVERAGE CONTROL LICENSE TYPE 47) FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A RESTAURANT (MONTEBELLO PUBLIC MARKET) FOR THE PROPERTY LOCATED AT 516 W. WHITTIER BOULEVARD ("THE PROPERTY").**

DATE: March 18, 2025

RECOMMENDATION(S):

It is recommended that the Planning Commission conduct a public hearing and take the following action:

1. ADOPT Resolution No.3-25 approving a Conditional Use Permit (Case No. PC-2024-0015-CUP), subject to certain findings and conditions to allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant for the property located at 516 W. Whittier Blvd. (Montebello Public Market); and
2. DETERMINE AND FIND that the project (ENV No. 12-24-CE) is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section (15301) related to Class 1 "Existing Facilities" as it involves negligible or no expansion of the existing or former use.

BACKGROUND:

On November 14, 2024, Yao Pan ("Applicant") filed an application for Conditional Use Permit (Case No. PC-2024-0015-CUP) to allow for a full line of alcohol for on-site consumption in conjunction with the operation of a restaurant located at 516 W. Whittier Boulevard, pursuant to Chapter 17.61 of the Montebello Municipal Code.

In addition to the City's discretionary review process, this proposal is also subject to licensing by the California Department of Alcohol and Beverage Control ("ABC"). ABC was created in 1955 as an independent department of the executive branch of the State's government and has exclusive power to license and regulate the manufacture, importation, and sale of alcoholic beverages within the State. It also has the power to deny, suspend, or revoke any specific alcoholic beverage license. In this case, the applicant is requesting a Type 47 license from ABC. This license would allow for the on-site sale and consumption of full line of alcoholic beverages at a public eating place.

As part of the application process, on November 18, 2024, staff issued a deemed complete letter to the Applicant, pursuant to California Government Code Section 65943 et seq.

On March 4, 2025, the Planning Commission considered Conditional Use Permit No. PC-2024-0015-CUP. After the Planning Commission's independent review, consideration, analysis of Staff's report and the information presented, as well as oral and written testimony by all parties and persons of the public, the Planning Commission unanimously voted to continue the item to the next regularly scheduled Planning Commission meeting on March 18, 2025.

PROJECT /APPLICANT INFORMATION

Project Location: 516 W. Whittier Blvd.
Project Applicant: Yao Pan (Montebello Public Market)
Property Owner: Yao Pan
General Plan Designation: Downtown
Zoning: Downtown Montebello Specific Plan
Existing Use on Property: Commercial

PROJECT DESCRIPTION

The Applicant seeks approval of a Conditional Use Permit to allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant (Montebello Public Market) for the property located at 516 W. Whittier Boulevard. Montebello Public Market will be a public market with seven types of restaurants specializing in all culture foods. If approved, the Conditional Use Permit will allow for the on-site sale and consumption of beer, wine, and spirits on the premises, which will complete the menu offerings while meeting guest demands for full dining experience.

The proposed restaurant is housed within a 6,450 square-foot space within an existing commercial building. Montebello Public Market will consist of 7 different kitchen units providing different cuisines. Within the restaurant's dining area there are ninety-five (94) patron seats, including twenty (20) within the patio dining area, and seventy-four (74) in the main dining area/bars seating. The bar area is not separate from the main dining area

seating, and a full menu of food items is available throughout all seating areas. The patio area is outlined in the attached floor plan and utilizes existing building space, therefore there will be no expansion on the public-right-of-way to accommodate for the patio seating. The restaurant will also have a 12' x 6' stage providing live music performances featuring a variety of bands to enhance customer experience. The live entertainment is aimed at attracting customers and providing a platform for local musicians, contributing to the cultural fabric of the area. Section 4.10 Glossary of the Montebello Downtown Specific Plan permits a restaurant to provide entertainment for the customer by performers of the arts (music, dance, comedy, readings, etc.).

The sale of alcohol will remain ancillary to the main function of the restaurant being food preparation and meal service. The proposed business hours will be from 11:00am to 9:00pm, Monday through Sunday and a complete menu of food items will be available at all hours of operation. Only on-site consumption is requested through this CUP, and no off-site sales are proposed. Per the Department of ABC guidelines, all restaurant staff involved with the sale of alcohol will be required to complete an authorized Responsible Beverage Service (RBS) program to be trained how to sell alcohol safely and responsibly. This training program includes requesting and reviewing proper identification to confirm the legal drinking age and avoid over-service of restaurant patrons. If the proposed Conditional Use Permit is approved, the property owner will be required to obtain a business license from the City to occupy the building for the new restaurant. Additionally, each tenant operating in the restaurant will need to individually obtain a business license. Consequently, the Applicant would obtain administrative building permits to complete proposed tenant improvements.

ENVIRONMENTAL:

The proposed Conditional Use Permit No. (Case No. PC-2025-0015-CUP) is considered a "project," per the California Environmental Quality Act ("CEQA") definition of a "project." The project is Categorically Exempt per Section §15301 (a) (Existing Facilities), Class 1, of the CEQA Guidelines because the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination such as interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances is considered exempt. Other than minor interior improvements, there will be no expansion to the interior or exterior of the existing facilities in connection with the proposed Project.

ANALYSIS:

Project Site
The Project Site is zoned for Downtown Specific Plan (Main Street) and is designated Main Street within the Downtown Specific Plan. The Project site is surrounded by other commercial uses. The surrounding zoning and land uses are listed as follows:

Direction	Zone	Land Use
North	Downtown Specific Plan	Downtown (Downtown Edge)
South	Downtown Specific Plan	Downtown (Main Street)
East	Downtown Specific Plan	Downtown (Main Street)
West	Downtown Specific Plan	Downtown (Main Street)

The project site is located within an existing standalone, single-story building located on the cross streets of West Whittier Boulevard and North 6th Street. The lot size totals 6,373 square feet and is developed with a 6,450 square foot commercial building that will be occupied by the proposed restaurant. There is one patron entrance on West Whittier Blvd. Parking options include parallel on-street parking, and public and private parking lots within walking distance. These parking options are strategically located throughout the Downtown Area to provide convenient access to the various amenities providing opportunities for the community to park only once and enjoy the Downtown area on foot. Pursuant to the Montebello Municipal Code Chapter 17.70, Conditional Use Permits, Section 17.70.100 Yard, Area, and Off-Street Parking Requirements states that, "[t]he requirements of this title relating to yard, building and structure height, area and off-street parking requirements, for any use for which a conditional use permit is required, shall be observed, except where the commission and/or council finds that specific alterations and/or exemptions are reasonable and are required to be made". Along Whittier Boulevard, on-street parking is typically provided that is unmetered and generally have two-hour time limits.

Business Operation
As mentioned, the proposed CUP would allow an ABC Type 47 alcohol license for the Montebello Public Market during the restaurant's hours of operation from 11:00am to 9:00pm, Monday through Sunday.

ABC License Type
The Applicant is requesting to allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant (Montebello Public Market) Table X identifies the number of licenses authorized by Census Tract number 5301.01. Table Y identifies the current alcoholic beverage licenses for that specific census tract number.

Table (X)

County Name	Population	Census Tract #	Census Tract Population	Allowed On Sale	**Allowed** Off Sale	Existing On Sale	Existing Off Sale
Los Angeles	9824091	5301.01	3,296	5	3	5	0

Table (Y)

License Number	Status	License Type	Premises Address	Business Name

30559	Active	52	616 W. Cleveland Avenue	American Legion Post 272
30559	Active	58	616 W. Cleveland Avenue	American Legion Post 272
427892	Active	47	125 N. 6th Street	Salvatore Italian Restaurant
364538	Active	58	506 W. Whittier Blvd	Montebello Lodge No. 2051
422212	Active	51	506 W. Whittier Blvd	Montebello Lodge No. 2051

FINDINGS-CONDITIONAL USE PERMIT

Pursuant to MMC Section 17.61.030, Planning Commission approval of a CUP for the sale of alcohol is required. The above-referenced code section states, "...no place where alcohol beverages are sold, served or given away as a normal course of business for on-sale consumption, shall be established without first obtaining a conditional use permit from the City of Montebello." The proposed alcohol sales would be an accessory use to the permitted restaurant use, and alcohol sales would be permitted with a CUP.

Pursuant to Section 17.61.050 of the MMC, before any CUP shall be granted, all of the following findings must be made:

A. Describe how the site for the proposed use would not adversely affect the general welfare of the surrounding property owners.

The restaurant is properly located along Whittier Boulevard and is a long-standing established commercial thoroughfare. The site is located within the Downtown Specific Plan Zone (Main Street), a restaurant being permitted to use within this zone. Abutting properties along Whittier Boulevard include a large variety of other commercial uses which also serve the surrounding community. Properties along the Downtown Corridor provide alcoholic beverages ancillary with the restaurant use. The proposed request for the Type 47 will not alter the operations of the existing building. The proposed operator (Montebello Public Marke) is proposing to operate a restaurant business within the existing building, as well as alter the interior to accommodate their future restaurant business. The proposed operator will be implementing measures such as controlled hours, soundproofing, and security to ensure a safe environment. Therefore, the proposed request will not adversely affect the general welfare of the surrounding property owners.

B. Describe how the proposed use would not result in an undesirable concentration of premises for the sale of alcoholic beverages, including beer and wine, in the area.

By state law, ABC may only grant a limited number of alcohol licenses based on a "per census-tract" quantity. Meaning that only a certain number of license types are granted in any given census tract area to avoid undue concentration of

alcohol sales. As a result, the approval of PC-2025-0015-CUP does not guarantee that the Applicant will receive an alcohol license from the State. As the sole alcohol licensing and enforcement agency, ABC will ultimately determine the appropriate License Types and requirements at the proposed Project Site. The proposed request supports the community's progress, adding to the growth of the City. Any operational conditions placed on the approval of the request will safeguard the public's welfare and further protect the integrity of the community.

The restaurant is located within census tract 5301.01, and the Department of ABC has allocated five on-site licenses for this tract. There are currently five (5) existing on-sale licenses within the tract, not including the subject restaurant, so the tract will be considered undue concentration once obtained by Montebello Public Market. By State law, the Department of ABC may only grant a limited number of alcohol licenses based on a "per census-tract" quantity. Meaning that only a certain number of license types are granted in any given census tract area to avoid undue concentration of alcohol sales. As a result, the approval of Case No. PC-2024-0015-CUP does not guarantee that the Applicant will receive a Type 47 license from the State. As the sole alcohol licensing and enforcement agency, the Department of ABC will ultimately determine the appropriate license types and requirements at the proposed Project Site.

C. Describe how the proposed use would not detrimentally affect the nearby surrounding area after giving special consideration to the proximity and nature of the proposed use with respect to other on-sale or off-sale alcoholic beverage establishments, residential districts and uses, schools (public or private), day care centers, public parks, playgrounds and other recreational facilities, churches, and other places of religious worship, hospitals, clinics, or other health care facilities.

The proposed restaurant with on-sale alcoholic beverage sales is within 300-feet of a residential district. The proposed use is within 1000 feet of sensitive uses consisting of the Montebello Christian School, Fair Havens Ministry, and St Pius X Knanaya Catholic Church. These uses are sufficiently buffered from the restaurant operating as the business will be contained within the existing building. The restaurant is located within the Downtown Specific Plan surrounded by other existing establishments providing on-sale beverages for consumption ancillary with the restaurant use. The restaurant has suitable operating hours, and all restaurant operations occur within the building which limits the chance of unnecessary noise disrupting the neighborhood. The hours of operation are 11:00am to 9:00pm, Monday through Sunday. If operated in accordance with the law and the mandatory Conditions of Approval, the primary use of the subject site as a restaurant with on-site alcohol (Type 47) and live music should not be problematic to the surrounding sensitive uses as the conditions of approval will mitigate measures such as limits to noise levels, alcohol awareness training for staff, security, and annual compliance reviews. Additionally, it will be required to meet conditions of approval that affect the hours of operation, safety, parking, lighting, and property maintenance of the proposed use to ensure minimal impacts on the neighboring uses and surrounding properties.

D. Describe how the proposed use would not aggravate existing problems created by the sale of alcohol (e.g., littering, loitering, noise, public drunkenness, calls for service, and sales to minors).

The sale of alcohol is ancillary to the main function of the restaurant which remains food preparation and meal service. The sale of alcoholic beverages is for on-site consumption only, and no off-site sales are proposed, which eliminates many of the issues associated with that type of operation. Employees that are involved with the sale of alcohol will be trained in how to do so responsibly and safely. Per the Department of ABC requirements, each employee handling alcohol will be required to attend an ABC approved Responsible Beverage Service (RBS) training course. The proposed operator will be implementing measures such as controlled hours, soundproofing, and security to ensure a safe environment. Therefore, the proposed request will not adversely affect the general welfare of the surrounding property owners.

E. Describe how the proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of this code and any applicable specific plan.

The location of the restaurant operating is appropriate. The site is located within the Montebello Downtown Specific Plan (Main Street) zone and the underlying use of a restaurant is permitted by right within this zone. The Land Use Table in the Downtown Specific Plan in the Main Street zone permits restaurants by right.

The restaurant is located within an existing structure with no plans to expand or alter the exterior of the existing building. The proposed use conforms with the following Polices/Goals of the Montebello Downtown Specific Plan:

Policy/Goal	Description
Downtown Specific Plan: **Policy #1.6, "Downtown will be re-established as the entertainment and cultural heart of the city by creating a central space in Downtown for community gathering, supported by complementary uses and activities."**	The plan for the restaurant aligns with the urban design goals of the General Plan. The building's design, signage, and dining area will be in harmony with the surrounding area's aesthetic character, thereby contributing to the visual appeal of the district.
Downtown Specific Plan: **Policy #3.2, "Retain existing and attract small, unique, and locally owned entrepreneurial and creative businesses that reinforce Downtown's identity".**	This existing vacant commercial space offers a new opportunity for a business to develop. Montebello Public Market will provide a new experience to Downtown, bringing a unique dining experience with live music and local culture.
Downtown Specific Plan: Policy #2.3, "Enhance Downtown's	Montebello Public Market will play a pivotal role in enhancing Downtown's character through

character with compact and walkable infill development."	compact and walkable infill development by revitalizing underused spaces, attracting residents and visitors, and supporting economic growth and job creation.
General Plan: Policy #2.5, "Nurture the local business community."	The existing commercial space has been underutilized. The restaurant will provide infrastructure improvement to the Downtown Boulevard, assuring that this local business can thrive. The proposed operator is looking to hire local artists to perform as part of their entertainment aspect. This will create a stronger connection between the business and local residents.

F. Serves the public convenience or necessity based upon factors outlined in Section 17.61.060 of the MMC. This finding shall only apply to conditional use permit applications for bars, off-sale alcoholic beverage establishments, and any other applications that the State Department of Alcoholic Beverage Control determines are located in an area of undue concentration as defined by state law (California Business and Professions Code Section 23958.4.). The factors outlined in Section 17.61.060 of the MMC are:

- *Whether the proposed use will result in a net employment gain in the city (especially of local residents);*

If the Type 47 ABC license is approved for the Project Site, Montebello Public Market, the restaurant will be a newly operating business. This restaurant will offer the option to order alcohol with a meal and having that option at this location will attract more customers, subsequently leading to an increase in sales and demand, and resulting in the hiring of additional employees. There will be 32 people employed at this location. Since the operating business is near residential uses, this will provide employment within walking distance promoting a walkable Downtown area.

- *Whether the proposed use will result in a substantial increase in business taxes;*

Offering the sale of alcohol with a meal will result in an increase in tax revenues because more customers will be choosing to dine at Montebello Public Market, resulting in an increase in business revenue. Obtaining an on-sale license to sell a full line of alcohol will help the restaurant grow and generate additional tax revenues for the City. This proposal will also help retain paying customers within the City instead of losing customers to surrounding cities. This increase will be due not only to the direct sales from the newly upgraded alcohol license, but also the indirect effect of attracting more customers to the new and well-known restaurant.

- *Whether the proposed establishment is a unique business addition to the community;*

Montebello Public Market will offer a variety of unique dining experiences, with carefully curated menus and a comfortable atmosphere. The addition of a full line of alcohol sales will further differentiate the restaurant from others in the area, filling a niche for those looking for a new and exciting dining experience with alcoholic beverage options.

- *Whether the proposed use will contribute to the long-term economic development goals of the community;*

The Applicant's restaurant adds to the vitality of the commercial area in which it is located and to the City as a whole since it provides a neighborhood serving amenity that can be enjoyed by nearby residents and visitors. Additionally, it contributes positively to the City's economic health due to the fact that this well-known restaurant provides jobs and provides taxable revenues that can help provide essential services within the City.

- *Whether the aesthetic character ambiance of the proposed use will result in an overall positive upgrade in the area and community;*

The applicant's commitment to maintaining a clean, attractive, and welcoming environment will contribute to the aesthetic character of the area. The ambiance of the restaurant, combined with high standards of service and quality, will have a positive impact on the overall image of the community. Montebello Public Market will provide a casual outlet offering creative different cuisines and drinks in a funky space. The business seeks to offer its customers the full experience and cater to each individual as much as possible.

- *The viability of the business to operate profitable without alcohol sales.*

While the applicant believes that offering a full line of alcohol will enhance their customers' dining experience, their primary focus is on providing high-quality food and excellent service. The business model is not dependent on alcohol sales but rather views them as an additional service for patrons. Therefore, the restaurant is expected to operate profitably even without alcohol sales.

SUPPLEMENTAL QUESTIONS:

A. Describe how the proposed outdoor patio and/or patio seating area is accessory to the establishment.

The area utilizing the patio space will be taken from the interior of the existing building. The front door will be shifted approximately 7'6" inward to create space

for twenty (20) patio seats. The newly created area will be utilized as a patio from existing space.

B. Describe how the proposed establishment, maintenance or operation of the accessory outdoor patio and/or patio seating will not be detrimental to the health, safety, peace, comfort and general welfare of persons in the neighborhood or injurious property or improvements in the area.

The outside patio will be built within the existing property boundary to preserve pedestrians with customer safety utilizing precautions. The proposed operator will create a 3-foot-tall railing to keep the customers comfortable at the restaurant. Therefore, the patio won't occupy any sidewalk area.

C. Describe how the proposed accessory outdoor patio and/or patio seating area will not eliminate any required on-site parking, interfere with public easements, and will comply with all applicable regulations of the Montebello Municipal Code.

The restaurant will not be utilizing any public area. The patio will be within the existing property boundary and building.

SUMMARY:

REPORTS RECEIVED

On November 20, 2024, the application materials for Case Number PC-2024-0015-CUP were forwarded to the Building and Safety, Public Works, Parks and Recreation, Traffic, and Police Departments for review, comments, and conditions. No significant comments or conditions were made during the Department Review period.

PUBLIC NOTIFICATION

Pursuant to MMC Section 17.78 (Public Hearings, Notices, and Appeals), the following noticing was performed:

- On February 20, 2025, the Public Hearing Notice was published in the Daily Journal (Whittier Daily News); and
- On February 20, 2025, the Public Hearing Notice was mailed to all property owners within a 300-foot radius from the exterior boundaries of the project site.

ATTACHMENT(S)

1. Attachment A - Resolution No. 3-25 (PC-2024-0015-CUP)
2. Attachment B - Project Site Plan
3. Attachment C - Notice of Exemption (516 W. Whittier Boulevard)

CITY OF MONTEBELLO
PLANNING COMMISSION

RESOLUTION NO. 3-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTEBELLO, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. PC-2024-0015-CUP TO ALLOW THE ON-SITE SALE OF A FULL LINE OF ALCOHOLIC BEVERAGES (ALCOHOLIC BEVERAGE CONTROL LICENSE TYPE 47) FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A RESTAURANT (MONTEBELLO PUBLIC MARKET) FOR THE PROPERTY LOCATED AT 516 W. WHITTIER BOULEVARD AND ADOPTING A NOTICE OF EXEMPTION UNDER CEQA § 15301 (EXISTING FACILITIES)

WHEREAS, on November 14, 2024, Yao Pan, -- Montebello Public Market ("Applicant") filed a Conditional Use Permit ("CUP") application (PC-2024-0015-CUP) with the City of Montebello ("City") to allow the on-sale consumption of a full line of alcohol at the Project Site ("Project") at 516 W. Whittier Boulevard ("Project Site"); and

WHEREAS, a CUP application PC-2024-0015-CUP has been received and accepted; and

WHEREAS, the approval of a Conditional Use Permit for the sale of alcohol within "Allowable Land Uses" in the Main Street zone is required per the Downtown Specific Plan Table D.3 Land Use Table; and

WHEREAS, the CUP will allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant (Montebello Public Market) with patio seating at the Project Site; and

WHEREAS, the establishment meets the definition of a "bona fide restaurant" pursuant to Montebello Municipal Code (MMC) Section 17.61.020; and

WHEREAS, per MMC Section 17.61.030, Planning Commission approval is required for a CUP for the sale of alcoholic beverages for on-sale consumption; and

WHEREAS, pursuant to Section 21067 of the Public Resources Code, and Section 15367 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the City of Montebello is the lead agency for the proposed Project; and

WHEREAS, the CUP (PC-2024-0015-CUP) is considered a "project," as per the California Environmental Quality Act ("CEQA") definition of a "project"; and

WHEREAS, the Project is Categorically Exempt per CEQA Section §15301, Class 1 (Existing Facilities) because the Project consists of the operation, permitting, and licensing of an existing facility there will be no expansion of the interior or exterior footprint of the existing facility; and

WHEREAS, a duly noticed public hearing has been held, at which the Planning Commission received and considered staff presentations, recommendations, public testimony, and all other matters presented at the public hearing and included in the record for this matter, and all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, the Planning Commission of the City of Montebello hereby finds, declares and resolves as follows:

SECTION 1. RECITALS. The foregoing recitals are true and correct and are hereby incorporated as substantive findings in this Resolution.

SECTION 2. FINDINGS.

A. Per MMC 17.61.050 the proposed use must meet CUP findings and determine if the use:

1. ***Describe how the site for the proposed use would not adversely affect the general welfare of the surrounding property owners.***

   The restaurant is properly located along Whittier Boulevard and is a long-standing established commercial thoroughfare. The site is located within the Downtown Specific Plan Zone (Main Street), a restaurant being permitted to use within this zone. Abutting properties along Whittier Boulevard includes a large variety of other commercial uses which also serve the surrounding community. Properties along the Downtown Corridor provide alcoholic beverages ancillary with the restaurant use. The proposed request for the Type 47 will not alter the operations of the existing building. The proposed operator (Montebello Public Marke) is proposing to operate a restaurant business within the existing building, as well as alter the interior to accommodate their future restaurant business. The proposed operator

will be implementing measures such as controlled hours, soundproofing, and security to ensure a safe environment. Therefore, the proposed request will not adversely affect the general welfare of the surrounding property owners.

2. ***Describe how the proposed use would not result in an undesirable concentration of premises for the sale of alcoholic beverages, including beer and wine, in the area.***

   By state law, ABC may only grant a limited number of alcohol licenses based on a "per census-tract" quantity. Meaning that only a certain number of license types are granted in any given census tract area to avoid undue concentration of alcohol sales. As a result, the approval of PC-2025-0015-CUP does not guarantee that the Applicant will receive an alcohol license from the State. As the sole alcohol licensing and enforcement agency, ABC will ultimately determine the appropriate License Types and requirements at the proposed Project Site. The proposed request supports the community's progress, adding to the growth of the City. Any operational conditions placed on the approval of the request will safeguard the public's welfare and further protect the integrity of the community.

   The restaurant is located within census tract #5301.01, and the Department of ABC has allocated five on-site licenses for this tract. There are currently five (5) existing on-sale licenses within the tract, not including the subject restaurant, so the tract will be considered undue concentration once obtained by Montebello Public Market. By State law, the Department of ABC may only grant a limited number of alcohol licenses based on a "per census-tract" quantity. Meaning that only a certain number of license types are granted in any given census tract area to avoid undue concentration of alcohol sales. As a result, the approval of Case No. PC-2024-0015-CUP does not guarantee that the Applicant will receive a Type 47 license from the State. As the sole alcohol licensing and enforcement agency, the Department of ABC will ultimately determine the appropriate license types and requirements at the proposed Project Site.

3. ***Describe how the proposed use would not detrimentally affect the nearby surrounding area after giving special consideration to the proximity and nature of the proposed use with respect to other on-sale or off-sale alcoholic beverage establishments, residential districts and uses, schools (public or private), day care centers, public parks, playgrounds and other recreational facilities, churches and other places of religious worship, hospitals, clinics or other health care facilities.***

   The proposed restaurant with on-sale alcoholic beverage sales is within

300-feet of a residential district. The proposed use is within 1000 feet of sensitive uses consisting of the Montebello Christian School, Fair Havens Ministry, and St Pius X Knanaya Catholic Church. These uses are sufficiently buffered from the restaurant operating as the business will be contained within the existing building. The restaurant is located within the Downtown Specific Plan, surrounded by other existing establishments providing on-sale beverages for consumption ancillary with the restaurant use. The restaurant has suitable operating hours, and all restaurant operations occur within the building which limits the chance of unnecessary noise disrupting the neighborhood. The hours of operation are 11:00am to 9:00pm, Monday through Sunday. If operated in accordance with the law and the mandatory Conditions of Approval, the primary use of the subject site as a restaurant with on-site alcohol (Type 47) and live music should not be problematic to the surrounding sensitive uses as the conditions of approval will mitigate measures such as limits to noise levels, alcohol awareness training for staff, security, and annual compliance reviews. Additionally, it will be required to meet conditions of approval that affect the hours of operation, safety, parking, lighting, and property maintenance of the proposed use to ensure minimal impacts on the neighboring uses and surrounding properties.

4. ***Describe how the proposed use would not aggravate existing problems created by the sale of alcohol (e.g., littering, loitering, noise, public drunkenness, calls for service, and sales to minors).***

   The sale of alcohol is ancillary to the main function of the restaurant which remains food preparation and meal service. The sale of alcoholic beverages is for on-site consumption only, and no off-site sales are proposed, which eliminates many of the issues associated with that type of operation. Employees that are involved with the sale of alcohol will be trained in how to do so responsibly and safely. Per the Department of ABC requirements, each employee handling alcohol will be required to attend an ABC approved Responsible Beverage Service (RBS) training course. The proposed operator will be implementing measures such as controlled hours, soundproofing, and security to ensure a safe environment. Therefore, the proposed request will not adversely affect the general welfare of the surrounding property owners.

5. ***Describe how the proposed use is in conformance with the goals, policies, and objectives of the general plan and the purpose and intent of this code and any applicable specific plan.***

The location of the restaurant operating is appropriate. The site is located within the Montebello Downtown Specific Plan (Main Street) zone and the underlying use of a restaurant is permitted by right within this zone. The Land Use Table in the Downtown Specific Plan in the Main Street zone permits restaurants by right.

The restaurant is located within an existing structure with no plans to expand or alter the exterior of the existing building. The proposed use conforms with the following Polices/Goals of the City of Montebello Land Use Element:

Policy/Goal	Description
Downtown Specific Plan: Policy #1.6, "Downtown will be re-established as the entertainment and cultural heart of the city by creating a central space in Downtown for community gathering, supported by complementary uses and activities."	The plan for the restaurant aligns with the urban design goals of the General Plan. The building's design, signage, and dining area will be in harmony with the surrounding area's aesthetic character, thereby contributing to the visual appeal of the district.
Downtown Specific Plan: Policy #3.2, "Retain existing and attract small, unique, and locally owned entrepreneurial and creative businesses that reinforce Downtown's identity".	This existing vacant commercial space offers a new opportunity for a business to develop. Montebello Public Market will provide a new experience to Downtown, bringing a unique dining experience with live music and local culture.
Downtown Specific Plan: Policy #2.3, "Enhance Downtown's character with compact and walkable infill development."	Montebello Public Market will play a pivotal role in enhancing Downtown's character through compact and walkable infill development by revitalizing underused spaces, attracting residents and visitors, and supporting economic growth and job creation.
General Plan: Policy #2.5, "Nurture the local business community."	The existing commercial space has been underutilized. The restaurant will provide infrastructure improvement to the Downtown Boulevard, assuring that this local business can thrive. The

	proposed operator is looking to hire local artists to perform as part of their entertainment aspect. This will create a stronger connection between the business and local residents.

Serves the public convenience or necessity based upon factors outlined in Section 17.61.060 of the MMC. This finding shall only apply to conditional use permit applications for bars, off-sale alcoholic beverage establishments, and any other applications that the California Department of Alcoholic Beverage Control determines are located in an area of undue concentration as defined by state law (California Business and Professions Code Section 23958.4.). The factors outlined in Section 17.61.060 of the MMC are:

- *Whether the proposed use will result in a net employment gain in the city (especially of local residents);*

  If the Type 47 ABC license is approved for the Project Site, Montebello Public Market, the restaurant will be a newly operating business. This well-known restaurant chain will offer the option to order alcohol with a meal and having that option at this location will attract more customers, subsequently leading to an increase in sales and demand, and resulting in the hiring of additional employees. There will be 32 people employed at this location. Since the operating business is near residential uses, this will provide employment within walking distance promoting a walkable Downtown area.

- *Whether the proposed use will result in a substantial increase in business taxes;*

  Offering the sale of alcohol with a meal will result in an increase in tax revenues because more customers will be choosing to dine at Montebello Public Market, resulting in an increase in business revenue. Obtaining an on-sale license to sell a full line of alcohol will help the restaurant grow and generate additional tax revenues for the City. This proposal will also help retain paying customers within the City instead of losing customers to surrounding cities. This increase will be due not only to the direct sales from the newly upgraded alcohol license, but also the indirect effect of attracting more customers to the new and well-known restaurant.

- *Whether the proposed establishment is a unique business addition to the community;*

Montebello Public Market will offer a variety of unique dining experiences, with carefully curated menus and a comfortable atmosphere. The addition of a full line of alcohol sales will further differentiate the restaurant from others in the area, filling a niche for those looking for a new and exciting dining experience with alcoholic beverage options.

- *Whether the proposed use will contribute to the long-term economic development goals of the community;*

  The Applicant's restaurant adds to the vitality of the commercial area in which it is located and to the City as a whole since it provides a neighborhood serving amenity that can be enjoyed by nearby residents and visitors. Additionally, it contributes positively to the City's economic health due to the fact that this well-known restaurant provides jobs and provides taxable revenues that can help provide essential services within the City.

- *Whether the aesthetic character ambiance of the proposed use will result in an overall positive upgrade in the area and community;*

  The applicant's commitment to maintaining a clean, attractive, and welcoming environment will contribute to the aesthetic character of the area. The ambiance of the restaurant, combined with high standards of service and quality, will have a positive impact on the overall image of the community. Montebello Public Market will provide a casual outlet offering creative different cuisines and drinks in a funky space. The business seeks to offer its customers the full experience and cater to each individual as much as possible.

- *The viability of the business to operate profitable without alcohol sales.*

  While the applicant believes that offering a full line of alcohol will enhance their customers' dining experience, their primary focus is on providing high-quality food and excellent service. The business model is not dependent on alcohol sales but rather views them as an additional service for patrons. Therefore, the restaurant is expected to operate profitably even without alcohol sales.

<u>SUPPLEMENTAL QUESTIONS:</u>

1. *Describe how the proposed outdoor patio and/or patio seating area is accessory to the establishment.*

The area utilizing the patio space will be taken from the interior of the existing building. The front door will be shifted approximately 7'6" inward to create space for twenty (20) patio seats. The newly created area will be utilized as a patio from existing space.

2. *Describe how the proposed establishment, maintenance or operation of the accessory outdoor patio and/or patio seating will not be detrimental to the health, safety, peace, comfort and general welfare of persons in the neighborhood or injurious property or improvements in the area.*

   The outside patio will be built within the existing property boundary to preserve pedestrians with customer safety utilizing precautions. The proposed operator will create a 3-foot-tall railing to keep the customers comfortable at the restaurant. Therefore, the patio won't occupy any sidewalk area.

3. *Describe how the proposed accessory outdoor patio and/or patio seating area will not eliminate any required on-site parking, interfere with public easements, and will comply with all applicable regulations of the Montebello Municipal Code.*

   The restaurant will not be utilizing any public area. The patio will be within the existing property boundary and building.

SECTION 3. CEQA. The Planning Commission finds that the actions taken under the Resolution are exempt from CEQA under CEQA Categorical Exemption § 15301 (Existing Facilities) Class 1 exemption of the CEQA Guidelines. A Class 1 exemption under CEQA Guidelines § 15301 applies to projects resulting in the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing private structure involving negligible or no expansion of use. There will be no expansion to the interior or exterior of the existing facilities in the proposed Project. None of the exceptions found under CEQA Guidelines Section §15300.2 apply.

SECTION 4. APPROVALS. The Planning Commission hereby approves a modification to an existing CUP (Case No. PC-2024-0015-CUP) to allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant with patio seating subject to the conditions of approval set forth in Section 5 of this Resolution.

SECTION 5. CONDITIONS. The Planning Commission finds that the foregoing conditions of approval are necessary and appropriate.

1. The Applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers, and employees from any claim, action, or proceeding brought against the City, its elected and appointed officials, agents,

officers, or employees arising out of, or which are related to the Applicant's project or application (collectively referred to as "proceedings"). The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities, and expenses incurred or awarded in connection with the proceedings whether incurred by the Applicant, the City and/or the parties initiating or bringing such proceedings. This indemnity provision shall include the Applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth herein. The City shall have the right to choose its own legal counsel to represent the City's interest in the proceedings.

2. The utilization of the subject site shall conform to the allowed use, except as provided for herein and by subsequent revisions found by the Director of Planning and Community Development ("Director") Department ("Planning Department") to be in substantial compliance with these provisions.

3. Development of the site shall be consistent with all of the provisions of the Montebello Municipal Code ("MMC") and Conditional Use Permit ("CUP") (PC-2-24-0015-CUP), and the specifications of the Planning Department.

4. Within 30 days of the Planning Department transmittal of the Acceptance Form, the Applicant shall sign and return a copy of the Acceptance Form, agreeing to the conditions of approval and acknowledging that failure to comply with such conditions shall constitute grounds for potential revocation of the permit approval. Failure to return the Acceptance Form within 30 days shall constitute grounds for terminating the permit.

5. The Director at any time, can call for a review of the approved conditions of approval at a duly noticed public hearing before the Planning Commission. These conditions(s) may be modified, or new condition(s) added to reduce any impacts of the use. The Planning Commission may revoke the CUP (PC-2024-0015-CUP) if sufficient cause is given.

6. Existing and/or proposed table layout shall meet the minimum aisle clearance as determined by the Building and Safety Division and City of Montebello Fire Department ("Fire Department").

7. In the event the Applicant violates or fails to comply with any conditions of approval of this permit, no further permits, licenses, approvals, or certificate of occupancy shall be issued until such violation(s) has been fully remedied.

8. The Applicant and operator shall prepare and submit an annual project compliance report. This report is due annually for the first three (3) years of alcohol sales, starting one-year from the date of issuance of an Alcoholic Beverage Control ("ABC") license. The compliance report must be submitted to the Director to demonstrate compliance with the Conditions of Approval. The Director shall transmit the annual project compliance report to the Planning Commission to either receive and file or take any other action as deemed necessary.

9. In the event of a change of ownership transfer of ABC License, the conditional use permit will be brought back to the Planning Commission for review.

10. Any outdoor entertainment activities or sponsored events shall be subject to a Temporary Use Permit pursuant to Chapter 12.16 ("Temporary Permits for Outdoor Activities") of the MMC.

11. The kitchen shall be open and serving food during all hours of operation in all dining areas of the establishment. Menus are subject to review and approval from the Planning Department as part of the annual compliance review.

12. The business shall be operated as a "bona fide restaurant" at all times, as defined in Section 17.61.020 of the MMC. A full menu shall be available to all patrons during all hours of operation. There shall be no restriction on the age of customers except as stated in the conditions of approval.

13. Prior to the commencement of alcohol sales, all employees who will sell alcoholic beverages shall be required to attend either the Department of ABC RBS training or a comparable in-house training program approved by the Director. Any employees hired after the commencement of alcohol sales shall be required to attend RBS training or the approved in-house training within thirty (30) days of their hire date.

14. No more than 50% of total gross revenues per year shall be from alcohol sales. The Applicant shall maintain records of gross revenue sources which shall be submitted to the Director and/or the Department of ABC upon request.

15. The operation shall at all times be conducted in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking, and other actions. Site project management ("Management") shall patrol the business premises and the surrounding vicinity, including the public rights-of-way to the property, during all hours of operation. Management shall ensure that no littering, loitering, or consumption of alcohol occurs in and around the project site.

16. Permitted hours of operation shall be 11:00 AM to 9:00 PM Monday through Sunday.

17. The site and surrounding area shall be maintained in a litter and graffiti free manner. Any graffiti that occurs on the site shall be removed within 24 hours at Applicant, Site Owner ("Site Owner"), and/or Operator's own expense.

18. A decorative masonry wall of six feet in height shall be constructed around the parking area of such establishments when said area is adjacent to properties zoned or used for residential purposes or any other sensitive use, such as schools, churches, parks, etc.

19. The noise levels generated by the operation of such establishment shall not exceed sixty-five (65) dBA between the hours of seven (7) a.m. to ten (10) p.m., and not exceed sixty (60) dBA between the hours of ten (10) p.m. to seven (7) a.m., so as to mitigate the impact of adjoining properties zoned or used for residential purposes. The measurement of noise levels shall be taken at the location of the shared property line.

20. The exterior lighting of the parking area shall be kept at an intensity of between one (1) and two (2) foot candles, so as to provide adequate lighting for patrons while not disturbing surrounding residential or commercial areas. Light sources shall be screened from adjacent properties and from the sky.

21. The sale of alcoholic beverages for consumption outside or off the premises shall be prohibited; except, that this provision shall not apply to bona fide restaurants with approved outdoor or sidewalk dining, or to a bona fide restaurant with an approved CUP and an approved license with the Department of ABC for on-sale consumption.

22. Adequate security measures shall be provided as specified by the Montebello Police Department ("Police Department"), including, but not limited to, retaining

trained staff and security personnel, and providing security devices such as surveillance or burglar alarm systems.

23. As a bona fide restaurant, shall possess a supply of food and goods adequate to make substantial food sales and comply with Section 23038 of the Business and Professions Code. All food must be maintained in a sanitary condition and comply with all Health Department regulations. Failure to serve food (for any reason) shall result in the automatic suspension of all alcoholic beverage sales that are served for on-site consumption until food sales are resumed.

24. The sorting of empty bottles and other recyclable products shall be limited to the hours between 8:00 a.m. to 9:00 p.m. daily.

25. No signs shall be installed on the site until a sign permit has been approved by the Planning Department and Building & Safety Division in conformance with the provisions set forth in Chapter 17.62 ("Signs") of the MMC.

26. As stated in Section 9.04.010 ("Drinking in Public") of the MMC, no person shall drink any intoxicating liquor in or upon any public street or public place within the City. Signs shall be posted on the premises both inside and outside specifically citing "Section 9.04.010 - Drinking in Public" of the MMC.

27. Premises shall be kept clean and the Applicant, Operator, and/or Management of the establishment shall insure that no trash or litter originating from the site is deposited onto neighboring properties or onto the public right-of-way.

28. The Applicant, Operator and/or Management of the establishment shall take the necessary steps to assure the orderly conduct of employees, patrons and visitors on the premises.

29. The Applicant/Operator/Management of the establishment shall maintain all required State and/or local permits and/or licenses for the sale of alcoholic beverages in good standing.

30. No person shall sell alcoholic beverages for on-site consumption if there has been any lapse or breach in good standing of any one or more of the permits and/or licenses required for such sale.

31. In addition to the conditions enumerated above, any other condition may be imposed by City staff.

32. No alcoholic beverages shall be served in any disposable container such as disposable plastic or paper cups.

33. No outside alcoholic beverages shall be brought into the establishment, Project Site, or premises for personal use or consumption.

34. Any outstanding violations of the MMC shall be remedied prior to the issuance of a Certificate of Occupancy or commencement of alcohol sales, as applicable. The Applicant, Operator, Site Owner, and/or Management shall be responsible for remedying outstanding Code Enforcement issues. When corrective action requires the issuance of a building permit, the building permit must be issued within 12 months of the effective date of this approval. Corrective action that does not require a building permit shall be remedied within one month of the effective date of this approval. The Director may grant an extension to these time frames, but such extensions shall not extend more than one (1) year from the date of this approval.

35. Exterior signage and window signs advertising brands of alcoholic beverages or other signage advertising alcoholic beverages shall not be visible from public right-of-way.

36. All windows of the facility shall be treated with anti-graffiti film. It is the responsibility of the Applicant, Site Owner, Operator and/or Management, at their sole expense and cost, to have all graffiti on the site removed within 24 hours of its appearance or be subject to citations from the City Code Enforcement Division ("Code Enforcement").

37. All outdoor utilities, machinery, and equipment, including roof-mounted equipment, shall be completely screened from public right-of-way, in a manner that is compatible with the structure. The method of screening shall be subject to the review and approval of the Planning Department prior to the issuance of building permits.

38. The approval of the entitlement shall expire if the rights granted are not exercised within one (1) year from the conditional use permit's effective date. Exercise of right shall mean issuance of a building permit to commence construction, issuance of alcohol license from ABC, or similar activities demonstrating the intent to proceed with the project, as determined by the Director.

39. Prior to commencement of alcohol sales, the Applicant/Operator/Management shall post a notice in a conspicuous location within the building stating that the site is regulated by a CUP and the Acceptance Form, which includes the establishment's conditions of approval, is available upon request. This notice shall remain posted at all times the establishment is in operation.

40. The Applicant, Operator, Management and/or successor of the use shall bear full cost (hereinafter referred to as the "Inspection Fees") of all monitoring and inspection activities to be conducted by City staff or its designated consultant representative(s) as necessary to ensure compliance with the conditions of this Resolution.

41. This approval shall not supersede the approval of any other affected agencies. The applicant shall comply with Federal, State, and local requirements.

42. The following on-site requirements of the MMC and/or the specifications of the Fire Department:
    1. Fire/Life Safety systems to comply with 2019 Edition California Fire Code.
    2. Commercial Hood Suppression systems to be inspected by a licensed fire protection contractor and inspection report submitted to Montebello Fire Department.
    3. Provide a Knox Box in approved location.

43. The following on-site requirements of the MMC and/or the specifications of the Police Department and Code Enforcement Division shall be complied with at all times:

    a. Promoter produced parties or events shall be prohibited. These events include private parties with outside promoters who profit from organizing and/or drawing attendees to the events. Any and all type of advertisements and promotions which promote events or operations in violation of this CUP and conditions of approval shall be subject to citation(s) from the Code Enforcement Division.

    b. Fundraisers for non-profit organizations registered with the federal government shall be permitted provided that they are open to the public and fall within the conditions of this CUP.

c. Adult entertainment of any nature is strictly prohibited. Televised and/or recorded adult entertainment is prohibited. The Police Department and regulations contained in the MMC shall determine what constitutes "adult" entertainment and where it is allowed.

d. There shall be no bottle service provided, except for wine.

e. Dial-A-Ride and taxicab phone numbers shall be posted in conspicuous locations throughout the establishment at all times.

f. The availability of a variety of non-alcoholic beverages shall be made known and offered to the customers.

g. Licensed private patrol officers or security guards may be required for any events that trigger a Temporary Use Permit pursuant to MMC Chapter 12.16 – Temporary Permits for Outdoor Activities.

h. Should a line form outside the restaurant, the line shall be kept quiet and orderly at all times. Lines which block the entrances to any other open business or any parking space or any part of the public-right-of way are prohibited.

i. A copy of the ABC license, business license, health permit, seller's permit, and all other required licenses shall be posted and made readily available to any licensing, code enforcement, public health, and law enforcement officer.

j. The premises shall be subject to inspection by members of the Police Department, Fire Department, Code Enforcement, Los Angeles County Department of Public Health or, any other law enforcement officer at any time without warrant.

k. A responsible person over the age of 21 must be on the premises at all times while the business is open. This person must possess valid identification.

l. Staff under the age of 21 cannot serve alcohol.

m. No gambling of any type shall be allowed on the premises.

n. The Police Department reserves the right to review this CUP at any time if there are excessive calls for service or if the Police Department feels that the operation of the establishment is a risk to public health, safety, welfare, or morals.

o. The Police Department reserves the right to close the business if it appears that the continued operation would create an unsafe environment for the employees, patrons, bystanders, or emergency personnel. Examples would include, but not limited to, patrons fighting, overcrowding, unruly crowds, threats to public health and welfare, etc.

p. The business owner shall install, maintain, and obtain City permits for a burglary and robbery alarm system.

q. Doors that are not utilized for customer access shall be locked from the outside and have alarmed panic hardware.

r. If police or fire services are required at the location, the Applicant will be responsible for reimbursing the City for all related costs.

s. If Code Enforcement is required due to any code violations and/or violations of the conditions of this CUP, the applicant will be responsible to reimburse the City for all inspections and costs.

t. An approved Emergency Access Plan shall be provided, subject to review and approval of the Police and Fire Departments prior to issuance of the Certificate of Occupancy or commencement of alcohol sales, as applicable.

u. A signed copy of the Acceptance Form shall be kept at the business and presented to any law enforcement officer on demand.

v. Any violation of the conditions of this permit may cause the revocation of the subject CUP.

44. The following on-site requirements of the MMC and/or the specifications of the Building Division shall be complied with at all times:

a. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

b. Plans prepared in compliance with the current Building Code shall be submitted to the Building Division for review prior permit issuance.

c. Fees shall be paid to the County of Los Angeles Sanitation District prior to the issuance of the building permit.

d. The building shall be addressed as 516 W. Whittier Blvd., and an application to assign unit numbers for each restaurant retailer shall be filed with the City prior to plan check submittal.

e. Alterations and changes of use or occupancy in all buildings and structures shall comply with the provisions for new buildings and structures except as otherwise provided in the California Existing Building Code in effect.

f. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

g. An existing building of Type VB construction without fire-sprinklers used for a restaurant of A-2 Group Occupancy exceeding floor area of 6,000 SF shall not be permitted per Table 506.2 of the Building Code.

h. Fire-resistance rating requirements for northerly exterior walls based on fire separation distance of 5 to 10 feet measured to the centerline of the rear alley shall comply with Table 602 of the Building Code.

i. Maximum area of northerly exterior wall openings and degree of open protection based on fire separation distance of 5 to 10 feet measured to the centerline of the rear alley shall comply with Table 705.8 of the Building Code.

j. An occupant load analysis shall be performed based on Chapter 10 of the Building Code using appropriate occupant load factors to determine the loads in various areas of assembly such as the indoor/outdoor dining areas, the bar, and the standing spaces around the stage.

k. All State of California disability access regulations for accessibility shall be complied with.

l. Summary of Accessibility Upgrades for Commercial Projects shall be completed, and the completed form shall be copied on the plans. The form can be found at the following link : https://www.dropbox.com/s/4xkjyn5fhggpotk/Accessibility%20Upgrade%20Summary%20Form.pdf?dl=0

m. Where a circulation path directly connects a performance area to an assembly seating area, an accessible route shall directly connect the assembly seating area with the performance area per Section 11B-206.2.6 of the Building Code.

n. A mechanical design meeting the requirements in the California Mechanical Code for Minimum Ventilation Rates per Table 402.1 and Minimum Exhaust Rates per Table 403.7 shall be provided.

o. Separate application and plan review is required for Mechanical plans.

p. A design for grease trap(s) or interceptor(s) shall be provided and incorporated into the plumbing drawings.

q. Separate application and plan review is required for Plumbing plans.

r. Plumbing fixtures shall be provided as required by Chapter 4 of the California Plumbing Code. Additional fixtures may be required if not in compliance.

s. The design and construction of proposed anchorage into or modification to any exterior walls of the existing Unreinforced Masonry building shall be prepared by an architect, civil engineer or structural engineer.

t. The design and construction of proposed anchorage of new mechanical equipment on the existing roof trusses or installation of hard-lid ceiling supported by bearing interior partitions shall be prepared by an architect, civil engineer or structural engineer.

u. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

v. Approval is required from the Los Angeles County Health Department for restaurants.

w. Separate application and plan review is required for Electrical plans.

x. Project shall comply with the CalGreen Non-Residential mandatory requirements.

y. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indicates this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

z. Separate permits are required for Fire Sprinklers.

45. Additionally, the following Fire Department specifications and comments shall be complied with at all times as well:

a. Businesses with cooking operations which produce grease laden vapors will require a commercial hood/ fire protection system which is UL-300 compliant. The installation will meet 2019 Edition California Fire Code and NFPA Standards.

b. Class K fire extinguishers are required in the kitchen area.

c. Illuminated exit signs above exit doors with emergency lighting capability are required.

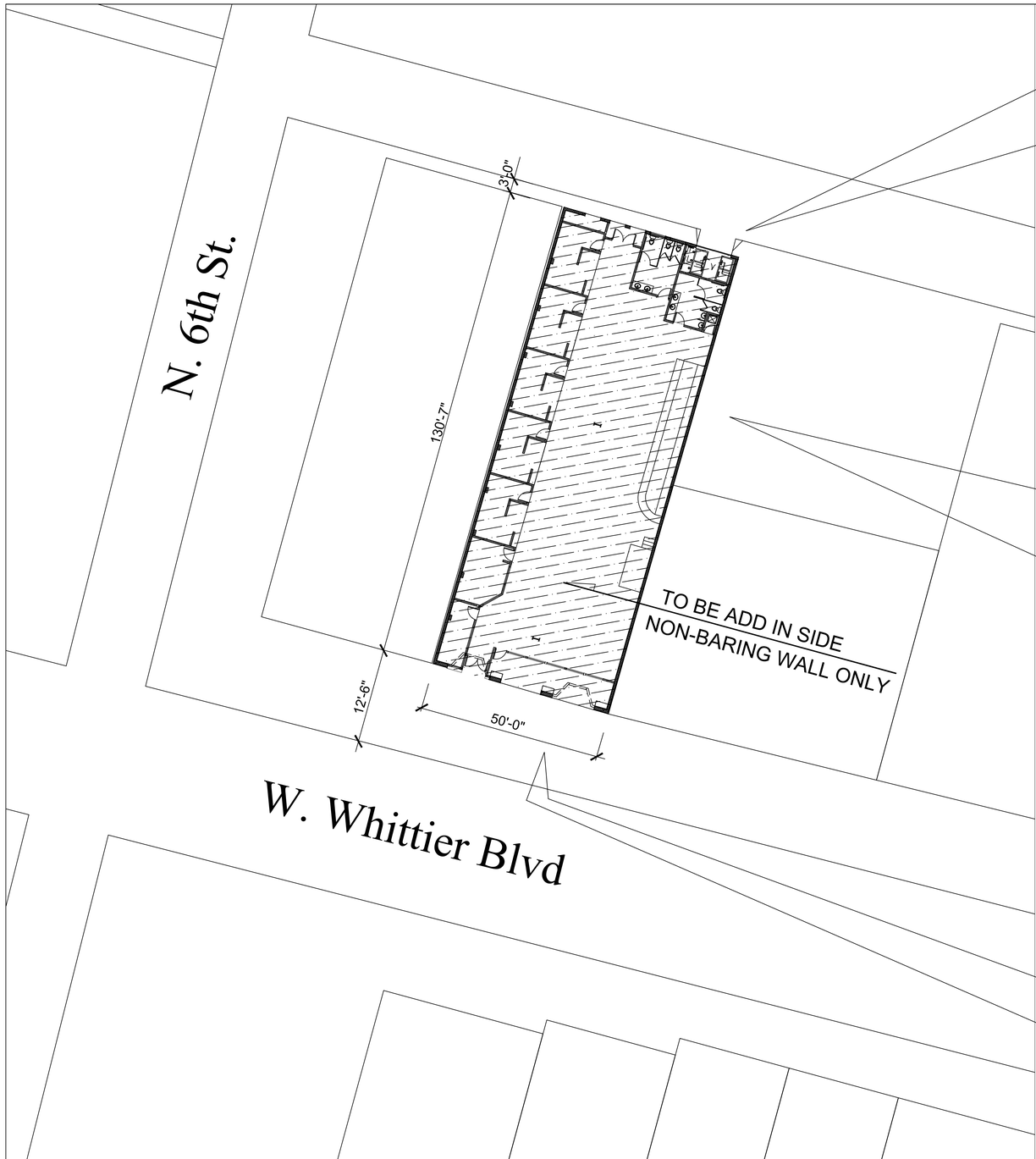
PASSED AND ADOPTED this 18th day of March, 2025, by the Planning Commission.

Commissioner Cuevas: ( ) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN
Commissioner Morales: ( ) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN
Commissioner Lomeli: ( ) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN
Chair Medina: ( ) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN

_____
Armando Medina, Chair

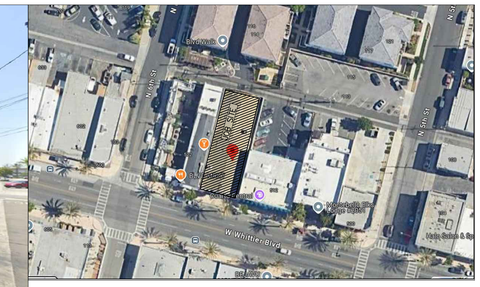
ATTEST:

_____
Joseph A. Palombi, Director
Planning & Community Development Department

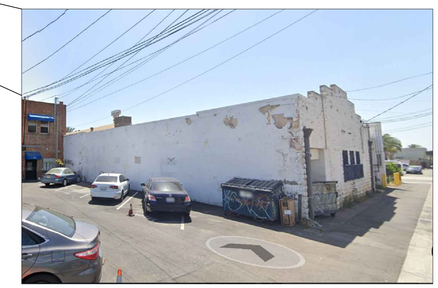


SITE PLAN
SCALE: 1:200
NORTH

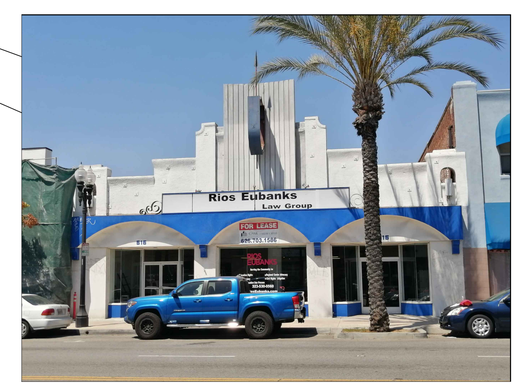
NORTH ELEVATION



PROJECT LOCATION
VICINITY MAP N.T.S.
NORTH



EAST ELEVATION



SOUTH ELEVATION

PROPERTY ADDRESS:

516 W. WHITTIER BLVD
MONTEBELLO, CA 90640

OWNER

US PAN FAMILY LLC.
953 N. HUNTER HILL DR.
WALNUT, CA 91789
TEL: (626)-210-6888

JONG CHEN ENGINEERING

Specializes in Civil Design
9646 GARVEY AVE. Ste 206
S. EL MONTE, CA 91733
TEL: (626)-529-1563

SCOPE OF WORK:

TO ADDITION PARTITION WALL INTERIOR (NONE BEARING) OF THIS (E) BUILDING

THE BUILDING SIZE: 130' L.x50' W. x16' H. = 6500 sqft

FORMATION;

1. **7 UNIT MAKE ROOM**
2. **2 RESTROOM**
3. **REMOVE (E) 1-DOOR TO TRASH AREA (KEEP EXISTING HEADER)**
4. **REMOVE (E) 3-WINDOW TO BE OPEN (KEEP EXISTING HEADER)**

SHEET INDEX:

A-1.0 SITE PLAN
A-2.0 FLOOR PLAN
A-3.0 CEILING/ LIGHTING PLAN
A-4.0 FRAMING PLAN/ SECTION A-A AND DETAILS

REVISIONS	BY

DESIGNER

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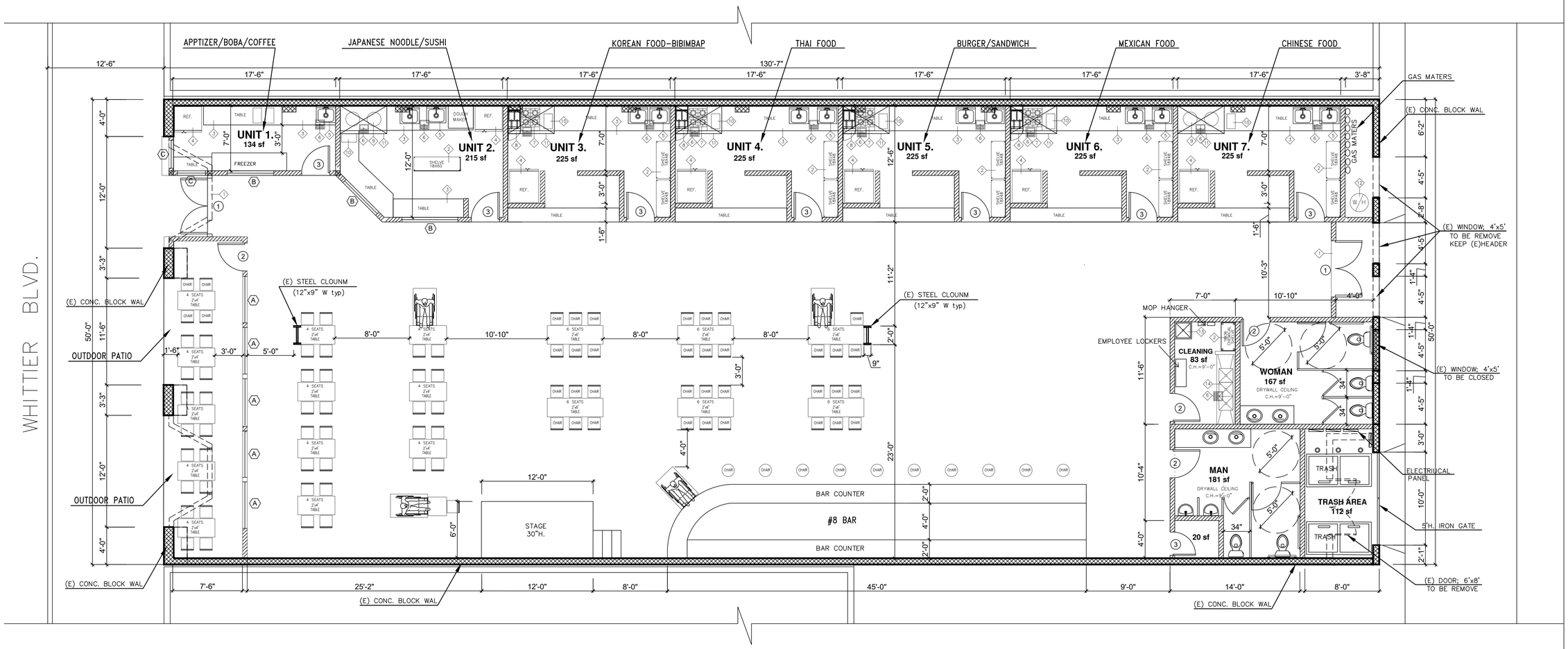
SHEET TITLE

SITE PLAN

PROJECT

516 W. WHITTIER BLVD
MONTEBELLO, CA 90640

Date	09/08/2024
Scale	1:200
Drawn	HB
Job	24-0908
Sheet	**A-1.0**
Of	Sheets



FLOOR PLAN

SCALE: 3/16"= 1'-0"

NORTH

PROPOSED EQUIPMENT SCHEDULE

NO.	QTY.	DESCRIPTION	ELECTRICAL VOLT	PH	KW	AMP	HP	PLUMBING CW	HW	W	GAS	1000 BTU
1	2	AIR CURTAIN, "MARS" 72NCH.WITH A MINIMUM 1600 FEET PER MINUTE(AS MEASURED 6 FEET BELOW THE AIR CURTAIN), NSF	115	1		4.3	1/2					
2	11	CHROME WIRE SHELVING, "KLINGER'S TRADING INC" MODEL #GR-1448, NSF APPROVED.										
3	8	PREP. TABLE, "TURBO AIR", MODEL# MST-72., 72x30x30										
4	7	FREZ. 48" UNDERCOUNTER, "BEVERAGE-AIR", MODEL# UCR48A, NSF APPROVED, SELF-CONTAIN	115	1		15						
5	7	PREP. SINK W/ SPLASH GUARD, "ADVANCE TABCO", MODEL#FE-1-1824-24RorL-X S/S, NSF APPROVED.						1/2"	1/2"	FS.		
6	7	FLOOR SINK								2"		
7	4	36" RANGE W/WIDE OVENS, "AMERICAN RANGE", MODEL#AR-6, NSF APPROVED, SELF-CONTAIN										32,000
8	4	AMERICAN RANGE AF35/50 DEEP FRYER										120,000
9	4	WORK TABLE w/(2) ELECTRIC CREPE MACHINES, "SODIR" MODEL# EQUIPEX 350E, NSF APPROVED.	208	1	3.5KW	15						
10	6	AVANTCO AG24MG 24" COUNTERTOP GAS GRIDDLE										60,000
11	6	HOOD, CAPTIVE AIR (NSF) 6'x4'										
12	1	WATER HEATER. A.O.SMITH WATER HEATERS, MODEL#DEN-52-110, 50 GAL. NSF APPROVED.	240	3	12000	50						
13	1	MOP SINK, "EAGLE", SERVICE & MOP SINKS, MODEL#F1916, S/S UNIT, 1/2" HOT & COLD, 1-1/2" IPS BASKET TYPE WASTE DRAINS, W/ BACK FLOW DEVICE ON FAUCETS. NSF APPROVED.						1/2"	1/2"	3"		
14	1	3-COMP PREP SINK, "KLINGER'S TRADING" MODEL#EIT3C2D, NSF APPROVED.										

WAREHOUSE HOUSE REMODEL FOR ADD. INTERIOR WALL

WINDOW SCHEDULE

NUM.	WIDTH	HEIGHT (LENGTH)	S.H.	DOUBLE CASEMENT	SLIDING	SINGLE HUNG	FIXED	MATERIAL GLAZING	QTY.	REMARK
A	5'-0"	8'-0"	42"				X	VINYL/ TEMPERED	5	1. ALL WINDOW SHOULD PROVIDE SCREEN, EXCEPT FIXED WINDOW
B	5'-0"	5'-0"	42"		X			"	3	
C	3'-0"	5'-0"	42"			X		"	2	2. ALL WINDOW SHOULD PROVIDE CLEAR GLAZING

NOTE:

DOOR SCHEDULE

NUM.	WIDTH	HEIGHT	THK.	SWING SINGLE	SWING DBL.	SLIDING	ROLL-UP	INT.	EXT.	FIBER GLASS	MATERIAL	QTY.	REMARK
1	6'-0"	7'-0"	1-3/4"	X					X	TEMPERED	WOOD	2	SOLID CORE/ GLASS
2	3'-0"	6'-8"	1-3/4"	X				X			WOOD	4	SOLID CORE
3	2'-8"	6'-8"	1-3/4"	X				X			WOOD	8	SOLID CORE

NOTE: TIGHT-FITTING, SOLID CORE, 1 1/2 HR. RATED DOOR.

ADD. FACILITIES AT RESTROOM

- WATER CLOSET--5 EA.
- SINK ----4 EA.
- URINAL -----2 EA.
- MOP SINK ----1 EA.

WALL LEGEND

	EXISTING WALL TO REMOVE
	NEW NONBEARING WALL 2X4@16"O.C. STUD WALL
	(E) CONC. BLOCK WALL

REVISIONS	BY

DESIGNER

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(626)529-1563

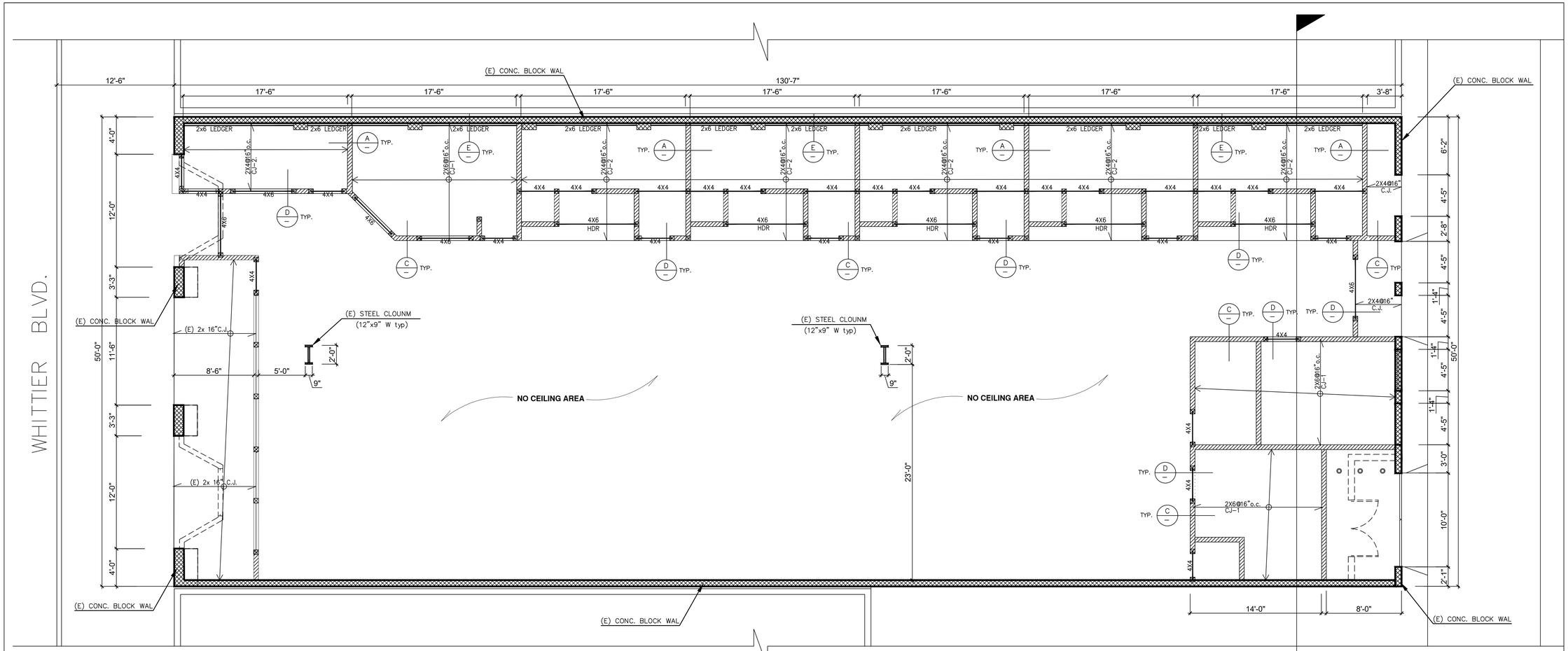
SHEET TITLE

FLOOR PLAN

PROJECT

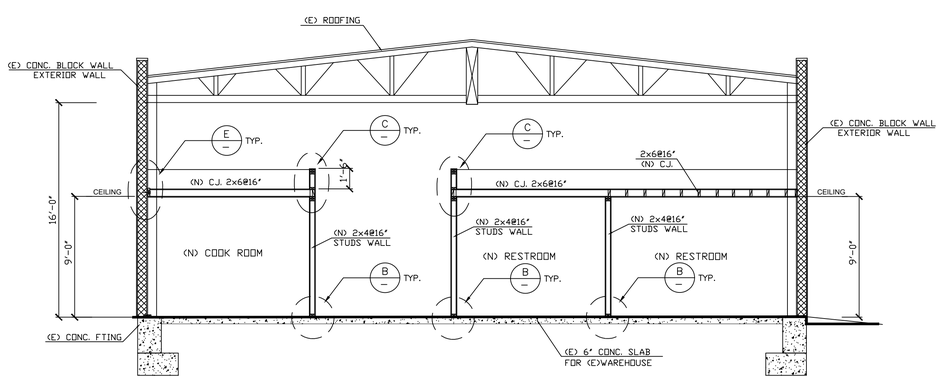
516 W. WHITTIER BLVD
MONTEBELLO, CA 90640

Date	09/08/2024
Scale	3/16"=1'-0"
Drawn	HB
Job	24-0908
Sheet	A-2.0
Of	Sheets



FRAMING PLAN

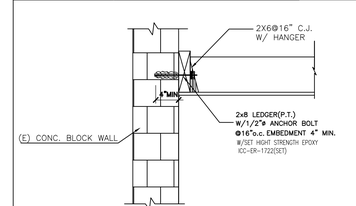
SCALE: 3/16"= 1'-0"

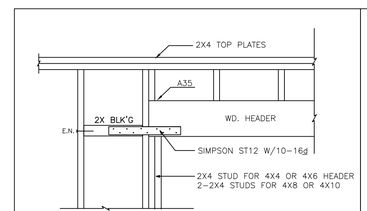


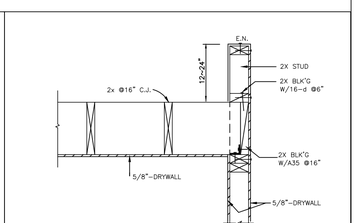
SECTION A-A

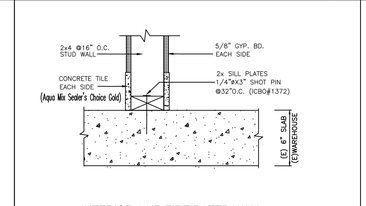
SCALE 3/16" = 1'-0"

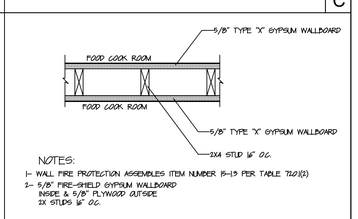
WALL LEGEND	
	EXISTING WALL TO REMOVE
	NEW NONBEARING WALL 2X4@16"O.C. STUD WALL
	(E) CONC. BLOCK WALL











NOTES:

1- WALL FIRE PROTECTION ASSEMBLES ITEM NUMBER 15-13 PER TABLE 719.1(2)

2- 5/8" FIRE-SHIELD GYPSUM WALLBOARD INSIDE & 5/8" PLYWOOD OUTSIDE 2X STUDS 16" O.C.

REVISIONS	BY

DESIGNER

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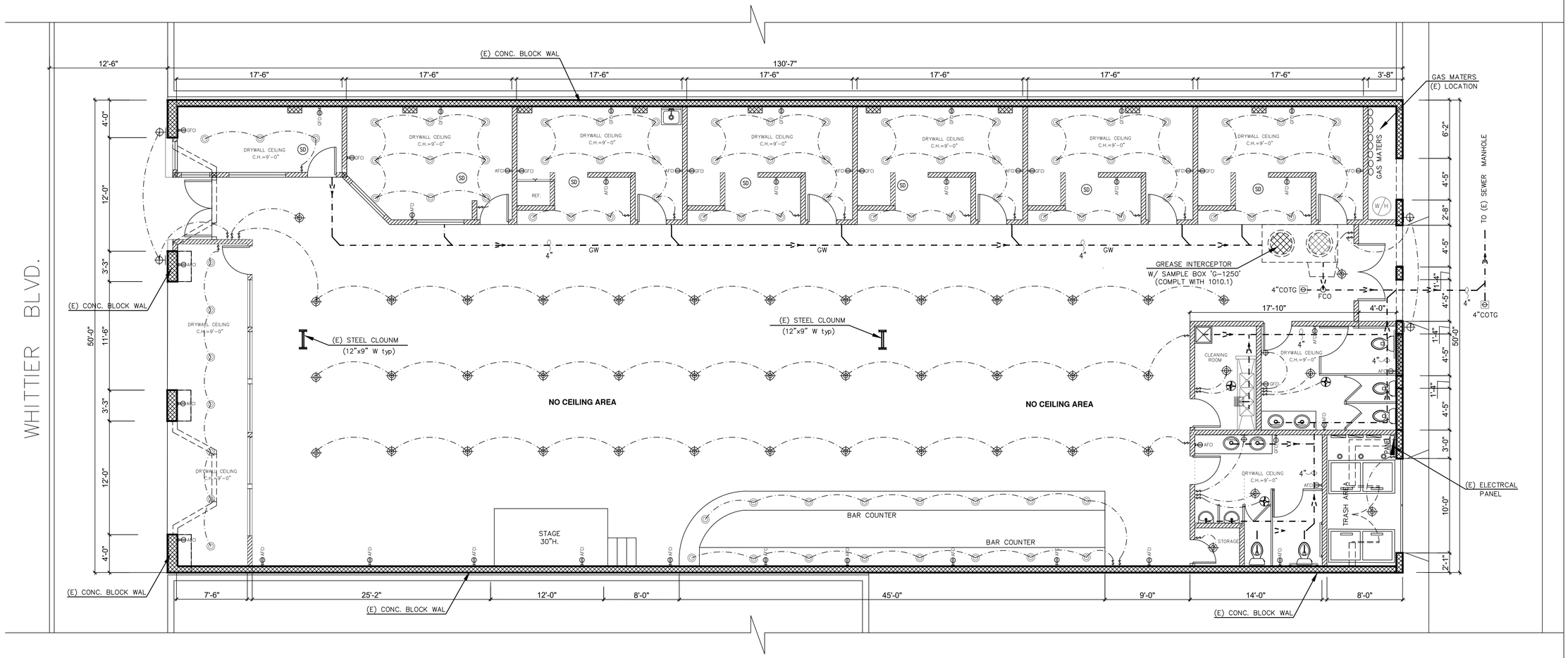
SHEET TITLE

FRAMING PLAN
SECTION AND DETAILS

PROJECT

516 W. WHITTIER BLVD
MONTEBELLO, CA 90640

Date	09/08/2024
Scale	3/16"=1'-0"
Drawn	HB
Job	24-0908
Sheet	A-4.0
Of	Sheets



LIGHTING /DRAINAGE PLAN

SCALE: 3/16"= 1'-0"

NORTH

MATERIAL & FINISH SCHEDULE

	ROOM	FINISH: FLOOR								BASE					WALL							CEILING				MATERIAL: FLOOR				WALL						CEILING		
		CARPET	VINYL	CERAMIC TILE	CONCRETE (Aqua Mix Sealer's Choice Gold)	DEX O TEX	MARBLE	HARDWOOD		WOOD	COVED VINYL	TILE	MARBLE	CONCRETE 3/8"MIN.	FLAT(SMOOTH)PAINT	ENAMEL PAINT	6"H.CERAMIC TILE	MARBLE	STUCCO		FLAT(SMOOTH)PAINT	ENAMEL PAINT	5/8" GYP. BD.		CONCRETE	LT. WT. CONC. O/PLY.	PLYWOOD	CERAMIC TILE	DEX O TEX	5/8" GYP. BD.	EXTERIOR STUCCO	CONCRETE 3/8"MIN.	PLYWOOD	5/8" GYP. BD.	EXTERIOR STUCCO	CONCRETE
1	FOOD COOK ROOM (N)				●									●	●								●		●					●				●			
2	RESTROOM (N)			●										●	●						●		●					●		●				●			

ELECTRICAL LEGEND

A.F.C.I.	DUPLEX CONVENIENCE OUTLET @ 12" ABOVE FLOOR & 9" ABOVE COUNTER @ KITCHEN & BATH
G.F.C.I.	DUPLEX OUTLET W/GROUND FAULT CIRCUIT-INTERRUPTER
	SWITCH-LOCATED ABOVE FLOOR
	HANG LAMP ON RAFTER OR CEILING
	BRACKET MOUNTED WALL LIGHT
	6" Ø CEILING RECESSED LIGHT
SD	SMOKE ALARM W/- BATTERY BACK-UP
	EXHAUST FAN SHALL BE 5 AIR CHANG PER HOUR MINIMUM CAPACITY OF 50 CFM.
PANEL	ELECTRICAL PANEL

REVISIONS	BY

DESIGNER

JONG CHEN ENGINEERING
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9646 GARVEY AVE. Ste 206
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(626)529-1563

SHEET TITLE

LIGHTING AND DRAINAGE PLAN

PROJECT

516 W. WHITTIER BLVD
MONTEBELLO, CA 90640

Date	09/08/2024
Scale	3/16"=1'-0"
Drawn	HB
Job	24-0908
Sheet	A-3.0
Of	Sheets

CONTRACTOR SHALL UTILIZE ALL APPLICABLE TYPICAL ACCESSIBILITY DETAILS & NOTES

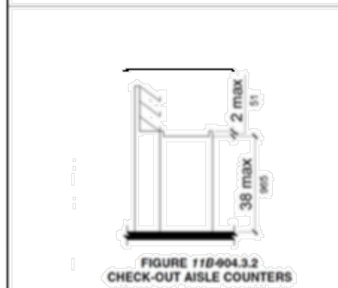
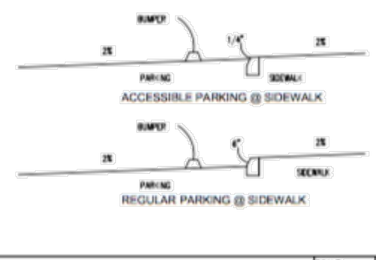


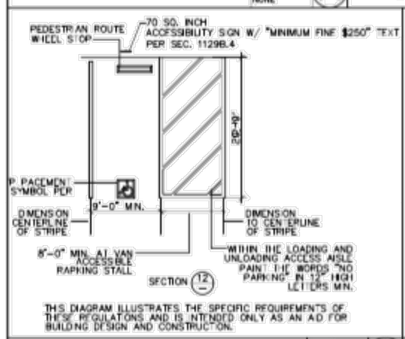
FIGURE 11B-904.3.2
CHECK-OUT AISLE COUNTERS

ADA COUNTER — SCALE NONE — (14)

CHECKSTAND — SCALE NONE — (13)

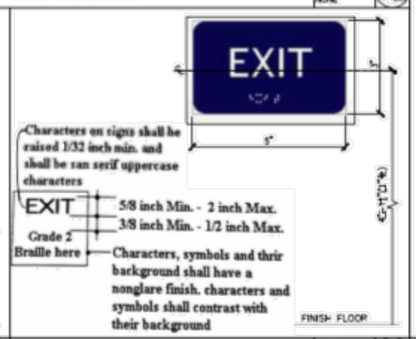


CURB CONDITION — SCALE NONE — (12)

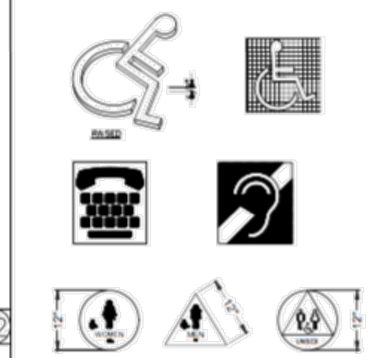


ACCESSIBILITY SIGN — SCALE NONE — (11)

ACCESSBLE ENTRANCE — SCALE NONE — (10)



EXIT W/ BRAILLE & TACTILE — SCALE NONE — (9)



LETTERS AND NUMBERS:

1. WIDTH TO HEIGHT RATIO BETWEEN 3 : 5 AND 1 : 1.
2. STROKE WIDTH TO HEIGHT BETWEEN 1 : 5 AND 1 : 10.
3. CONTRAST CHARACTERS AND SYMBOLS WITH BACKGROUND.
4. SANS SERIF CHARACTERS.

SIGNS / PICTOGRAMS

5. PICTOGRAMS / PICTORIAL SYMBOL SIGNS SHALL BE ACCOMPANIED BY THE EQUIVALENT VERBAL DESCRIPTION PLACED DIRECTLY BELOW THE PICTOGRAM. THE BORDER DIMENSION SHALL BE 6" MINIMUM HEIGHT.
6. CHARACTERS AND BACKGROUNDS SHALL BE OF NON-GLARE CONTRASTING COLORS.
7. SIGNS / PICTOGRAMS SHALL BE INSTALLED ON THE WALL ADJACENT TO DOOR LEADING TO THE ROOM OR SPACE THEY DESCRIBE AND AT 60" A.F.F. TO SIGN CENTERLINE AND WHERE A PERSON MAY APPROACH WITHIN 3" OF SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE DOOR SWING AREA.
8. VERTICAL CLEARANCE AT SUSPENDED SIGNS WITH MINIMUM HEADROOM OF 80" REQUIRE MINIMUM 3" CHARACTER HEIGHT MEASURED BY USING UPPERCASE "X". CHARACTERS AND NUMBERS SHALL BE SIZED ACCORDING TO VIEWING DISTANCE FROM WHICH READ LOWER CASE CHARACTERS PERMITTED.

SIGN LOCATIONS:

9. ALL ACCESSIBLE ENTRANCES IDENTIFIED WITH MINIMUM OF ONE SIGNAGE SIGN.
10. ADDITIONAL DIRECTIONAL SIGNS ALONG ACCESSIBLE PATH OF TRAVEL ARE REQUIRED.
11. BUILDINGS REMODELED TO PROVIDE ACCESSIBLE SANITARY FACILITIES FOR PUBLIC USE SHALL HAVE INFORMATION POSTED IN THE LOBBY AS PART OF THE BUILDING DIRECTORY.

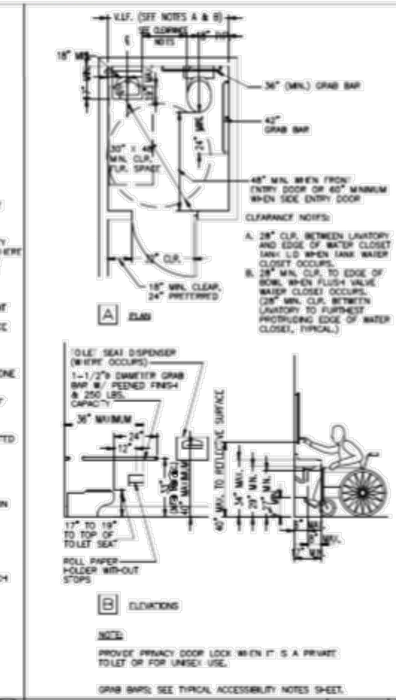
INTERNATIONAL SYMBOL OF ACCESSIBILITY:

12. STANDARD USED TO IDENTIFY ACCESSIBLE FACILITIES.
13. WHITE FIGURE ON BLUE BACKGROUND, COLOR # 15090 ON FEDERAL STANDARD # 595A.
14. WHEN ENFORCING AGENCY DETERMINES, IF APPROPRIATE, SPECIAL DESIGNS AND COLORS MAY BE APPROVED.

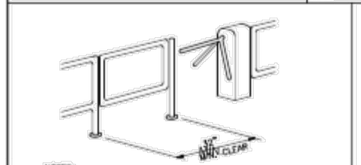
BRAILLE:

15. USE CONTRASTED GRADE 2 BRAILLE. DOTS TO BE 0.1 INCH ON CENTER IN EACH CELL.
16. 0.2 INCH SPACE BETWEEN CELLS.
17. DOTS RAISED MINIMUM 0.025 INCH ABOVE BACKGROUND.

SIGNS / PICTOGRAMS — SCALE NONE — (8)



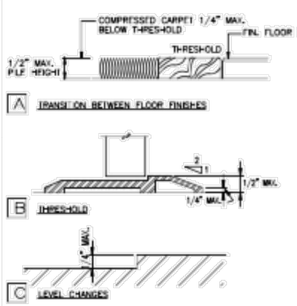
PRIVATE/PRIVACY/UNISEX TOILET ROOM — SCALE NONE — (7)



NOTES:

1. WHERE TURNSTILES ARE UTILIZED PROVIDE AN ACCESSIBLE DOOR OR GATE ADJACENT TO EACH TURNSTILE.
2. MAINTAIN GATES UNLOCKED DURING BUSINESS HOURS.
3. GATE SHALL NOT ACTIVATE PUBLICLY AUDIBLE ALARM.
4. MINIMUM CLEARANCE OF 32" BETWEEN POSTS, RAILS OR OTHER PEDESTRIAN CONTROLS.

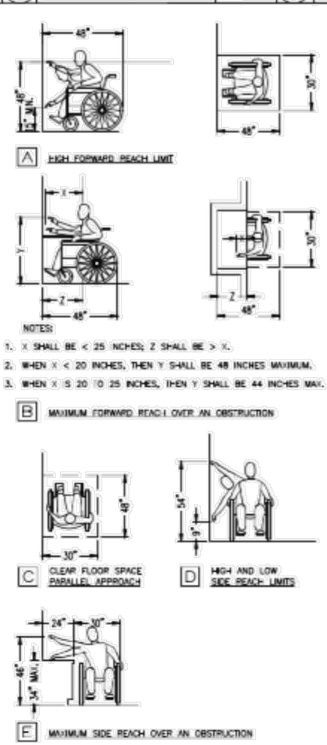
TURNSTILE — SCALE NONE — (6)



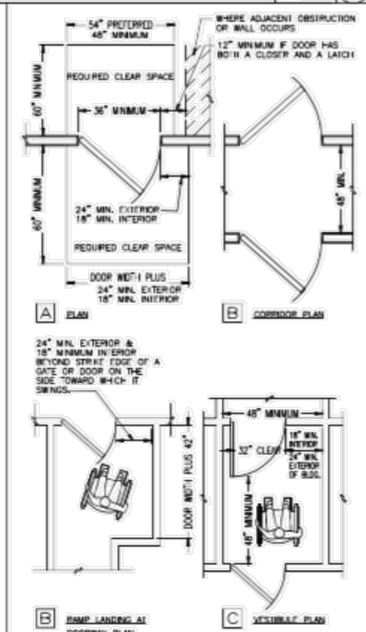
NOTES:

1. 1/2" MAXIMUM TOTAL HEIGHT WITH 1/4" MAXIMUM VERTICAL CHANGE AT EDGE.
2. 1 : 2 SLOPED BEVEL REQUIRED IF LEVEL CHANGE IS OVER 1/4" VERTICAL LEVEL CHANGE.
3. 1/4" MAXIMUM VERTICAL LEVEL CHANGE.

THRESHOLDS / LEVEL CHANGES — SCALE NONE — (5)



REACH REQUIREMENTS — SCALE NONE — (4)



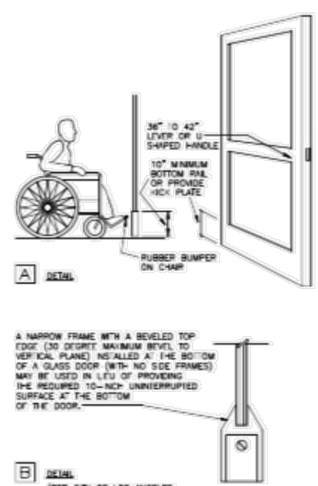
DOOR CLEARANCE — SCALE NONE — (3)

DOOR TYPE:

1. MINIMUM 10" HIGH SMOOTH SURFACE AT DOOR BOTTOM, EITHER ATTACHED PANEL OR BOTTOM RAIL.

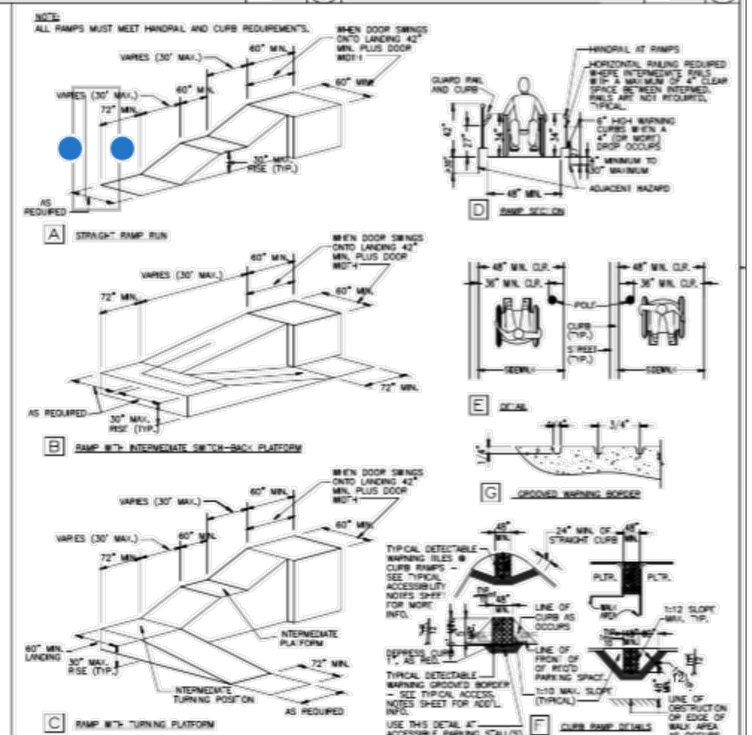
HARDWARE:

2. OPENABLE FROM INSIDE WITHOUT USE OF KEY OR SPECIAL KNOWLEDGE OR EFFORT.
3. OPENABLE BY SINGLE EFFORT LEVER-TYPE DEVICE (NOT REQUIRING GRASPING).
4. MOUNTED 36" TO 42".
5. MAXIMUM 8.5 LBS. EFFORT TO OPERATE EXTERIOR DOOR, 5 LBS. FOR INTERIOR.



DOORS — SCALE NONE — (2)

NOTE:
ALL RAMPS MUST MEET HANDRAIL AND CURB REQUIREMENTS.



RAMP DETAILS & NOTES — SCALE NONE — (1)

REVISIONS	BY

DESIGNER
JONG CHEN ENGINEERING
Specializes in Civil Design
9646 GARVEY AVE. Ste 206
S. EL MONTE, CA 91733
(626)529-1563

SHEET TITLE
HANDICAPED NOTES AND DETAILS

PROJECT
516 W. WHITTIER BLVD
MONTEBELLO, CA 90640

Date	10/08/2024
Scale	3/16"=1'-0"
Drawn	HB
Job	24-0908
Sheet	A-5.0
Of	Sheets

JONG CHEN ENGINEERING		Project: Warehouse Remodel	JOB 09.09.2024
9646 GARVEY AVE. STE 206 EL MONTE, CA 91733	Tel:626-529-1563 Fax:626-529-1563	Address: 516 W. Whittier Ave. Montebello, CA 90640	SHT DES HB
		2022 CBC	DATE 9/12/24

STRUCTURAL CALCULATIONS

AT

516 W. Whittier Ave.
Montebello, CA 90640

Sep. 12th 2024

JONG CHEN ENGINEERING		Project:	Warehouse Remodel	JOB	09.09.2024
9646 GARVEY AVE. STE 206	Tel:626-529-1563	Address:	516 W. Whittier Ave.	SHT	U-1
EL MONTE, CA 91733	Fax:626-529-1563		Montebello, CA 90640	DES	HB
		2022 CBC		DATE	9/12/24

Loading Condition:(psf)

Slope Roof		Floor	
Roofing	6		
2x6 @ 16"	1.5		
1/2" Stru. I	1.5		
Sloping	0.5		
misc.	0.5		
	10		
Ceiling			
2x6 @ 16"	1.5		
5/8" gyp. Board	3		
misc.	1		
Mech. Elec.	1.5		
	7		
Total Dead load	17		
Live Loads	20		
	37		

Lr =LoR1R2

R1=	1	For At < 200 s.f.
	1.2-0.001At	for 200<At<600s.f.
	0.6	At > 600 s.f.
R2=	1	for F ≤4
	1.2-0.05F	for 4<F<12
	0.6	for F> 12

$$L=L_o\left(0.25+\frac{15}{\sqrt{K_{LL}A_T}}\right)$$

Exterior walls:	2x6 studs w/stucco &ply one side	17 psf
Interior walls	2x4 studs w/drywalls both sides	8 psf

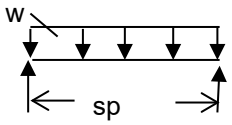
JONG CHEN ENGINEERING		Project:	Remodel	JOB	09.09.2024
9646 GARVEY AVE. STE 206	Tel:626-529-1563	Address:	516 W. Whittier Ave.	SHT	V-1
EL MONTE, CA 91733	Fax:626-529-1563		Montebello, CA 90640	DES	HB
		2022 CBC		DATE	9/12/24

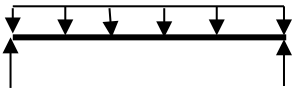
Vertical Design:

All wood beam, joist, roof rafter, column and so on will use EnerCalc. To check.
All vertical design have been shown on Enercal output.

Roof Framing

Member	Span (ft)	UNIFORM LOAD Wd.l (plf)	Wl.l (plf)	Wt (plf)	Member size	
CJ-1	14	9.31	13.3	22.61	Use 2x6@16"	No.2
Wd=	7x1.33=		9.3			
Wl =	10x1.33=		13.3			
HDR	8	42.0	120	162.0	Use: 4x6	No.1
Wd=	7x12/2=		42			
Wl =	20x12/2=		120			





Multiple Simple Beam

File: 516.ec6
Software copyright ENERCALC, INC. 1983-2020, Build:12.20.8.24
Lic. # : KW-06010980
ZYNI Engineering

Description : 516 job Ceiling Joist

Wood Beam Design : Ceiling Joist

Calculations per NDS 2018, IBC 2022, CBC 2022, ASCE 7-16

BEAM Size : **2x6, Sawn, Braced @ Mid Span**
Using Allowable Stress Design with IBC 2022 Load Combinations, Major Axis Bending

Wood Species :	Douglas Fir - Larch					Wood Grade :	No.2				
Fb - Tension	900.0 psi	Fc - Prll	1,350.0 psi	Fv	180.0 psi	Ebend- xx	1,600.0 ksi	Density	31.210 pcf		
Fb - Compr	900.0 psi	Fc - Perp	625.0 psi	Ft	575.0 psi	Eminbend - xx	580.0 ksi				

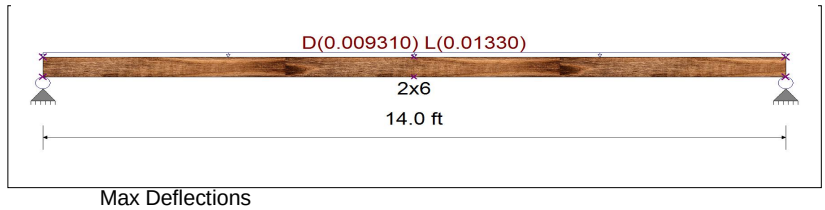
Applied Loads

Unif Load: D = 0.0070, L = 0.010 k/ft, Trib= 1.330 ft

Design Summary

Max fb/Fb Ratio = **0.718** : 1
fb : Actual : 878.99 psi at 7.000 ft in Span # 1
Fb : Allowable : 1,224.23 psi
Load Comb : +D+L+H

Max fv/FvRatio = **0.150** : 1
fv : Actual : 27.05 psi at 13.580 ft in Span # 1
Fv : Allowable : 180.00 psi
Load Comb : +D+L+H



Max Reactions (k)	D	L	Lr	S	W	E	H
Left Support	0.07	0.09					
Right Support	0.07	0.09					

Max Deflections

Transient Downward	0.347 in	Total Downward	0.590 in
Ratio	483	Ratio	284
	LC: L Only		LC: +D+L+H
Transient Upward	0.000 in	Total Upward	0.000 in
Ratio	9999	Ratio	9999
	LC:		LC:

Wood Beam Design : 8' w. Header

Calculations per NDS 2018, IBC 2022, CBC 2022, ASCE 7-16

BEAM Size : **4x6, Sawn, Fully Unbraced**
Using Allowable Stress Design with IBC 2022 Load Combinations, Major Axis Bending

Wood Species :	Douglas Fir - Larch					Wood Grade :	No.1				
Fb - Tension	1000 psi	Fc - Prll	1500 psi	Fv	180 psi	Ebend- xx	1700 ksi	Density	31.21 pcf		
Fb - Compr	1000 psi	Fc - Perp	625 psi	Ft	675 psi	Eminbend - xx	620 ksi				

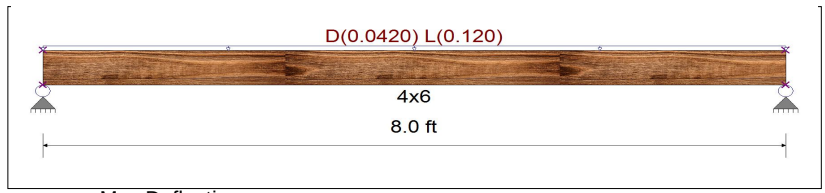
Applied Loads

Unif Load: D = 0.0070, L = 0.020 k/ft, Trib= 6.0 ft

Design Summary

Max fb/Fb Ratio = **0.683** : 1
fb : Actual : 881.34 psi at 4.000 ft in Span # 1
Fb : Allowable : 1,289.72 psi
Load Comb : +D+L+H

Max fv/FvRatio = **0.249** : 1
fv : Actual : 44.77 psi at 0.000 ft in Span # 1
Fv : Allowable : 180.00 psi
Load Comb : +D+L+H



Max Reactions (k)	D	L	Lr	S	W	E	H
Left Support	0.17	0.48					
Right Support	0.17	0.48					

Max Deflections

Transient Downward	0.135 in	Total Downward	0.182 in
Ratio	712	Ratio	527
	LC: L Only		LC: +D+L+H
Transient Upward	0.000 in	Total Upward	0.000 in
Ratio	9999	Ratio	9999
	LC:		LC:

Notice of CEQA Exemption

To:
County of Los Angeles
Registrar-Recorder/County Clerk
12400 Imperial Highway
Norwalk, CA 90650

From:
City of Montebello
Planning & Community Development Department
1600 W. Beverly Blvd.
Montebello, CA 90640

Lead Agency: City of Montebello Planning and Community Development Department
Project Title: Conditional Use Permit

Project Location: 516 W. Whittier Boulevard, Montebello, CA 90640
Case Number(s): PC-2024-0015-CUP/ENV No. 12-24-CE

Description of Nature, Purpose, and Beneficiaries of Project: A Conditional Use Permit ("CUP") Case No. PC-2024-0015-CUP allow the on-site sale of a full line of alcoholic beverages (Alcoholic Beverage Control License Type 47) for on-site consumption in conjunction with a restaurant (Montebello Public Market) for the property located at 516 W. Whittier Boulevard (collectively "the property").

Name of the Public Agency Approving the Project: City of Montebello
Name of Person or Agency Carrying Out the Project: Yao Pan, Montebello Public Market ("Property Owner")

Exempt Status (*check one*)
☐ Ministerial (Sec. 21080(b)(1); 15268(b)(3))
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption. State type and section number: Class 1- CEQA Guidelines Section 15301 (Existing Facilities)
☐ Statutory Exemptions. State code number:

Justification for Project Exemption:

The Project is Categorically Exempt per CEQA Guidelines §15301 - Class 1 (Existing Facilities. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion or existing or former use. There is no additional building footprint being added.

Lead Agency Contact Person: Joseph A. Palombi, Director of Planning & Community Development
Area Code/Telephone/Extension: (323) 887-1200

If filed by applicant, attach certified document issued by the Planning and Community Development Department stating that the Department has found the project to be exempt.

Signature: _____ **Date:** _____ **Title:** _____

☒ Signed by Lead Agency ☐ Signed by Applicant

ITEM # 3

CITY OF MONTEBELLO
PLANNING COMMISSION AGENDA STAFF REPORT

TO: Members of the Planning Commission

FROM: Joseph Palombi, Planning & Community Development Director

BY: Daniel Ruiz, Assistant Planner

SUBJECT: **CONDITIONAL USE PERMIT ("CUP") CASE NO. PC-2025-0001-CUP TO AUTHORIZE THE DEMOLITION OF THE EXISTING ONE-STORY STRUCTURE LOCATED AT 720 S. MAPLE AVENUE ("PROJECT SITE") AND TO ALLOW THE CONSTRUCTION AND OPERATION OF AN APPROXIMATELY 170,582 SQUARE-FOOT, 4-STORY SELF-STORAGE FACILITY**

DATE: March 18, 2025

RECOMMENDATION(S):

It is recommended that the Planning Commission conduct a public hearing and take the following action:

1. ADOPT Resolution No. 05-25 conditionally approving the demolition of all structures located on the Project Site and allowing the construction of an approximately 170,582 square foot, 4-story structure for self-storage and office related uses for the property located at 720 S. Maple Avenue and making related findings that the proposed Project is consistent with the Montebello General Plan; and
2. DETERMINE and FIND that the Project (ENV No. 01-25) is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332 – In-fill Development Projects.

BACKGROUND:

The Project Site is currently developed with a one-story structure and a surface parking

lot with various commercial and light industrial uses including a forklift repair business, multiple auto related uses, as well as a wholesale business. The surrounding area consists of a mobile-home park to the north of the Project Site, low-density single-family homes to the east, auto-related uses to the south, as well as light manufacturing, distribution, and automotive related uses to the west. As part of this proposal, all existing structures will be demolished to make way for the proposed project.

A review of records maintained by the Planning and Community Development Department confirmed that there is no record of existing entitlements or open code enforcement cases.

On January 14, 2025, Madison Capital Group Management, LLC (the "Applicant"), filed an application for a Conditional Use Permit (Case No. PC-2025-0001-CUP) to demolish the existing one-story structure at the Project Site and construct a new 4-story self-storage facility with ancillary office related uses.

On January 16, 2025, staff issued a deemed complete letter to the Applicant.

PROJECT /APPLICANT INFORMATION

Project Location: 720 S. Maple Avenue
Project Applicant: Madison Capital Group Management, LLC
Property Owner: PAR Properties
General Plan Designation: Neighborhood
Zoning: M-1 (Light Manufacturing)
Existing Use on Property: Commercial and Light Manufacturing

PROJECT SITE

The surrounding zoning and land uses are listed as follows:

Direction	Zone	Land Use Designation
North	M-1	Neighborhood (Mobile Home Park)
South	M-1	Neighborhood (Industrial Uses)
East	R-1	Neighborhood (Single-family Residences)
West	M-1	Industrial District

ENVIRONMENTAL:

The proposed Conditional Use Permit (Case No. PC-2025-0001-CUP) is considered a "project," per the California Environmental Quality Act (CEQA) definition of a "project." Following CEQA, the Project is Categorically Exempt per Section §15332, Class 32 (In-Fill Development Projects) and none of the exceptions found under CEQA Section §15300.2 apply. Class 32 consists of projects characterized as in-fill development meeting the following conditions:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
c. The project site has no value as habitat for endangered, rare or threatened species.
d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e. The site can be adequately served by all required utilities and public services.

The Project meets all the conditions required to be classified as a Class 32 CEQA exemption. The Project is consistent with the applicable general plan and zoning designations, policies, and regulations. The proposed development occurs within City limits on a site of 1.98 acres surrounded by already developed urban/residential uses, under the threshold of five acres determined by the state. The Project has been verified to present no value as habitat for endangered, rare, or threatened species; and significant effects relating to traffic, noise, air quality, or water quality are not anticipated based on the supporting studies provided including a Vehicle Miles Traveled (VMT) analysis (Attachment G), an Air Quality and Greenhouse Gas Assessment (Attachment H), a Noise and Vibration Impact Report (Attachment I), and a Parking Assessment (Attachment F). Additionally, the site can be adequately served by all required utilities and public services.

ANALYSIS:

PROJECT DESCRIPTION

The Applicant seeks approval to permit the demolition of the existing one-story structure at the Project Site and to permit the construction of a new, approximately 170,582 square foot 4-story structure with a maximum height of 55 feet for self-storage and office related uses (the “Project”). As previously mentioned, the Project Site consists of one rectangularly shaped parcel located along South Maple Avenue with a total area of approximately 86,249 square feet (1.98 acres). The site is currently developed with a one-story structure and a surface parking lot with various commercial and light industrial uses including a forklift repair business, multiple auto-related uses, as well as a wholesale business. The surrounding area consists of a mobile-home park to the north of the Project Site, low-density single-family homes to the east, auto-related uses to the south, as well as light manufacturing, distribution, and automotive related uses to the west.

Based on the preliminary plans submitted, the proposed self-storage facility has a building footprint square footage of approximately 42,713 square feet and each of the 4 floors of the facility consist of 42,713 square feet for a total of 170,852 square feet of gross building area. For reference, the Project site plan and rendering can be found within Attachment E. The first floor of the facility includes a 391 square foot leasing office but the remaining space across all four floors will be dedicated almost exclusively to the proposed storage spaces. Overall, the Project proposes a maximum of 1,250 storage units and includes a total of 13 surface level parking spaces which are intended to serve as customer and employee parking and loading. Access to the site will be via two 29’-4” two-way driveway approaches. A 20-foot landscaped front yard setback and a 10-foot

landscaped rear yard setback will be provided. A portion of the side yards will feature new 8-foot precast walls, while all existing masonry walls will be maintained. The Project proposal includes a designated trash area at the rear, enclosed by a view-obscuring wall, and will feature a 28-foot-wide fire lane configured in a loop throughout the site to provide accessibility for emergency vehicles and first responders. Mechanical equipment and utilities will be fully screened. Signage will be in full compliance with the applicable development standards. The staffed hours of operation will be from 8:30 am to 6:30 pm with customer access available from 6:00 am to 10:00 pm via a smartphone app and/or a physical keypad with a unique code assigned to each customer. The facility is designed with most of the storage units accessible from secure interior corridors, with the remainder available as drive-up units. The site will be gated with control-access only, and no windows will be facing onto the adjacent residential lots.

Manufacturing Zones Development Standards		
	Requirement within MMC	**Provided by Project**
Minimum Lot Area, Width and Depth	Determined on a case-by-case basis. Any existing lot which is legal at the time this section is adopted can be developed in accordance with other provisions herein.	Lot Area: 86,249 square feet (1.98 acres) Lot Width: 175 feet Lot Depth: 491.99 feet
Maximum Building Height	Unlimited except if the lot abuts a residential zone, then maximum height shall be thirty-five feet, or twenty-five feet if the building is within fifteen feet of the residential property line	55 feet
Maximum Floor Area Ratio	3:1 258,747 square feet (3x86,249)	1.98:1 (170,582/86,249)
Minimum Front Setback	20 feet if across from or abutting R zone 10 or 5 feet if decorative façade 20 feet from street for 15 feet extending from both sides of the driveway when vehicle access directly into building	20 feet

Minimum Side Setback	5 feet (15 feet if abutting R zone); or 0 feet if no windows or doors (and decorative if abutting R-zone). 10 feet if sideyard is facing street, or 5 feet if decorative façade. 20 feet if across street from R Zone 20 feet from street for at least 15 feet extending from both sides of the driveway when vehicle access directly into building.	28 feet
Minimum Rear Setback	5 feet (15 feet if abutting R-zone); or 0 feet if no windows or doors (and decorative façade if abutting R-zone). 20 feet from alley for at least 15 feet extending from both sides of the driveway when vehicle access directly into building.	40 feet
Number of Parking Spaces	Chapter 17.52 of the Montebello Municipal Code (Off-Street Parking) does not provide	13 parking spaces including 6 standard parking spaces (9'x18'), 1 ADA accessible parking space, and 6 loading spaces (12'x30')

The table above depicts the development regulations and standards found within Chapter 17.32 (Manufacturing Zones Generally) of the Montebello Municipal Code (MMC) as they pertain to this specific Project proposal. The Project proposal meets the requirements for minimum lot area, width, and depth, maximum floor area ratio, as well as the minimum front, side, and rear setback requirements. On the other hand, the proposed Project does not meet the development standards related to building height. Section 17.32.100 of the MMC specifies that the height of buildings located in the manufacturing zones shall be unlimited except if the lot abuts a residential zone, then the maximum height shall be thirty-five feet, or twenty-five feet if the building is within fifteen feet of the residential property line. Since the Project Site abuts a residential zone, the maximum building height required is thirty-five feet, but the maximum height of the proposed structure is 55 feet. Pursuant to MMC section 17.70.100, the Planning Commission is authorized to make specific alterations and/or exemptions to the building and structure height requirements if it finds that the alterations and/or exemptions are reasonable. The

Applicant is requesting a height deviation for the Project pursuant to this section. Here, the Project is adjacent to residential uses to the east, but the Project's proposed self-storage structure is separated from the residential uses by a 10-foot landscape buffer plus an additional 30-foot setback, including a 28-foot fire lane. The nearest portion of the Project's structure is situated 40 feet away from the adjacent residential uses. Although the tallest portion of the Project's structure has a height of 55 feet, the height of the structure steps down to 48 feet on the easterly side closest to the residential uses to mitigate any impacts to these uses.

Additionally, related to parking, the MMC does not provide a parking space requirement for "self-storage" uses. The Project proposal includes a total of 13 parking spaces including 7 standard parking spaces (9'x18') and 6 loading spaces (12' x 30'). Pursuant to MMC Section 17.52.060, "the requirement for a use not specifically mentioned will be the same as for a use specified which has similar traffic generating characteristics. The Planning Commission will determine what constitutes a similar use." Section 17.32.100 of the MMC also stipulates that the Planning Commission is authorized to make specific alterations and/or exemptions to off-street parking requirements for any use for which a conditional use permit is required if the commission finds that specific alterations and/or exemptions are reasonable. Unlike traditional warehousing uses that contemplate heavy truck traffic for commercial distribution, the self-storage Project will primarily serve occasional customers using passenger cars, SUVs, and smaller box rentals for temporary storage needs. The direct application of the MMC would result in a requirement of 174 parking spaces for the proposed Project based on the requirement that any industrial use in the City provide 1 parking space for every 1,000 square feet of gross floor area for "Warehouse and Distribution" uses. Per the parking assessment provided by the Applicant (Attachment F) and based on the review of other parking requirements for self-storage facilities established by other local jurisdictions, it is anticipated that the parking demand for the proposed Project would be much lower than what is currently required by the MMC. Based on the Peak Parking Demand Ratio for "Mini-Warehouses" per the Institute of Transportation Engineers, the average parking demand expected for similar projects is a weekday peak parking demand of 16 vehicles. Separate from this metric, the parking assessment determined that the highest aggregate peak parking demand ratio is .007 parking spaces per occupied storage unit. Based on this ratio, the peak parking demand for the proposed self-storage facility is 9 parking spaces (.007 spaces/occupied storage unit x 1,250 storage units = approximately 9 spaces). The parking assessment concludes that the 13 total parking spaces proposed are sufficient to accommodate the peak parking demand derived by the analysis.

GENERAL PLAN CONSISTENCY

The City's General Plan Land Use category for the Project Site is the City's "Neighborhood" land use category. The following General Plan Goals and Policies are applicable to the self-storage facility proposed at the Project Site:

> **General Plan "Our Prosperous Community" Element policy 2.6 (P2.6)** is to "preserve and enhance industrial areas."
>
> **General Plan "Our Prosperous Community" Element action 2.6a (A2.6a)** is to "promote more compatible land uses adjacent to industrial areas."

General Plan "Our Well Planned Community" Element policy 3.3 (P3.3) is to "revitalize established neighborhoods and corridors."

General Plan "Our Well Planned Community" Element action 3.3a (A3.3a) is to "provide non-residential uses that are accessible for the convenience of individuals living in residential districts."

General Plan "Our Well Planned Community" Element action 3.3b (A3.3b) is to "protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage."

General Plan "Our Well Planned Community" Element action 3.3c (A3.3c) is to "reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to non-residential areas."

General Plan "Our Well Planned Community" Element policy 3.6 (P3.6) is to "preserve and enhance the industrial district while retaining and expanding existing businesses."

General Plan "Our Well Planned Community" Element action 3.6a (A3.6a) is to "support innovative and flexible land use framework for industrial district."

General Plan "Our Healthy Community" Element policy 5.4 (P5.4) is to "minimize noise impacts to ensure that noise does not detract from Montebello's quality of life."

General Plan "Our Healthy Community" Element policy 6.1 (P6.1) is to "promote crime prevention strategies."

The Project conforms to City of Montebello General Plan policies P2.6, P3.3, P3.6, P5.4, and P6.1 related to the City preserving and enhancing industrial areas, revitalizing established neighborhoods and corridors, retaining and expanding existing industrial district businesses, minimizing noise impacts to not impact Montebello's quality of life, and promoting crime prevention strategies. The proposed self-storage Project preserves and enhances the industrial character of the area while promoting land use compatibility with adjacent properties. Self-storage facilities are a low-impact commercial use that complement industrial zones by generating minimal traffic, noise, and operational disruptions. The Project will also act as a buffer between the more intensive industrial activities to the west of the property and residential and/or commercial uses to the east of the property. The Project will provide non-residential self-storage uses for residents and businesses in need of secure and accessible storage solutions. Currently, the City has only three storage facilities, which are insufficient to meet the growing demand for storage options in the community. Due to the Project being situated near residential uses, the Project will increase access to needed self-storage uses for nearby residents and reduce the length and number of vehicle trips to other self-storage facilities outside of the

immediate vicinity of residents. Self-storage facilities are inherently flexible in that they can also serve nearby industrial enterprises which may require secure off-site storage for equipment, inventory, or other goods. By going through the CUP process, the City will have mitigation measures in place to protect the nearby residential uses from any adverse impacts associated with the proposed Project consistent with General Plan action A3.3B. Additionally, the Project is designed to reduce the impact of the development on surrounding residential uses by incorporating features such as most of the storage units being accessible from interior corridors, the Project not having any windows facing onto adjacent residential lots, landscape buffers and walls being utilized to minimize noise impacts, and other features to ensure the quality of life of residents in the vicinity. The hours of operation are also intended to restrict noise-generating activities to hours which will not have a negative impact on neighboring residents. Related to promoting crime prevention strategies, the facility will incorporate advanced security features such as 24/7 surveillance cameras, controlled access points, security gates, durable perimeter fencing, and security lighting. These measures are designed to deter unauthorized entry, reduce potential security risks, and enhance overall site safety. On-site management will provide active oversight, with staff available to promptly address any security or operational concerns. Additionally, the Project will include strategically placed site lighting to improve visibility throughout the property, both during operating hours and overnight. This lighting not only discourages criminal activity but also ensures a welcoming and secure environment for customers. Other crime prevention strategies include a layout that minimizes secluded areas, clear signage to guide visitors, and a focus on privacy by eliminating windows on storage units. Eliminating windows on the storage units protects customer belongings and further reduces visual distractions for neighboring properties. By incorporating these proactive security measures, the Project aligns with Montebello's goals of enhancing public safety while providing a valuable resource for residents and businesses. Overall, the operation of the self-storage facility proposed as a part of this Project will allow for high quality storage opportunities to be provided to local Montebello residents and community members consistent with the City's General Plan goals, objectives, and policies.

CONDITIONAL USE PERMIT

Pursuant to Chapter 17.70 (Conditional Use Permits) and Ordinance No. 2001 (Attachment B), the approval of a CUP is required for "Self Storage" uses in the M-1 (Light Manufacturing) zone. Section 17.70.010 of the MMC specifies that the purpose of conditional use permits is to "allow proper integration of uses into the community which may only be suitable in specific locations, or only if such uses are designed and constructed in a particular manner on the site, and under certain conditions."

Pursuant to Section 17.70.070 of the MMC, before any CUP shall be granted, the following findings must be made:

A. *That the site for the proposed use is adequate in size and shape*;

The subject site is located within the M-1 (Light Manufacturing) Zone which is intended to provide areas for the establishment of light industrial plants and related activities in a manner that will foster mutually beneficial relationships within the

area. Through the regulation of the proposed use, proper safeguards will be implemented to protect nearby residential, commercial, and other uses as well as to ensure the availability of adequate infrastructure to serve the permitted use. The site for the proposed use is adequate in size and shape. The site is a rectangular-shaped, flat lot that is approximately 86,249 square feet (1.98 acres). The Project will include a 170,852 square foot, 4-story building for self-storage and office-related uses with surface parking and loading spaces. The Project will observe the required setbacks at the front, side, and rear yards. The Project will also provide a 20-foot, landscaped building setback to the front, a 10-foot landscaped setback to the rear to protect the adjacent residential development, new 8-foot-tall precast walls to the side yards, and all existing masonry walls will be maintained. The Project will also accommodate the required 28-foot fire lane. The subject site is adequate in size and shape to accommodate the development features of the Project and is in a proper location for the Project.

B. That the site has sufficient access to streets and highways, and is adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use;

The site has ample access to surrounding streets and the freeway, with adequate width and pavement to accommodate the anticipated traffic associated with the proposed self-storage facility. Located adjacent to S Maple Avenue, the Site is strategically positioned just north of the Santa Ana Freeway (I-5) and between E Washington Boulevard to the south and W Olympic Boulevard and W Whittier Boulevard to the north. The Project is well-connected for both local and regional visitors and supports a steady flow of commercial and community traffic.

The existing road infrastructure, including S Maple Avenue and nearby streets, features pavement and lane widths designed for commercial traffic volumes, enabling the site to accommodate a variety of vehicles. These include passenger cars, SUVs, smaller box rentals, and service vehicles, all without disrupting traffic flow in the area.

The proposed self-storage facility will primarily serve customers using passenger cars, SUVs, and smaller box rentals for temporary storage needs such as personal belongings, business inventory, or equipment, managed by on-site employees to ensure smooth operations.

Leveraging the combination of robust road infrastructure and industry-standard best management practices, the site offers sufficient access and capacity to support the anticipated traffic and diverse vehicle types associated with the proposed use.

C. That the proposed use will not have an adverse effect upon adjacent or abutting properties;

The Project leverages existing road infrastructure, including South Maple Avenue, which features commercial-grade pavement and lane widths designed to accommodate various vehicles, from passenger cars to service trucks. These roads

ensure efficient access to the site without disrupting circulation patterns or overburdening traffic flows. On-site operations are optimized for occasional customer visits, with employees managing traffic and operations to ensure smooth and orderly use of the facility. Moreover, unlike traditional warehousing uses that contemplate heavy truck traffic for commercial distribution, the self-storage Project will primarily serve occasional customers using passenger cars, SUVs, and smaller box rentals for temporary storage needs, for which the proposed 13 parking spaces will provide ample supply of parking and loading.

To maintain the quality of life in Montebello, the Project incorporates key noise-mitigation measures. These include an 8-foot precast side wall and a 10-foot landscaped setback at the rear, providing effective sound barriers for nearby residential properties. Operational guidelines restrict noise-generating activities to designated hours, further limiting disturbances. The facility's inherently quiet nature, with limited customer visits and controlled operations, ensures minimal impact on the neighborhood. The storage units are fully enclosed within the facility, further reducing any potential noise. The mix of residential uses in the surrounding area creates a natural demand for self-storage, which the Project directly addresses. It provides a valuable service for residents and small businesses in need of secure and accessible storage solutions. Currently, the City has only three storage facilities, which are insufficient to meet the growing demand for storage options in the community. This limited availability underscores the need for an additional facility to address the storage needs of residents and local businesses effectively. This demand aligns with the facility's operational focus on temporary storage for personal belongings, business inventory, and equipment.

Even though the Applicant is requesting to deviate from the height requirements by building a taller building than would otherwise be permitted, the height of the structure steps down as the structure gets closer to surrounding residential properties to mitigate the impact of the higher height allowance. By integrating design, operational best practices, and infrastructure improvements, the proposed self-storage Project meets local demand while supporting Montebello's goals of promoting community prosperity and preserving a high quality of life for its residents. Conditions of approval are also included as a part of this proposal to limit any possible adverse impacts.

D. That the proposed use is consistent with the objectives of the community redevelopment project area in which the site is located. Put another way, the finding must be made that the proposed use will meet the general purpose and intent of the Zoning Code and will be consistent with the purpose and intent of the General Plan and any applicable specific plan.

With the Planning Commission's approval of the modified height and parking requirements, the proposed design for the self-storage facility fully complies with the MMC, adhering to all zoning code provisions and applicable development standards. The Project's design incorporates appropriate measures to meet City requirements without seeking any variances or relief from MMC provisions, ensuring complete alignment with all regulations.

The Project will provide 13 parking spaces for customer and employee parking and loading, all designed to meet the required size and location standards. As reflected in Attachment F (Parking Assessment), the 13 spaces will provide a sufficient supply of parking and loading for the proposed self-storage use based on the parking analysis prepared by LLG, Engineers. Self-storage facilities, unlike commercial warehousing and distribution uses, primarily serve customers using passenger cars, SUVs, and smaller box rentals. A designated trash area will be located at the rear of the property, enclosed by a view-obscuring wall, ensuring functionality and alignment with code requirements. The facility will also observe all setback requirements, including a 20-foot landscaped front yard setback, a 10-foot landscaped rear yard setback to buffer adjacent residential uses, and new 8- foot precast walls along the side yards while retaining all existing masonry walls for additional privacy and screening.

The Project will include a 28-foot-wide fire lane in compliance with fire safety requirements, ensuring accessibility for emergency vehicles. Mechanical equipment and utilities will be fully screened from view to maintain a clean and orderly appearance, while all signage will conform to MMC Chapter 17.62, ensuring consistency with local standards. Additionally, the facility will incorporate adequate lighting, security gates, and other measures to enhance safety and usability and comply with noise regulations, further supporting its compliance with applicable development and operational standards. If approved, the Project proposal will go through the plan check process which will ensure that the general purpose and intent of the zoning code, building code, fire code, and other applicable portions of the MMC will be met.

Related to the City's General Plan, the proposed use of a self-storage facility is in conformance with the General Plan's goals, policies, and objectives as is highlighted in the General Plan Consistency section above. The proposed Project conforms to the City of Montebello General Plan policies P2.6, P3.3, P3.6, P5.4, P6.1 related to the City preserving and enhancing industrial areas, revitalizing established neighborhoods and corridors, retaining and expanding existing industrial district businesses, minimizing noise impacts to not impact Montebello's quality of life, and promoting crime prevention strategies.

SUMMARY:

REPORTS RECEIVED

On January 16, 2025, the application for Case No. PC-2025-0001-CUP was routed to the Building Division as well as to the Public Works, Fire, Police, and Recreation & Community Services Departments for review, comments, and conditions. The comments and conditions of approval that were provided are included in the resolution found within "Attachment A."

PUBLIC NOTIFICATION

Pursuant to MMC Section 17.78 (Public Hearings, Notices, and Appeals), the following noticing was performed:

- On March 6, 2025, the Public Hearing Notice was published in the Daily Journal (Whittier Daily News); and
- On March 6, 2025, the Public Hearing Notice was mailed to all property owners within a 300-foot radius from the exterior boundaries of the Project Site.

ATTACHMENT(S)

1. Attachment A - Resolution 05-25
2. Attachment B - Ordinance No. 2001
3. Attachment C - Public Hearing Notification (720 S. Maple Avenue)
4. Attachment D - CEQA NOE (720 S. Maple Avenue)
5. Attachment E - Site Plan and Renderings
6. Attachment F - Parking Assessment
7. Attachment G - VMT Analysis
8. Attachment H - Air Quality and GHG Assessment
9. Attachment I - Noise and Vibration Impact Report
10. Attachment J - Support Petitions

CITY OF MONTEBELLO
PLANNING COMMISSION

RESOLUTION NO. 05-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTEBELLO, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT (CASE NO. PC-2025-0001-CUP) WITH CONDITIONS TO ALLOW THE DEMOLITION OF THE EXISTING STRUCTURE LOCATED AT 720 S. MAPLE ("PROJECT SITE"), APPROVING THE CONSTRUCTION AND OPERATION OF A 4-STORY SELF-STORAGE FACILITY (GO STORE IT) AT THE PROJECT SITE AND DETERMINING THAT THE CONDITIONAL USE PERMIT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CEQA § 15332 (IN-FILL DEVELOPMENT PROJECTS) (ENV NO. 01-25)

WHEREAS, the City of Montebello ("City") received an application on January 14, 2025, on behalf of Madison Capital Group Management, LLC ("Applicant") for a Conditional Use Permit ("CUP") (Case No. PC-2025-0001-CUP) to allow the construction and operation of a self-storage facility (Go Store It) at 720 South Maple Avenue ("Project Site"); and

WHEREAS, the approval of a CUP for self-storage in the M-1 (Light Manufacturing) zone is required per the Index of Primary Uses found under the Montebello Municipal Code ("MMC") as reflected in City Council Ordinance No. 2001; and

WHEREAS, pursuant to Section 21067 of the Public Resources Code, and Section 15367 of the State California Environmental Quality Act ("CEQA") Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the City of Montebello is the lead agency for the proposed Project; and

WHEREAS, the CUP (Case No. PC-2025-0001-CUP) is considered a "project," as per the CEQA definition of a "project" under CEQA Guidelines Section 15378; and

WHEREAS, the project is categorically exempt per CEQA §15332, Class 32 (In-fill Development Projects); and

WHEREAS, a duly noticed public hearing has been held, at which the Planning Commission received and considered staff presentations, recommendations, public testimony, and all other substantial evidence presented at the public hearing and included in the record for this matter; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, the Planning Commission of the City of Montebello hereby finds, declares, and resolves as follows:

SECTION 1. RECITALS. The foregoing recitals are true and correct and are hereby incorporated as substantive findings in this Resolution.

SECTION 2. FINDINGS. Based on staff presentations, testimony, and all other evidence presented to the Planning Commission during the noticed public hearing on this matter, the Planning Commission, pursuant to MMC 17.70.070, hereby finds and declares:

1. *That the site for the proposed use is adequate in size and shape;*

The subject site is located within the M-1 (Light Manufacturing) Zone which is intended to provide areas for the establishment of light industrial plants and related activities in a manner that will foster mutually beneficial relationships within the area. Through the regulation of the proposed use, proper safeguards will be implemented to protect nearby residential, commercial, and other uses as well as to ensure the availability of adequate infrastructure to serve the permitted use. The site for the proposed use is adequate in size and shape. The site is a rectangular-shaped, flat lot that is approximately 86,249 square feet (1.98 acres). The project will include a 170,852 square foot, 4-story building for self-storage and office-related uses with surface parking and loading spaces. The project will observe the required setbacks at the front, side, and rear yards. The project will also provide a 20-foot, landscaped building setback to the front, a 10-foot landscaped setback to the rear to protect the adjacent residential development, new 8-foot-tall precast walls to the side yards, and all existing masonry walls will be maintained. The project will also accommodate the required 28-foot fire lane. The subject site is adequate in size and shape to accommodate the development features of the proposed project and is in a proper location for the project.

2. *That the site has sufficient access to streets and highways, and is adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use;*

The site has ample access to surrounding streets and the freeway, with adequate width and pavement to accommodate the anticipated traffic associated with the

proposed self-storage facility. Located adjacent to S Maple Avenue, the Site is strategically positioned just north of the Santa Ana Freeway (I-5) and between E Washington Boulevard to the south and W Olympic Boulevard and W Whittier Boulevard to the north. The project is well-connected for both local and regional visitors and supports a steady flow of commercial and community traffic.

The existing road infrastructure, including S Maple Avenue and nearby streets, features pavement and lane widths designed for commercial traffic volumes, enabling the site to accommodate a variety of vehicles. These include passenger cars, SUVs, smaller box rentals, and service vehicles, all without disrupting traffic flow in the area.

The proposed self-storage facility will primarily serve customers using passenger cars, SUVs, and smaller box rentals for temporary storage needs such as personal belongings, business inventory, or equipment, managed by on-site employees to ensure smooth operations.

Leveraging the combination of robust road infrastructure and industry-standard best management practices, the site offers sufficient access and capacity to support the anticipated traffic and diverse vehicle types associated with the proposed use.

3. *That the proposed use will not have an adverse effect upon adjacent or abutting properties;*

The project leverages existing road infrastructure, including South Maple Avenue, which features commercial-grade pavement and lane widths designed to accommodate various vehicles, from passenger cars to service trucks. These roads ensure efficient access to the site without disrupting circulation patterns or overburdening traffic flows. On-site operations are optimized for occasional customer visits, with employees managing traffic and operations to ensure smooth and orderly use of the facility. Moreover, unlike traditional warehousing uses that contemplate heavy truck traffic for commercial distribution, the self-storage project will primarily serve occasional customers using passenger cars, SUVs, and smaller box rentals for temporary storage needs, for which the proposed 13 parking spaces will provide ample supply of parking and loading.

To maintain the quality of life in Montebello, the project incorporates key noise-mitigation measures. These include an 8-foot precast side wall and a 10-foot landscaped setback at the rear, providing effective sound barriers for nearby

residential properties. Operational guidelines restrict noise-generating activities to designated hours, further limiting disturbances. The facility's inherently quiet nature, with limited customer visits and controlled operations, ensures minimal impact on the neighborhood. The storage units are fully enclosed within the facility, further reducing any potential noise. The mix of residential uses in the surrounding area creates a natural demand for self-storage, which the project directly addresses. It provides a valuable service for residents and small businesses in need of secure and accessible storage solutions. Currently, the City has only three storage facilities, which are insufficient to meet the growing demand for storage options in the community. This limited availability underscores the need for an additional facility to address the storage needs of residents and local businesses effectively. This demand aligns with the facility's operational focus on temporary storage for personal belongings, business inventory, and equipment.

Even though the Applicant is requesting to deviate from the height requirements by building a taller building than would otherwise be permitted, the height of the structure steps down as the structure gets closer to surrounding residential properties to mitigate the impact of the higher height allowance. By integrating design, operational best practices, and infrastructure improvements, the proposed self-storage project meets local demand while supporting Montebello's goals of promoting community prosperity and preserving a high quality of life for its residents. Conditions of approval are also included as a part of this proposal to limit any possible adverse impacts.

4. *That the proposed use is consistent with the objectives of the community redevelopment project area in which the site is located. Put another way, the finding must be made that the proposed use will meet the general purpose and intent of the Zoning Code and will be consistent with the purpose and intent of the General Plan and any applicable specific plan.*

With the Planning Commission's approval of the modified height and parking requirements, the proposed design for the self-storage facility fully complies with the MMC, adhering to all zoning code provisions and applicable development standards. The project's design incorporates appropriate measures to meet City requirements without seeking any variances or relief from MMC provisions, ensuring complete alignment with all regulations.

The project will provide 13 parking spaces for customer and employee parking and loading, all designed to meet the required size and location standards. As reflected in the Parking Assessment provided by the applicant, the 13 spaces will provide a

sufficient supply of parking and loading for the proposed self-storage use based on the parking analysis prepared by LLG, Engineers. Self-storage facilities, unlike commercial warehousing and distribution uses, primarily serve customers using passenger cars, SUVs, and smaller box rentals. A designated trash area will be located at the rear of the property, enclosed by a view-obscuring wall, ensuring functionality and alignment with code requirements. The facility will also observe all setback requirements, including a 20-foot landscaped front yard setback, a 10-foot landscaped rear yard setback to buffer adjacent residential uses, and new 8- foot precast walls along the side yards while retaining all existing masonry walls for additional privacy and screening.

The project will include a 28-foot-wide fire lane in compliance with fire safety requirements, ensuring accessibility for emergency vehicles. Mechanical equipment and utilities will be fully screened from view to maintain a clean and orderly appearance, while all signage will conform to MMC Chapter 17.62, ensuring consistency with local standards. Additionally, the facility will incorporate adequate lighting, security gates, and other measures to enhance safety and usability and comply with noise regulations, further supporting its compliance with applicable development and operational standards. If approved, the project proposal will go through the plan check process which will ensure that the general purpose and intent of the zoning code, building code, fire code, and other applicable portions of the MMC will be met.

Related to the City's General Plan, the proposed use of a self-storage facility is in conformance with the General Plan's goals, policies, and objectives as is highlighted in the General Plan Consistency section found within the related staff report. The proposed project conforms to the City of Montebello General Plan policies P2.6, P3.3, P3.6, P5.4, P6.1 related to the City preserving and enhancing industrial areas, revitalizing established neighborhoods and corridors, retaining and expanding existing industrial district businesses, minimizing noise impacts to not impact Montebello's quality of life, and promoting crime prevention strategies.

SECTION 3. CEQA. The Planning Commission hereby determines that, based on the whole of the administrative record, the Project (ENV No. 01-25) is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 (In-fill Development Projects), Class 32 and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. Additionally, the Project meets all the following conditions pursuant to the requirements of CEQA Guidelines Section 15332:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

The proposed project meets all the conditions required to be classified as a Class 32 CEQA exemption. The project is consistent with the applicable general plan and zoning designations, policies, and regulations. The proposed development occurs within City limits on a site of 1.98 acres surrounded by already developed urban/residential uses, under the threshold of five acres determined by the state. The project has been verified to present no value as habitat for endangered, rare, or threatened species and significant effects relating to traffic, noise, air quality, or water quality are not anticipated based on the supporting studies provided including a Vehicle Miles Traveled (VMT) analysis, an Air Quality and Greenhouse Gas Assessment, a Noise and Vibration Impact Report, and a Parking Assessment. Additionally, the site can be adequately served by all required utilities and public services.

SECTION 4. APPROVAL. The Planning Commission hereby approves the CUP (Case No. PC-2025-0001-CUP) to allow the construction and operation of a self-storage facility at the Project Site subject to the conditions set forth in Section 5 of this Resolution.

SECTION 5. CONDITIONS. The Planning Commission finds that the foregoing conditions of approval are necessary and appropriate.

A. Standard Conditions

1. The Applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers, and employees from any claim, action, or proceeding brought against the City, its elected and appointed officials, agents, officers, or employees arising out of, or which are related to the Applicant's project or application (collectively referred to as "proceedings"). The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities, and expenses incurred or awarded in connection with the

proceedings whether incurred by the Applicant, the City and/or the parties initiating or bringing such proceedings. This indemnity provision shall include the Applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth herein. The City shall have the right to choose its own legal counsel to represent the City's interest in the proceedings.

2. The utilization of the subject site shall conform to the allowed use, except as provided for herein and by subsequent revisions found by the Director of Planning and Community Development ("Director") Department ("Planning Department") to be in substantial compliance with these provisions.

3. The development of the subject site shall be consistent with all provisions of the MMC, Conditional Use Permit No. PC-2025-0001-CUP/ENV No. 01-25, and the specifications of the City's Planning Division ("Planning Division" or "Planning Department").

4. Within thirty (30) days of the Planning Division transmittal of the Acceptance Form, the Applicant shall sign and return a copy of the Acceptance Form, agreeing to the conditions of approval and acknowledging that failure to comply with such conditions shall constitute grounds for potential revocation of the permit approval. Failure to return the Acceptance Form within thirty (30) days shall constitute grounds for terminating the permit.

5. The Director, at any time, can call for a review of the approved conditions of approval at a duly noticed public hearing before the Planning Commission. These condition(s) may be modified, or new condition(s) added to reduce any impacts of the use. The Planning Commission may revoke the CUP (Case No. PC-2025-0001-CUP/ENV No. 01-25) if sufficient cause is given.

6. The Applicant or successor in interest shall meet the applicable code requirements and all other City department regulations.

7. Any construction shall only occur between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturdays, Sundays, and legal holidays, except in the case of an emergency where such action is immediately required to prevent injuries to persons or damage to property, as determined by the Building Official.

8. In the event the Applicant violates or fails to comply with any conditions of approval of this permit, no further permits, licenses, approvals, or certificate of occupancy shall be issued until such violation(s) has been fully remedied.

9. The Applicant, Owner, Management and/or successor of the use shall bear full cost of all monitoring and inspection activities to be conducted by City staff or its designated consultant representative(s) as necessary to ensure compliance with the conditions of this Resolution.

10. Any change, expansion, intensification and/or modification to the proposed plans use, or mode of operations shall be subject to the review and approval by the Director who may take action or call for review by the Montebello Planning Commission ("Planning Commission") at a noticed public hearing.

11. A landscape and irrigation plan prepared by a Licensed Architect shall be submitted during the plan check process and must be approved prior to the issuance of building permits.

12. The operation shall always be conducted in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking, and other actions. Site project management ("Management") shall patrol the business premises and the surrounding vicinity, including the public rights-of-way to the property, during all hours of operation.

13. The site and surrounding area shall be maintained in a litter and graffiti free manner. Any graffiti that occurs on the site shall be removed within 24 hours at Applicant, Site Owner ("Site Owner"), and/or Operator's own expense.

14. The noise levels generated by the operation of such establishment shall not exceed sixty-five (65) dBA between the hours of seven (7) a.m. to ten (10) p.m., and not exceed sixty (60) dBA between the hours of ten (10) p.m. to seven (7) a.m., so as to mitigate the impact of adjoining properties zoned or used for residential purposes. The measurement of noise levels shall be taken at the location of the shared property line.

15. No signs shall be installed on the site until a sign permit has been approved by the Planning Department and Building & Safety Division in conformance with the provisions set forth in Chapter 17.62 ("Signs") of the MMC.

16. The premises shall be kept clean, and the Applicant, Operator, and/or Management of the establishment shall ensure that no trash or litter originating from the site is deposited onto neighboring properties or onto the public right-of-way.

17. Any outstanding violations of the MMC shall be remedied prior to the issuance of a Certificate of Occupancy, as applicable. The Applicant, Operator, Site Owner, and/or Management shall be responsible for remedying outstanding code enforcement issues. When corrective action requires the issuance of a building permit, the building permit must be issued within 12 months of the effective date of this approval. Corrective action that does not require a building permit shall be remedied within one month of the effective date of this approval. The Director may grant an extension to these time frames, but such extensions shall not extend more than one (1) year from the date of this approval.

18. All outdoor utilities, machinery and equipment, including roof-mounted equipment, shall be completely screened from public right-of-way, in a manner that is compatible with the structure. The method of screening shall be subject to the review and approval of the Planning Department prior to the issuance of building permits.

19. The approval of the entitlement shall expire if the rights granted are not exercised within one (1) year from the conditional use permit's effective date. Exercise of right shall mean issuance of a building permit to commence construction or similar activities demonstrating the intent to proceed with the project, as determined by the Director.

20. The approval of this CUP can be extended up to and not to exceed an additional two years with a written request by the property owner and/or project applicant stating the reason the extension is necessary. The extension request is subject to the review and approval of the Director.

21. This approval shall not supersede the approval of any other affected agencies. The applicant shall comply with Federal, State, and local requirements.

22. The Developer shall pay to the City a one-time contribution of $300,000 for future improvements, including but not limited to, roadway, infrastructure, and ancillary improvements. This payment shall be made prior to the issuance of a Certificate of Occupancy.

23. In addition to the conditions enumerated above, any other condition may be imposed by City staff and/or the Planning Commission for the protection of the public health, safety, and welfare.

B. <u>Building Division Conditions</u>

1. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

2. Plans prepared in compliance with the code in effect shall be submitted to the Building Division for review prior to permit issuance.

3. School Development Fees shall be paid to School District prior to the issuance of the building permit.

4. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.

5. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

6. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

7. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepared to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;
    d. Inspection of compaction and placement of fill;
    e. The testing of compacted fills; and
    f. The inspection of review and drainage services.

8. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or geotechnical engineers unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.

9. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

10. Stormwater Planning Program LID Plan Checklist (MS4-1 FORM) completed by Engineer of Record shall be copied on the first sheet of Building Plans and on the first sheet of Grading Plans. The form can be found at the following link https://www.dropbox.com/scl/fi/xliqonam5j4jro5oklnw4/MS4-Permit-LID-Determination-Form.pdf?rlkey=zr7tu632u2staheexj6vqvxvg&dl=0

11. All State of California disability access regulations for accessibility shall be complied with.

12. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.

13. Foundation inspection will not be made until the excavation has been surveyed and the setbacks determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

14. Separate application and plan review is required for Electrical plans.

15. Separate application and plan review is required for Mechanical plans.

16. Separate application and plan review is required for Plumbing plans.

17. Plumbing fixtures shall be provided as required by Chapter 4 of the California Plumbing Code. Additional fixtures may be required if not in compliance.

18. Project shall comply with the CalGreen Non-Residential mandatory requirements.

19. No form work or other construction materials will be permitted to encroach into adjacent property without the written approval of the affected property owner.

20. A demolition permit is required for any existing buildings which are to be demolished.

21. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

22. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indicating this information must be stamped by the engineer or the architect and submitted for approval prior to the issuance of the building permit.

23. Separate permit is required for Fire Sprinklers.

C. <u>Fire Department Conditions</u>

1. Fire Sprinklers per 2022 California Fire Code and NFPA 13.

2. Fire Sprinkler Underground per 2022 Edition California Fire Code and NFPA 24.

3. Standpipe System per 2022 Edition California Fire Code and NFPA 14.

4. Fire Alarm System per 2022 Edition California Fire Code and NFPA 72.

5. Fire access and Fire hydrant plan with flow analysis.

6. Knox Boxes/Knox Switches in approved locations.

7. Additional requirements may be added during the plan check process.

D. <u>Public Works – Engineering Conditions</u>

1. The driveways constructed and those pre-existing must follow Greenbook standards.

PASSED AND ADOPTED this 18th day of March 2025 by the Planning Commission.

Chair Medina:	( ) AYE	( ) NOE	( ) ABSENT	( ) ABSTAIN
Commissioner Cuevas:	( ) AYE	( ) NOE	( ) ABSENT	( ) ABSTAIN
Commissioner Lomeli:	( ) AYE	( ) NOE	( ) ABSENT	( ) ABSTAIN
Commissioner Morales:	( ) AYE	( ) NOE	( ) ABSENT	( ) ABSTAIN
Vacant:	( ) AYE	( ) NOE	( ) ABSENT	( ) ABSTAIN

_____
Armando Medina, Chair

ATTEST:

_____

Joseph A. Palombi, Director
Planning & Community Development Department

ORDINANCE NO. 2001

AN ORDINANCE OF THE CITY COUNCIL OF
THE CITY OF MONTEBELLO, CALIFORNIA
AMENDING PORTIONS OF ARTICLE IX
OF THE MONTEBELLO MUNICIPAL CODE
RELATING TO INDUSTRIAL DEVELOPMENT STANDARDS
INCLUDING DEFINITIONS, PARKING LOT REGULATIONS
RELATING TO THOSE STANDARDS AND AMENDING
THE INDEX OF PERMITTED USES

THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA DOES FIND AND ORDAIN AS FOLLOWS:

SECTION 1. Purpose: That over time the industrial development standards and Index of Permitted uses contained in the zoning regulations of the Montebello Municipal Code have become outdated and ineffective in adequately protecting the health, safety and welfare of the community, and that revised standards are necessary in order:

a. to encourage industries currently located in the City to remain and expand their operations.

b. to attract new industries to the City which will increase the revenues to the City and the Redevelopment Agency and provide employment opportunities for the residents.

c. to ameliorate or eliminate land use conflicts and substandard infrastructure and substandard private improvements in the area.

SECTION 2. That the Planning Commission held three public study sessions on changes to the current standards and, on August 21, 1989 conducted a public hearing on specific changes to these development standards and permitted uses and to definitions and parking lot regulations relating to these standards.

SECTION 3. That on August 21, 1989 the Planning Commission unanimously recommended approval of Amendment 3-89 adopting specific changes to Sections of Article IX of the Montebello Municipal Code.

SECTION 4. That the City Council finds that the proposed Amendment is consistent with the General Plan and is in the best interest of the general public.

SECTION 5. That the requirements of the California Environmental Quality Act have been satisfied with respect to Amendment 3-89 in that the City Council has determined that the amendment will not have a significant effect on the environment and adopts a Negative Declaration to that effect.

SECTION 6. That the City Council does hereby approve Amendment 3-89 adopting specific changes to Sections 9220.19 (2), 9220.22 (1), 9243.1 through 9245.2, 9246.4 ("Industrial") and 9246.12 C and the Index of Permitted Uses of Article IX of the Montebello Municipal Code as provided for in Exhibit "A".

SECTION 7. That, in addition to and superseding the provisions as set forth in Exhibit "A", any project for which a valid and complete building permit application has been received with fee prior to the adoption of this ordinance shall be allowed to proceed in accordance with the provisions in effect at the time the application was filed and accepted, as provided in the Uniform Building Code.

SECTION 8. That if any section or part of this ordinance including Exhibit "A", is found to be invalid by any court of competent jurisdiction, such invalidity shall not affect any other section or part thereof.

SECTION 9. That the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published in a manner prescribed by law.

PASSED AND APPROVED THIS 23 DAY OF October, 1989.

William O. Nighswonger, Mayor

ATTEST:

Mary Anne Saucedo, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS.
CITY OF MONTEBELLO)

I, Mary Anne Saucedo, City Clerk of the City of Montebello, do hereby certify that the foregoing Ordinance No. 2001 was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the 9th day of October, 1989; that, thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the 23rd day of October, 1989, and carried by the following vote:

AYES: COUNCILMEMBERS: Glasman, Payan, Pizzorno, Salazar, Nighswonger
NOES: COUNCILMEMBERS: None
ABSENT: COUNCILMEMBERS: None

REF:oparklot

Mary Anne Saucedo, City Clerk

Cotton / Beland / Associates, Inc.
Urban & Environmental Planning

Transmittal

Date: November 3, 1989

To: Marianne Cordova
City of Montebello
1600 West Beverly Blvd.
Montebello, CA 90640

Project No.: 337.00

Subject: Montebello Zoning Ordinance

We Are Transmitting: One copy of pages II-14.1, II-17, III-34 through III-45, IV-7, IV-9, IV-14, IV-14.1, and Index of Permitted Uses pages 4, 18, 19, 20.

At Your Request [xx] For Your Review [ ] For Your Files [ ] [ ]

Comments/
Action Requested: The dates at the top of each page have been changed to 11/22/89, and corrections were made to the text of pages III-44 and IV-9.

Sent Via: UPS

From: Paula Kelly

Copies To:

1028 N. LAKE AVENUE · SUITE 107 · PASADENA, CALIFORNIA 91104 · (818) 791-7682 · (213) 681-2061

SECTION 9220.19

1. Sanitarium and Sanatorium shall mean the same as Nursing and Convalescent Hospital.

2. Self-Storage - A type of warehousing specifically involving real property designed and used for the purpose of renting or leasing individual storage space to persons who are to have access to the space for the purpose of storing and removing personal property, but does not include a garage or other storage area in a private residence.

2.a. Senior Citizen's Housing - Any building or portion thereof other than a hospital or rest home, providing living accommodations for ambulatory persons aged 60 or older.

4. Transfer Station - A facility utilized to receive solid wastes, to temporarily store, separate, convert or otherwise process the materials in the solid wastes, or to transfer the solid wastes directly from smaller to larger vehicles for transport. Transfer station does not include a facility, the principal function of which is to receive, store, convert or otherwise process recyclable materials which have been separated for reuse and are not intended for disposal. (Based on Section 309 of the Solid Waste Ordinance of the County of Los Angeles).

5. Triplex - Three-family dwelling.

SECTION 9220.21

1. Vehicle - Shall mean and include motorcycle, motordriven cycle, motor truck, passenger vehicle, as these phrases are defined in the Vehicle Code of the State of California, and all similar types of vehicles.

2. Video Game Machine - see Amusement Game Machine.

SECTION 9220.22

1. Warehouse - The use of a building or portion of a building for the storage of goods or merchandise which is not used for or related to a manufacturing or retailing business on the same premises.

SECTION 9220.23

1. Yard - The space between a lot line and building line.

2. Yard, Front - A yard extending the full width of the front of a lot between the front property line and the front building setback line (see Figure 3).

3. Yard, Rear Line of Required Front - A line parallel to the front lot line and at a distance equal to the required depth of the front yard and extending across the full width of the lot (see Figure 3).

4. Yard, Rear - A yard extending the full width of the lot in the area between the rear lot line and the rear building setback line (see Figure 3).

5. Yard, Side - A yard extending the full length of the lot in the area between a side lot line and a side building line (see Figure 3).

PART III - DIVISION C

MANUFACTURING ZONES

SECTION 9243 - GENERAL PROVISIONS

SECTION 9243.1 - SCOPE - The following regulations shall be applicable to all properties and uses in the M-1 and M-2 zones.

SECTION 9243.2 - DEVELOPMENT STANDARDS - The property development standards set forth here shall apply to all land in the "M" zones.

A. LOT AREA, WIDTH AND DEPTH - Determined on a case-by-case basis, a development site plan is required for the creation of any new lot. Any existing lot which is legal at the time this Section is adopted can be developed in accordance with other provisions herein.

B. OFF-STREET PARKING AND LOADING

Each lot or parcel of land shall have and maintain off-street parking and loading as prescribed in Section 9246 (Off-Street Parking and Loading Regulations).

C. TRASH AREAS

Each lot or parcel of land shall be provided with facilities for the temporary storage and collection of trash and rubbish (hereafter "facilities"), in accordance with the following:

1. Such facilities may be located within a building, or, if in the open, shall be enclosed by a view-obscuring wall or fence.

2. All trash, rubbish, garbage receptacles and surrounding areas shall be regularly cleaned and maintained in a safe and sanitary condition. All containers shall be of substantial construction and provided with tight fitting lids.

3. All trash storage areas shall be located for convenient vehicular access for pick-up and disposal.

D. MECHANICAL EQUIPMENT OR UTILITIES

Mechanical equipment or utilities or similar machinery located outside of the exterior walls of any building, (except window-mounted devices) including roof mounted equipment, shall be:

1. Completely screened (M-1 zone), and completely screened from any public right-of-way (M-2 zone) by use of either:

   a. View-obscuring landscaping; or

   b. Architectural features compatible with the main structure(s).

2. Maintained in a clean and proper condition to prevent collection of litter and to avoid unnecessary noise.

E. SIGNS

Each lot or parcel may have signs and sign structures, provided the same are constructed and maintained in accordance with the provisions of Section 9262 (Sign Regulations).

F. SETBACKS, BUFFERING, AND SCREENING

1. Minimum setbacks are shown on Table 1, Setback Requirements.

2. For any lot or parcel developed after the effective date of this Section (11/22/89), the area between the principal building (including an imaginary line extending from the front facade of that building to the side lot lines) and the public street shall be used only for accessory buildings, recreational areas, landscaping, driveways, an improved parking lot or pedestrian access.

3. A solid masonry wall a minimum of six (6) feet in height shall be constructed along all property lines abutting commercially or residentially zoned property (except that in the required front yard setback a three (3) foot masonry wall shall be constructed and additional non-view obscuring wrought iron fencing at least three (3) feet in height may be placed on top of the three (3) foot wall).

G. LANDSCAPING

1. Landscaping is required throughout required setbacks and other open areas which are visible from the public right-of-way and which are not used for parking, access or loading.

2. Landscaping shall consist of combination of trees, ground cover and shrubbery to adequately cover all designated landscaped areas when installed.

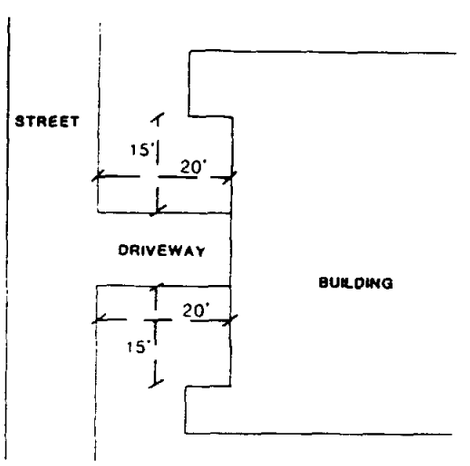
3. All landscaping shall be maintained in a neat, clean and healthful manner. Each landscaped area shall be provided with a permanent, underground, automated irrigation system.

4. Non-living material shall not be substituted for required landscaping, except that decorative rocks or stones may be substituted for groundcover where trees and shrubbery are sufficiently dense.

TABLE 1
SETBACK REQUIREMENTS
INDUSTRIAL ZONES

FROM LOT LINE	MINIMUM SETBACK
Front	20 feet if across from or abutting R zone.
	10 feet or 5 feet if decorative facade.
	20 feet from street for 15 feet extending from both sides of the driveway when vehicle access directly into building (see illustration below).
Side	5 feet (15 feet if abutting R zone); or 0 feet if no windows or doors (and decorative facade if abutting R zone).
	10 feet if sideyard is facing street, or 5 feet if decorative facade.
	20 feet if across street from R zone.
	20 feet from street for at least 15 feet extending from both sides of the driveway when vehicle access directly into building.
Rear	5 feet (15 feet if abutting R zone); or 0 feet if no windows or doors (and decorative facade if abutting R zone).
	20 feet from alley for at least 15 feet extending from both sides of the driveway when vehicle access directly into building.

Front or Street Sideyard Setback-Vehicle Access Directly into Building



5. If a parking lot or loading area is visible from and is located within 50 feet of the street, it shall be separated from the right-of-way by a landscaped strip that is a minimum of five feet wide and located adjacent to the right-of-way.

6. If a parking lot has more than 10 spaces, 5% of the parking lot area must be landscaped in addition to the requirements of number 5 above. If the parking lot is enclosed or is not visible from the public right-of-way, this landscaping may be transferred to any visible location on the site.

7. A landscape plan (including plans for a permanent underground automated irrigation system) shall be submitted with the site plan for all development. All landscaping and trees shall be approved by the City Planning Division, and installed prior to the issuance of a certificate of occupancy.

8. One tree shall be provided for each 20 lineal feet of landscaping. Said trees shall be at least 6 feet in height from the ground to the lowest limb at the time of planting and shall attain an overall height at maturity of at least 15 feet.

H. BUILDING HEIGHT

The height of buildings shall be unlimited except if the lot abuts a residential zone, then the maximum height shall be 35 feet, or 25 feet if the building is within 15 feet of the residential property line.

I. BUILDING INTENSITY

The ratio of floor area to lot size shall be a maximum of 3:1 in the M-1 zone and a maximum of 2:1 in the M-2 zone.

J. VIEW-OBSCURING FENCE SHALL MEAN:

1. a solid masonry wall; or

2. an approved ornamental iron fence maintained together with view-obscuring landscaping or chain-link fence with landscaping on the outside of the chain link fence; or

3. any other type of fencing, constructed of non-combustible material, with view-obscuring landscaping on the street side thereof, or, if not visible from the public right-of-way, then landscaping is not required. Such fencing shall be uniformly painted and maintained in such condition on all sides of such fencing visible from any abutting street; or

4. any combination of the above, if first approved by a Site Development Plan.

5. Security Opening shall mean security openings in any fencing or landscaping required hereunder, not exceeding four feet (4') in width, at locations shown on an approved Site Development Plan. Security openings shall be protected with an approved ornamental iron or galvanized cyclone fencing.

K. BUILDING AND FENCING MATERIALS

1. A building facade or wall over 6 ft. in height shall be considered decorative if it incorporates architectural variation on its surface. That is, for every 6 ft. in height, an additional surface material or color shall be used.

2. No buildings may have exterior metal walls which are not covered by decorative siding or veneer (e.g., masonry block or wood or stucco) unless such walls are not visible from the public right-of-way or commercially or residentially zoned property. Exterior metal building walls which are not visible per the above must conform to Figure 1 of this Section. However, buildings used for emergency equipment and supply storage are exempted from this provision.

3. In no event shall chain link or any other sheet metal or sheet fiber glass/plastic fencing be used parallel to and visible from abutting streets unless completely screened by landscaping.

SECTION 9243.3 - LIMITATIONS ON PERMITTED USES: All uses shall be conducted within a completely enclosed building, or within an enclosed outdoor area which is entirely screened by a view obscuring fence.

A. OUTDOOR USES

1. For new development, outdoor storage shall be prohibited between the front of the principal building(s) and the public street which abuts the principal building(s).

2. Outdoor storage areas shall be completely screened by walls, fences, or landscaping so that they are not visible from the public right-of-way (M-1 and M-2 zones) or from abutting and adjacent properties (M-1 zone).

3. All outdoor use areas shall be surfaced with not less than 3 inches of asphalt or concrete in compliance with the requirements of Section 9246.6.

4. No materials or wastes shall be stored in such a manner that they may be transferred off the lot by natural causes.

FIGURE - 1

GENERAL STANDARDS FOR METAL PANELS AND COATINGS

1. All metal wall panels shall be 6 - 90 hot dipped galvanized steel, and shall be not less than 24 gauge in thickness. All panels and exposed fasteners shall be coated at the factory with products meeting the following specifications:

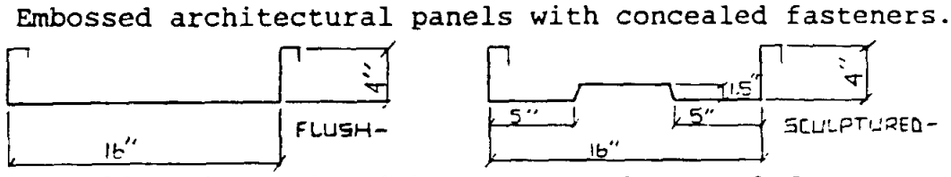
(A) Colors shall not change more than 5E (hunter) units (per ASTM D-224) for a period of 20 years.

(B) Colors shall not chalk more than a 7 rating (per ASTM D-659) for a period of 20 years.

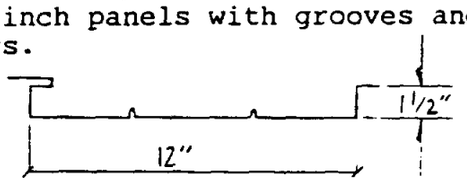
(C) Coatings shall not peel, crack, check or chip for a period of 20 years.

2. The following panels illustrated are the only type panels permitted to be used as replacement for existing metal panels:

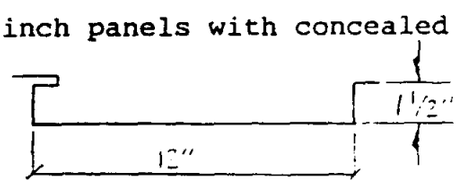
(A) Embossed architectural panels with concealed fasteners.



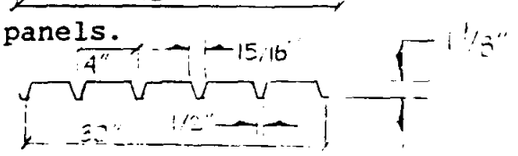
(B) Flat 12 inch panels with grooves and concealed fasteners.



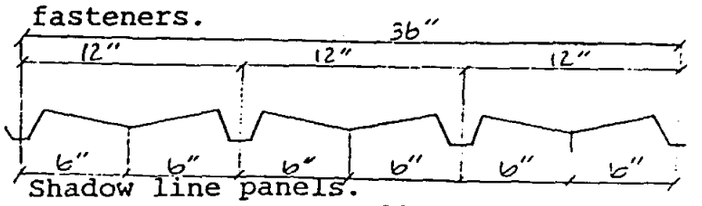
(C) Flat 12 inch panels with concealed fasteners.



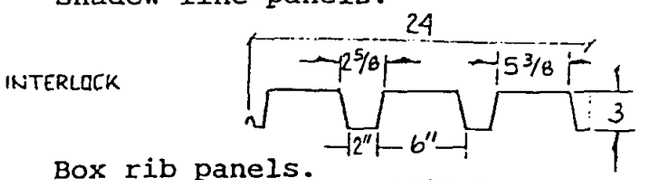
(D) Type "A" panels.



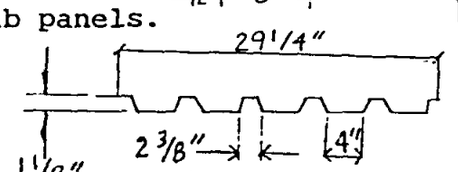
(E) Vee rib architectural panels with semi concealed fasteners.



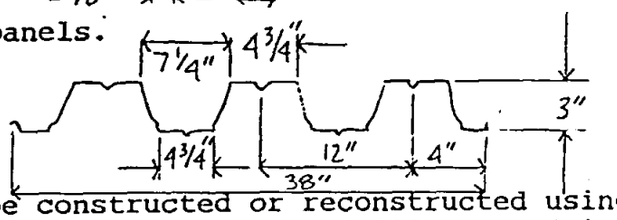
(F) Shadow line panels.



(G) Box rib panels.



(H) Bold line panels.



3. No wall may be constructed or reconstructed using any metal other than those listed and illustrated in Subsection 2, above. The S-Type galvanized corrugated metal panels illustrated below are specifically prohibited.

4. Any metal building which is granted an exception under the provisions of Section F, above, must comply with the following:

   (a) Planning and Community Development Department would survey building to determine if and to what extent repairs to existing panels are necessary.

   (b) Owner must do work in accordance with written specifications of the City of Montebello and must use a Licensed Contractor and approved paint.

   (c) Must obtain a Building Permit.

5. Materials which might cause fumes or dust, which constitute a fire hazard, or which are edible by or attractive to rodents or insects shall be stored only in tightly-closed containers in required enclosures or buildings.

6. Exceptions to these Limitations:

   Drive-in uses, restaurants, service stations, electrical distribution substations, horticultural nurseries, vehicular parking and sales, loading docks and other similar uses where outdoor activity is provided for.

B. NOISE

1. Every use shall be so operated that the noise inherently and recurrently generated does not exceed the following levels at the lot line of the lot on which the use is located.

Adjacent zone	Maximum Noise Level	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Residential	65 dBA	60 dBA
Commercial	70 dBA	70 dBA
Industrial	75 dBA	75 dBA

2. It shall be unlawful for any person on any property within the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property, to exceed:

   a. The noise standard for cumulative period or more than 30 minutes in any hour; or

   b. The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or

   c. The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or

   d. The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or

   e. The noise standard plus 20 dBA for any period of time.

3. For the purpose of this ordinance, the peak decibel reading for a noise with a fluctuating noise level (such as live or recorded music) shall be considered as the noise level for the entire cumulative period of the noise. Likewise, the time between repetitive intermittent noises (such as banging, pounding, or hammering) shall be included in the cumulative period of the noise.

C. VIBRATION

Every use shall be so operated that the ground vibration generated at any time and measured at any point along the lot line of the lot on which the use is located shall not be perceptible and shall not exceed the following:

	Vibration in Inches per Second	
Adjacent Zone	Impact	Steady-State
Residential	.006	.003
Commercial	.010	.005
Industrial	.100	.040

D. RADIOACTIVITY AND ELECTRICAL DISTURBANCE

1. The use of radioactive materials shall be limited to measuring, gauging, and calibration devices, as tracer elements in X-Ray and like apparatus, and in connection with the processing and preservation of foods. In no event shall radioactivity, when measured at each lot line, be in excess of two and seven-tenths (2.7) by ten (10) to the eleventh (11th) power microcuries per milliliter of air at any moment of time. Transportation of radioactive materials shall be only along routes approved by the City Council.

2. Radio and television transmitters shall be operated at the regularly assigned wave lengths (or within the authorized tolerances therefor) as assigned thereto by the appropriate governmental agency. All electrical and electronic devices and equipment shall be suitably wired, shielded, and controlled so that in operation they shall not, beyond the lot lines, emit any electrical impulse or wave which will adversely affect the operation and control of any other electrical or electronic devices and equipment.

E. TOXIC MATERIALS, FIRE, AND EXPLOSION HAZARDS

1. All storage, use, and disposal of potentially toxic, flammable, or explosive materials shall utilize safety and fire suppression devices as specified by the Fire Department.

2. Prior to obtaining an occupancy permit or business license for any industrial use, a Fire Department clearance must be obtained. A "risk management plan" must be submitted to and approved by the Fire Department for any use including the use, storage or creation of any acutely hazardous material as defined by Section 6.95 of the California Health and Safety Code (in any amount).

F. HEAT AND HUMIDITY

Heat, humidity, or other climactic influence from any source shall not be produced beyond the lot lines of the use.

G. GLARE

No operation, activity, or lighting fixture shall create illumination which exceeds five-tenths (0.5) footcandles at any point on the lot lines of the use, except as necessary to meet the requirements of Section 8140 et seq, Security Provisions.

SECTION 9243.4 - ISSUANCE OF BUILDING PERMITS - No building permit shall be issued for the construction, reconstruction or relocation of any building or structure to be located on any lot in this zone, abutting upon a street having a lesser width than that established by resolution of the City Council unless the following requirements are complied with:

1. Dedication of Street Right of Way

   When the building permit valuation is $15,000 or more, the owner of such lot shall make a formal offer of dedication to the City for public street purposes, and all appurtenant uses, of a depth equal to one-half of the width of the street as described in the City Council resolution.

2. Setbacks

   The required setback shall be maintained in this zone for all buildings, structures and appurtenant improvements including off-street parking as measured from the right of way width established by resolution of the City Council.

3. Off-Site Improvements

   When the building permit valuation is $7,500, any building permit shall be subject to provide improvements for curb, gutter and sidewalk in compliance with Section 8104 of the Municipal Code.

PART III - DIVISION C

SECTION 9244 - LIGHT MANUFACTURING ZONE (M-1)

SECTION 9244.1 - PURPOSE AND INTENT - The purpose of the M-1 zone is to provide areas for the establishment of light industrial plants and related activities, and to promote the concentration of such uses in a manner which will foster mutually beneficial relationships within the area, as well as with the areas of the City zoned for heavy industrial development. The regulation of uses and standards of development set forth for the M-1 zone are those deemed necessary to provide the proper environment for the efficient and desirable use of light industrial land, to ensure the availability of adequate infrastructure to serve the permitted uses, to provide the proper safeguards to protect nearby residential, commercial and public uses, to provide an aesthetically pleasant district conducive to good industrial relations, and to attract and encourage the location of desirable light industrial uses.

SECTION 9244.2 - USES PERMITTED -

Uses permitted in the Light Manufacturing (M-1) zone generally include all uses in the C-M zone as well as light manufacturing and automotive-related uses. Industrial and equipment services are also permitted, but distribution and transportation-related services (trucks over 2 tons) are not permitted.

A. PRINCIPAL USES

See Index of Primary Uses for specific uses allowed in an M-1 zone.

B. ACCESSORY USES

All accessory uses and structures incidental to the permitted principal use.

PART III - DIVISION C

SECTION 9245 - HEAVY MANUFACTURING ZONE (M-2)

SECTION 9245.1 - PURPOSE AND INTENT - The purpose of the M-2 zone is to preserve the lands of the City appropriate for heavy industrial uses, to promote uniform and orderly industrial development, to create and protect property values, to foster an efficient, and aesthetically pleasant industrial district with infrastructure adequate to the types of uses permitted, to attract and encourage the location of desirable industrial plants, to provide an industrial environment which will be conducive to good employee relations, and to provide proper safeguards and appropriate transition for surrounding land uses.

SECTION 9245.2 - USES PERMITTED -

The uses permitted in the Heavy Manufacturing (M-2) zone generally include all uses permitted in the M-1 zone as well as the heavier manufacturing uses. Warehousing, distribution and transportation-related uses (including trucks over 2 tons) may be permitted with a Conditional Use Permit.

A. PRINCIPAL USES

See Index of Primary Uses for specific uses allowed in an M-2 zone.

B. ACCESSORY USES

All accessory uses and structures incidental to the permitted principal use.

OFF-STREET PARKING REQUIREMENTS*
CITY OF MONTEBELLO

Type of Use	Required Number of Parking Spaces
INDUSTRIAL:	
Any industrial use including warehousing	a) 1 per 500 sq. ft. or 1 per 1/2 the employees on the largest shift whichever is greatest; (existing building option - 1 per each employee upon written certification of employ roster submitted annually); plus b) 1 for each vehicle kept in connection with the use.
Public utilities excepting their business offices	no less than 2 - 1 for each vehicle kept in connection with use; plus 1 for each 2 employees on largest shift

Type of Use	Required Number of Parking Spaces
INSTITUTIONAL:	
Child Care Centers/ Day Care Nursuries	No less than 3 - 1 per each full time employee or adult participant; plus 1 for every 2 part time employee; or adult participants; plus 1 for every 25 children the facility is designed to accommodate
Children's Homes	No less than 3 - 1 for each two employees
Educational Institutions	Elementary & Intermediate schools - 1 for each classroom & lecture hall; High School - 1 for each classroom & lecture hall; plus 1 for every 10 students the facility is designed to accommodate; Business, Professional, Trade Colleges and Universities - 1 for each classroom and lecture hall; plus 1 for each 5 students the facility is designed to accommodate
Elementary and Intermediate school Auditorium	1 for each 5 fixed seats; seats; plus 1 for each 35 sq. ft. of general assembly area
Hospitals	2 for each patient bed
Nursing/Convalescent Hospitals, Sanitariums, Rest Homes, Homes for the Aged	No less than 3 1 for each 2 resident-employees; plus 1 for each 2 residents and/or patients

* See Section 9246.6 for general regulations and development standards.

SECTION 9246.5 - PARKING REQUIREMENTS FOR USES NOT SPECIFIED - The requirement for a use not specifically mentioned will be the same as for a use specified which has similar traffic generating characteristics. The Planning Commission will determine what constitutes a similar use.

SECTION 9246.6 - DEVELOPMENT STANDARDS

A. SIZE OF PARKING SPACES

1. Residential Zones:

   All parking spaces required for residential use shall be at least ten (10) feet in width, nor less than twenty (20) feet in depth. The width of each required enclosed parking space may be reduced in order to accommodate columns and end walls where necessary; provided that no such parking space shall have a width of less than nine (9) feet six (6) inches.

2. All Other Zones:

   The minimum size of a parking space (whether or not required) shall be a width of eight (8) feet and six (6) inches and a length of eighteen (18) feet with no obstructions allowed. Such spaces shall be striped with double lines spaced 6 inches apart.

3. Each parallel off-street parking space shall have a length of twenty-two (22) feet.

B. PARKING AREA CIRCULATION

1. Minimum aisle widths shall be provided depending upon the angle of the parking spaces they serve (Ref: Parking Standards Chart).

2. Parking areas and driveways serving five (5) or more dwelling units, and serving any commercial or industrial use shall be arranged to permit traffic to move in and out of parking areas, driveways, and ramps without the backing of any vehicle onto a street or highway.

3. One-way driveways, ramps and aisles shall have directional markings to indicate one-way circulation.

4. Parking areas, driveways, maneuvering aisles, ramps and turn-around areas shall be kept free of obstructions at all times.

5. Required parking spaces shall be located a sufficient distance from any access opening into a warehouse building so as to provide for unobstructed vehicle loading spaces in these areas.

Such surfacing shall be designed, constructed and maintained so as to dispose of all surface water. In no case shall such drainage be allowed to flow over or across public sidewalks.

G. STRIPING AND MARKING:

All parking spaces shall be striped with double lines spaced six (6) inches apart ("C" and "M" zones).

H. WHEEL STOPS:

Every parking space that is not separated by a fence or wall from any street or alley property line upon which it abuts, and every parking space which fronts a building wall or fence with no separation between the front end of the parking space and the wall or fence, shall be provided with a suitable concrete wheelstop or curb barrier not less than two (2) feet from such street or alley, wall or fence property line. Such wheelstop or curb barrier shall be securely installed and maintained.

I. LANDSCAPING:

1. The design, development and maintenance of all landscaping required by this section shall be subject to the approval of the City Planner.

2. All landscaping provided in conjunction with the development of parking facilities serving commercial and manufacturing zoned properties shall be surrounded by a continuous six (6) inch concrete curb.

J. SCREENING:

1. In any zone, except Zones R-1 and R-2, where parking spaces, driveways, maneuvering aisles or turn-around areas are located adjacent to and within fifty (50) feet of any property line separating the site from any public street, the following screening techniques shall be used (See Figure 4):

   a. A solid masonry wall, between two (2) and three (3) feet in height, shall be constructed and maintained parallel to and not nearer than five (5) feet to such property line; or

   b. A solar screen type decorative masonry wall or combination solid masonry wall and decorative masonry wall between two (2) and three (3) feet in height shall be constructed and maintained at such property line with a minimum continuous six (6) inch solid concrete curb located parallel to and not nearer than five (5) feet to such property line; or minimum continuous six (6) inch solid concrete curb located parallel to and not nearer than five (5) feet to such property line; or

SECTION 9246.10 - COMPUTING PARKING FOR MIXED OCCUPANCIES IN A BUILDING - In the case of mixed uses in a building or on a lot, the total required number of off-street parking spaces shall be the sum of the requirements for the various uses.

SECTION 9246.11 - COMMON FACILITIES - Common parking facilities serving more than one use may be provided in lieu of individual requirements, but such facilities shall be approved by the City Planner, as to size, shape and relationship to business sites to be served. The total of such off-street parking spaces shall not be less than the number required for the various uses.

SECTION 9246.12 - COMPUTATION OF REQUIRED PARKING SPACES

A. CONSIDERATION OF FRACTIONAL REMAINERS:

Where calculation of the number of spaces required results in a fractional number, any fraction equaling one-half or more shall be rounded to the next higher whole number.

B. PARKING IN BUILDINGS:

Where required parking computations are based on floor area, floor space devoted to parking within the building shall not be included in this computation.

Covered sheds with open side walls shall be deemed to be enclosed buildings for purposes of this Subsection, when the same are used only for lumber storage, loading docks, hay barns, pipe or metal storage, or any similar use.

C. LOADING SPACES:

1. Required Spaces

Gross Floor Area (sq. ft.)	Required Spaces
6,001 - 10,000	1
10,001 - 20,000	2
20,001 - 50,000	3
50,001 - 100,000	4
100,001 - 200,000	5
Each additional 100,000 or fraction thereof	1

2. Size

Each off-street loading space shall be not less than twelve (12) feet in width and thirty (30) feet in length and fifteen (15) feet in height. Where four (4) or more spaces are required, one quarter (25 percent) of the spaces shall have a minimum width of fourteen (14) feet and a minimum length of sixty (60) feet. Loading facilities shall be designed such that the largest anticipated trucks shall not (when loading or unloading) extend into parking or back up and maneuvering area for required parking.

3. Location

Off-street loading facilities shall be located and designed so that the largest anticipated vehicles shall not encroach into public sidewalks, streets, or required driveways in the course of loading or unloading goods.

D. SPACES FOR HANDICAPPED:

1. Size and location of handicap spaces shall be computed as per State Statute.

2. The entire area of a handicap parking space (including both the parking and the access areas) shall be painted with hatched striping (in addition to the state required handicap markings and signage).

3. All handicap access ramps must be constructed such that a minimum of a 5 foot wide ramp access is maintained unobstructed at all times.

SECTION 9246.13 - JOINT USE PARKING - The Planning Commission may authorize the joint use of parking facilities by the following type of uses under the following conditions:

A. Up to fifty (50) percent of the parking facilities used primarily for a daytime use may be provided by the parking facilities used primarily for a nighttime and/or Sunday use. The reverse is also true: up to fifty (50) percent of the parking facilities used primarily for a nighttime and/or Sunday use may be provided by the parking facilities used primarily for a daytime use.

B. Up to one hundred (100) percent of the parking facilities required by this Part for a church or for an auditorium incidental to an educational institution may be supplied by parking facilities used primarily for daytime use.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Access to Property						C	C	C	C		
Acetylene Storage										R	R
Acid Manufacture											C
Addressograph Service									R	R	R
Advertising, Outdoor (Off-Premise)										R	R
Adult Business (See Sec. VIB)								C	C	C	C
Agricultural Equipment (sale or rent)										R	R
Agricultural or Horticultural* Growing Grounds	C	C	C	C	C			C			
Air Pollution Station	C	C	C	C	C	C	C	C	C	C	C
Airports and Heliports									** C	C	C
Alcohol, Manufacture of											R
Ambulance Service								C	R	R	R
Ammonia, Manufacture of											R
Ammunition, Manufacture of										C	C
Amusement Arcades (See Sec.9264)								C	C		
Amusement Parks	C							C	C	C	
Animal Shelter										R	R
Antique Shops, Retail								R	R	R	R
Appliance Sales and Repairs (Household and Small Appliances)								R	R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Days and hours of operation must be established through the Conditional Use Permit.
** Heliports only.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Aquariums	C	C	C	C	C	C	C	C	C	C	C
Asphalt Refining or Asphalt Mixing Plants											C
Assembly Buildings and Uses	C				C			C	C	C	
Athletic Fields	C	C	C	C	C	C	C	C	C	C	C
Auditoriums	C	C	C	C	C	C	C	C	C	C	C
Auto Body Repair									C	R	R
Auto and Motorcycle Repair Garages									C	R	R
Auto Wrecking/Dismantling Yard											C
Automobile Rental Agencies								C	R	R	R
Automobile Sales, New & Used								C	R	R	R
Bakery, Retail							R*	** R	R	R	R
Banks								R	R	R	R
Barber, Beauty Shops + Cosmotologists							R	R	R	R	R
Barrels, Storage of											C
Bars/Cocktail Lounges ***								C	C		
Beacons, Direction Devices, Stations	C	C	C	C	C	C	C	C	C	C	C
Bird Raising	C	C	C	C	C				R	R	R
Blast Furnaces or Coke Ovens											C
Book Stores								R	R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* No baking on the premises.
** Wholesaling in conjunction with retail permitted with CUP.
*** Over 25% of gross floor area of the building used by the primary use.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Borrow Pits (Quarries)	C	C	C	C	C					C	C
Bottling Plants										R	R
Bowling Alley								C	C	C	C
Box, Manufacture of										R	R
[illegible]											R
Brick, Tile, etc., Manufacture of											R
Brushes, Manufacture of										R	R
Building Materials Sales									R	R	R
Building Materials Storage Yards									R	R	R
Burial Casket Sales									R	R	R
Cabinet Shops									R	R	R
Camps	C	C	C	C	C	C	C	C	C		
Candles, Manufacture of										R	R
Candy & Confectionary Stores (with incidental manufacturing)								R	R	R	R
Candy Manufacture									R	R	R
Canvas, Manufacture										R	R
Carpet Cleaning Plant									R	R	R
Car Washes								C	C	C	C
Carnival, Circus or Fair *	C				C						
Casein Production (except glue)										R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* See Temporary Use Permits Section 6410.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Catering Service											R
Cellophane Products Manufacture										R	R
Cement, Lime, Gypsum or Plaster of Paris Manufacture											C
Cemetery	C	C	C	C	C	C	C	C	C	C	C
Ceramics Manufacture									R	R	R
Charitable Bins & Depositories						C	C	C	C	C	C
Child Care Centers (see Day Nurseries)*	C	C	C	C	C	C	C	C	C	C	C
Children's Homes	C	C	C	C	C	C	C	C	C		
Churches, Temples, etc.	C	C	C	C	C	C	C	C	C		
Cigar Manufacture										R	R
Cigarette Manufacture										R	R
Clocks, Manufacture of										R	R
Clothing Rental								R	R	R	R
Clubs, Private								C	C	C	C
Coffee Roasting										R	R
Coffins, Manufacture of										R	R
Coins, Purchase and Sales								R	R	R	R
Cold Storage Plants										R	R
Columbariums, Crematoria, Mausoleums	C									C	C
Commercial Incinerators										C	C

NOTE: R = Use by Right
C = Conditional Use Permit
* By right if under 13 children in "R" zones.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Communications Equipment									R	R	R
Concrete Manufacture											R
Temporary Construction Equipment Storage Yard*	R	R	R	R	R	R	R	R	R	R	R
Contractor's Equipment Storage Yard									R	R	R
Convalescent Hospitals						C	C	C	C	C	C
Convents & Monasteries	C	C	C	C	C						
Cork Products										R	R
Corrugated Paper Products (Manufacture)										R	R
Cosmetic Manufacture									R	R	R
Costume Design Studios								C	R	R	R
Costume Rentals								R	R	R	R
Courts, Badminton, Tennis, etc.	C	C	C	C	C	C	C	C	C	C	C
Cutlery Manufacture										R	R
Dairy Stores, Drive-In**							R	R	R	R	R
Dairy Stores							R	R	R	R	R
Dairy Products, Manufacture										R	R
Dance Halls								C	C	C	C
Dance Pavillion, Outdoor									C	C	
Dance Studios								C	R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* If not on same lot as construction project to which it relates, requires CUP in R zones. Also permitted on abutting lots during construction and for 30 days thereafter in C and M zones.
** Requires a CUP if building is within 100 feet of a lot line classified as any "R" zone.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE											
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Delicatessen							* R	R	R	R	R
Dental Clinic								C	R	R	R
Distillation of Bones											C
Distribution Plants										R	R
Drive-In Restaurants **								R	R	R	R
Drive-In Theaters								C	C	C	C
Drive-In Establishments **							* R	R	R	R	R
Drop Forge Industry											C
Drugs, Manufacture & Wholesale										R	R
Drug Stores							R	R	R	R	R
Dry Cleaning Plant									R	R	R
Dry Cleaning and Laundering, Retail & Self-Service							*** R	R	R	R	R
Dry Goods Manufacture										R	R
Dwellings, Caretaker									**** R	R	R
Dwellings	R	R	R	R	R			(1) R	(1) R		
Dumps											C
Educational Institutions	C	C	C	C	C	C	C	C	C	C	***** C

R = Use by Right
C = Conditional Use Permit
* With no restaurant seating.
** Conditional Use Permit required if building is located within 100 feet of a lot line of any lot classified in any of the "R" zones.
*** No plant.
**** See specific zones for more detail (Section 9241.2B2).
***** No pre-schools, primary, junior and high schools.

(1) See Section 9240.2 B7.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Egg Candling										R	R
Electrical Distribution Substations	C	C	C	C	C	* C	* C	* C	* C	C	C
Electronic Instruments									R	R	R
Electronic or Neon Sign Manufacture										R	R
Employment Agencies								R	R	R	R
Enamel Products, painted and baked										R	R
Engines, Manufacture										R	R
Engraving, Machine Metal										R	R
Equestrian Establishments	C	C	C	C	C						
Equipment Rentals/Sales								** R	R	R	R
Escort Bureaus								R	R	R	R
Explosives, Manufacture & Storage											C
Fabrication of article from previously prepared materials									*** R	R	R
Family Care Services for 7 or more persons(Convalescing Mental Patients)	C	C	C	C	C						
Fertilizer, Manufacture of											C
Fat Rendering											C
Feather Products, Manufacture of										R	R
Feed & Fuel Yards										R	R
Feed & Grain Sales									R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Including microwave facilities not to exceed 35 ft. in height.
** Excluding medical, industrial and agricultural equipment.
*** Materials include bone, canvas, cloth, felt, fur, glass, leather (except machine belting) paper, plastic, shell, textiles, wire, and yarn.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Finance Companies and Institutions								R	R	R	R
Fiber Products										R	R
Fire Prevention Equipment Sales & Service									R	R	R
Fish Hatcheries									R	R	R
Fishing & Casting Ponds	C								C	C	C
Fixtures Gas & Electric, Manufacture of										R	R
Floor Covering, Retail								R	R	R	R
Florist Shops								R	R	R	R
Flour Mills										R	R
Food, Prepared, Sale of									R	R	R
Food Products,* Manufacturing and Processing of										R	R
Fortunetelling										C	C
Frozen Food Lockers									R	R	R
Fruit and Vegetable Canning										R	R
Fleet Services (service vehicles, limosines)									R	R	R
Furniture, Manufacture of										R	R
Furniture Stores								R	R	R	R
Furniture, Transfer & Storage									R	R	R
Fur Products, Manufacture of										R	R
Furrier Shops								R	R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Excluding manufacturing and processing of pickles, vinegar, lard and sausage.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Garbage, etc., Reduction											C
Garden Supplies								R	R	R	R
Garment Manufacturing (see fabrication)										R	R
Gas, Manufacture & Storage											R
Gas Engines, Retail Sales & Service								R*	R	R	R
Glass & Mirrors, Retail								** R	R	R	R
Glass, Production of										R	R
Glass Studios									R	R	R
Gloves, Manufacturing										R	R
Golf Course, Driving Range, and Club House	C	C	C	C	C	C	C	C	C	C	
Guest Houses/Accessory Buildings	C	C	C	C	C						
Gunsmith & Gun Shops								R	R	R	R
Gymnasiums								C	R	R	R
Gypsum, Manufacture of											R
Hair Products, Manufacture of										R	R
Hardware Stores								R	R	R	R
Hatcheries, Chicken										R	R
Hat Cleaning & Blocking									R	R	R
Health Food Stores								R	R	R	R
Heating Equipment, Manufacture of										R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Three (3) horsepower or less.
** Excluding auto glass and mirrors.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Hobby Supply Shops								R	R	R	R
Home Appliance Repair Shops									R	R	R
Home and Business Maintenance Service									* R	R	R
** Homes for Senior Citizens and Handicapped				C	C	C	C	C			
Horn Products, Manufacture of										R	R
Horses, Boarding and Raising	C										
Hospitals								C	C	C	
Hospitals, Convalescent and Nursing						C	C	C	C		
Hospitals, Mental								C	C	C	
Hotels***								R	R	R	R
Ice and Cold Storage Plants										R	R
Ice Cream Manufacturing									R	R	R
Ice Cream Parlors								R	R	R	R
Ice Sales (Not Plants)								R	R	R	R
Ink Manufacturing										R	R
Interior Decorating Shops								R	R	R	R
Iron, Steel, Etc., Fabrication											R
Iron Works (Not Foundry)										R	R
Iron, Etc., Foundry											C

NOTE: R = Use by Right
C = Conditional Use Permit
* Accessory outdoor equipment storage must be screened.
** Including rest homes.
*** See Section 9237.3H.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Jewelry, Manufacture of									R	R	R
Junk Dealer (Junkyard, Also Auto or Truck Dismantler)											C
Kennel *									R	R	R
Knitting Mills										R	R
Laboratories (Medical or Dental)								C	R	R	R
Laboratory, Biochemical, Film, Etc.									R	R	R
Labor Hall									C	C	C
Land Reclamation Projects	C	C	C	C	C	C	C	C	C	C	C
Lapidary Shops, Retail								R	R	R	R
Laundromats							R	R	R	R	R
Lawnmowers, Retail & Service								R	R	R	R
Liquor Stores								C	C	C	C
Lithographic Service								C	R	R	R
Locksmith								R	R	R	R
Lumber Yards**									R	R	R
Machinery Storage										R	R
Machinery and Tools, Retail									R	R	R
Machine Shops										R	R
Mail Order House									R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Within an enclosed building.
** No planing mills allowed in C-M zone. Burning operations permitted only in M-1 and M-2, subject to a CUP.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Manufacturer's Agent or Representative								R	R	R	R
Manufacturing, Assembly, Etc.									* R	R	R
Markets (Food)							R	R	R	R	R
Markets, Wholesale and Jobbers									R	R	R
Massage Parlors, (See Part VI, B)								C	C	C	C
Mattress Manufacture										R	R
Medical Clinics								C	R	R	R
Medical Equipment (Sales)									R	R	R
Medicines, Manufacture of										R	R
Menageries	C	C	C	C	C	C	C	C	C	C	C
Metals, Manufacture, Etc.									** R	R	R
Metal Plating										C	C
Microwave Towers	C	C	C	C	C	C	C	C	C	C	C
Mills, Planing, etc.										R	R
Mobile Home Parks				C	C						
Mobile/Manufactured Homes (Dwellings)***		R	R	R	R						
Mobile Homes, Sales and Rental									R	R	R
Mobile Homes (Offices)						C	C	C	**** C	**** C	**** C

NOTE: R = Use by Right
C = Conditional Use Permit
* See fabricating.
** Precious or semi-precious metals only.
*** See Section 9232.2A,3.
**** Temporary Use Permit permitted if use is for 90 days or less. Conditional Use Permits are subject to conditions of approval which include, but are not limited to, a specified expiration date and physical improvements needed to address public improvements, maintenance and aesthetics.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Mortuaries and Funeral Parlors								C	R	R	R
Motel/Hotel*								R	R	R	R
Motion Picture Studios (Outdoor Sets Prohibited)									R	R	R
Motorcycle Sales								C	R	R	R
Motors, Electric, Manufacture of										R	R
Musicical Instruments, Manufacture of										R	R
Music Schools & Studios								C	R	R	R
Music Stores								R	R	R	R
Natural Mineral Resources**						C	C	C	C	C	C
Newspaper Distribution										R	R
Newspaper Printers								C	R	R	R
Novelties, Manufacture of										R	R
Nurseries								(1) R	R	R	R
Nursery Growing Grounds	C	C	C	C	C				R	R	R
Observatories	C	C	C	C	C					C	C
Off-Premise Signs ***										R	R
Offices (Business and Professional)						R	R	R	R	R	R
Office Equipment and Supplies Retail Sales and Rental								R	R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* See Section 9237.3H.
** Except petroleum production.
*** See Section 9262 et seq.
(1) Retail sales only

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Oil and Gas Production*	R	R	R	R	R	R	R	R	R	R	R
Oil Cloth or Linoleum Manufacturing											R
Oil Extraction Plants											C
Optical Manufacturing									R	R	R
Orthopedic Devices (Sales)								R	R	R	R
Outdoor Storage Areas										R	R
Packaging Business									R	R	R
Paint Mixing **										R	R
Paint, Oil, Shellac, Etc. Manufacture of											*** R
Paper Products (Cutting, Embossing and Folding)								C	R	R	R
Paper Pulp, Manufacture of											C
Parcel Delivery Stations									R	R	R
Parking, Off Street	**** C	**** C	**** C	**** C	**** C	C	C	R	R	R	R
Pawnshop									R	R	R
Perfume, Manufacture of										R	R
Pest Control Operators									R	R	R
Pet Shops/Grooming								R	R	R	R
Petroleum Refining											C
Petroleum Storage											R

NOTE: R = Use by Right
C = Conditional Use Permit
* See Section 9248 et.seq. and 9253 et.seq.
** No boiling or tank farms. Above-surface storage limited to 200 gallons.
*** Conditional Use Permit required if boiling process used.
**** See Section 9230.3A(4).

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE											
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Phonograph Records, Manufacture of										R	R
Photocopying Shops								R	R	R	R
Photoengraving and Finishing									R	R	R
Photofinishing, Retail								R	R	R	R
Photography Studios								R	R	R	R
Physical Fitness Parlors								C	R	R	R
Plaster of Paris, Manufacture of											C
Plastic, Fabrication and Molding										C	R
Plumbing Shops and Supply Yards									R	R	R
Plumbing Supplies, Retail								R	R	R	R
Pool and Billiard Halls								C	C	C	C
Postal Service								R	R	R	R
Pottery, Manufacture of										R	R
Pottery Stores									R*	R	R
Prefabricated Buildings Manufacture										R	R
Press Forges (Upset and Drop)											C
Printers								C	R	R	R
Public Utilities Business Office						R	R	R	R	R	R
Public Utilities (Operated by Mutual Agencies)	C	C	C	C	C	C	C	C	C	C	C
Public Utilities Service Yards										R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* No kilns or manufacturing.

7/27/88

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 5410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Race Tracks and Rodeos	C							C		C	C
Radio and Television Broadcasting Studios									R	R	R
Radio and Television Stores								R	R	R	R
Radio & TV Transmitters and Receivers (Commercial)	C	C	C	C	C	C	C	C	C	C	C
Recording Studios									R	R	R
Recreational Facilities & Playgrounds	C	C	C	C	C	C	C	C	C	C	C
Recycling Centers*										R	R
Recycling Collection Facility*								R	R	R	R
Recycling Plant*											C
Recycling Station*											C
Reducing Salons								C	R	R	R
Restaurants								R	R	R	R
Retail Stores								R	R	R	R
Rock Crushing or Distribution											C
Roofing and Roofing Tile Manufacture										R	R
Rope Manufacture										R	R
Rubber Fabrication										R	R
Rubber Manufacture/Reclamation											C
Rug, Manufacture of										R	R
Sash & Door Manufacture										R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Section 9263.2A.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 5410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Scales, Public									R	R	R
Schools (Commercial) and Studios								C	R	R	R
Scientific Instruments, etc. Manufacture									R	R	R
Scientific Instruments, Small Sales & Repair								R	R	R	R
Second Hand Stores									R	R	R
Self Storage									C	C	C
Service Stations *								C	C	C	C
Sewage Disposal Plants											C
Sheet Metal Shop										R	R
Shoe Repair Shops								R	R	R	R
Shoe Shine Stands								R	R	R	R
Shoes, Manufacturing										R	R
Sign Shops									R	R	R
Silk Screen Shops								R	R	R	R
Slaughter House											C
Smelting of Tin, Copper, Etc.											C
Soap Manufacturing (cold mix only)										R	R
Soda and Compound Manufacturing											R
Soft Drinks Manufacturing & Bottling										R	R
Solid Fill Projects	C	C	C	C	C	C	C	C	C	C	C
Springs, Manufacturing										R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Or any use within a converted or existing service station.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Stained Glass Assembly									R	R	R
Stationary Stores								R	R	R	R
Statuary Manufacturing											R
Steam Electric Generating Stations											R
Stone Monuments and Tombstones										R	R
Stones, Precious Etc., Manufacture									R	R	R
Storage or Baling of Rags, Etc.											C
Storage of Sand, Gravel, etc.											C
Storage of Transit Equipment											C
Storage of Vehicles (capacity under 2 tons)									R	R	R
Store Fixtures, Manufacture										R	R
Stove or Shoe Polish Manufacture											R
Substance Abuse Treatment Center (Residential and Non-Residential)								C	C	C	C
Swimming Pool Equipment Sales								R	R	R	R
Tailor Shops, Retail								R	R	R	R
Take Out Food Stores* (No eating on premises)							R	R	R	R	R
Tank Farms											C
Tanneries											C
Taxidermists										R	R
Telephone Answering Service						R	R	R	R	R	R
Telephone Repeater Station						C	C	C	C	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* See "Drive-In Establishments".

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Temporary Storage Fills *	R	R	R	R	R	R	R	R	R	R	R
Terminals and Stations (Taxi, Bus, Limousine, Etc.)									C	C	C
Testing Labs (Medical, Biochemical, Film)									R	R	R
Textiles, Manufacturing										R	R
Theaters								C	C	C	C
Tile Manufacturing										R	R
Tile Sales								R	R	R	R
Tire Sales and Service									C	R	R
Tire Rebuilding										R	R
Toiletries, Manufacture of									** R	R	R
Tools, Manufacture of										R	R
Toys, Manufacture of										R	R
Trading Stamp Redemption Stores								R	R	R	R
Trailers, Sales									R	R	R
~~Transfer, Moving and Storage~~ (prohibited in all zones 11/22/89										-R-	-R-
Transmitters, Radio & Television (Commercial)						C	C	C	C	C	C
Truck Repairing***										R	R
Truck Sales and Rentals								**** C	R	R	R
Truck, Trailer Rental (Less than 2 tons)								C	R	R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Requires a grading permit. If over 6 months, also requires a CUP.
** Excluding soap manufacture.
*** Applies to trucks with a carrying capacity of 2 tons or more.
**** Including service and limited to 2 ton.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
~~Truck Terminals (Draying or Freight)~~	(prohibited in all zones 11/22/89)									~~C~~	~~C~~
~~Truck Transportation Yard~~	(prohibited in all zones 11/22/89)									~~R~~	~~R~~
Truck Storage, Washing and Cleaning*											C
Type Printers, Manufacture of										R	R
Typewriters, Sales and Repair								R	R	R	R
Upholstery Shop								** R			
Vending Machines, Sales & Service									R	R	R
Venetian Blinds, Manufacture of										R	R
Veterinarian								R	R	R	R
Vitamin Tablets, Manufacture of										R	R
Warehouses									R	R	R
Water Reservoirs	C	C	C	C	C				C	C	C
Wedding Chapels						C	C	C	C		
Welding Equipment and Supplies									R	R	R
Welding Shops										R	R
Wholesale Business									R	R	R
Wine Storage										R	R
Wineries											C
Wire Fabrication									R	R	R
Wood Products Manufacturing										R	R

NOTE: R = Use by Right
C = Conditional Use Permit
* Applies to trucks with a carrying capacity of 2 tons or more.
** Excluding automobile upholstery.

INDEX OF PRIMARY USES
(Temporary Use Permits Required - Refer to
Section 6410 MMC for temporary uses)

CITY OF MONTEBELLO

USE	ZONE										
	R-A	R-1	R-2	R-3	R-4	C-R	C-1	C-2	C-M	M-1	M-2
Wool Pulling or Scouring											R
Yarn Products Manufacture										R	R
Zoos	C	C	C	C	C	C	C	C	C	C	C

NOTE: R = Use by Right
C = Conditional Use Permit

NOTICE OF PUBLIC HEARING
CITY OF MONTEBELLO PLANNING COMMISSION

Conditional Use Permit
Categorical Exemption (Section 15332 – Class 32 "In-Fill Development Projects")

Location: 720 S. Maple Avenue, Montebello, CA 90640
Case No.: PC-2025-0001-CUP/ENV No. 01-25
Applicant: Madison Capital Group Management, LLC

Project Description: A Conditional Use Permit (CUP) request to demolish the existing structure located at 720 S. Maple Avenue ("Project Site") and to allow the construction and operation of an approximately 170,582 square foot, 4-story self-storage facility. The self-storage facility will have a building footprint area of approximately 42,713 square feet, have a maximum height of 55 feet, and will consist of self-storage and office-related uses. 7 total parking spaces are included as a part of the proposal along with a total of 6 loading spaces.

Zone: M-1 (Light Manufacturing)
General Plan Designation: Neighborhood

Environmental: The proposal is considered a "Project" and is categorically exempt under California Environmental Quality Act (CEQA) Section 15332 – Class 32 (In-Fill Development Projects).

NOTICE IS HEREBY GIVEN that the City of Montebello ("City") Planning Commission ("Planning Commission") will hold a public hearing to consider the CUP applications described above. The meeting is scheduled to be held on:

Date: Tuesday, March 18, 2025
Time: 6:30 p.m.
Place: City Hall Council Chambers
1600 West Beverly Boulevard, Montebello, CA, 90640

For those interested in participating in-person during the Public Comment period(s) or public testimony period for Public Hearings of the Planning Commission, you may address the Planning Commission in person the day of the meeting. Speakers will be required to fill out a speaker card provided at the door and turn it into the Administrative Secretary prior to each Public Comment announcement period. Staff will number and call each speaker card in the order received.

The public may also submit emailed comments via the City's email address: pcpubliccomment@montebelloca.gov where the public can submit written public comments up until the day of the meeting, **Tuesday, March 4, 2025 between 7:30 a.m. – 6:00 p.m.** These comments will be read out loud and submitted for the record. Additional Information related to the Planning Commission meetings can be located on the City's webpage: https://www.montebelloca.gov/cms/One.aspx?portalId=58756&pageId=61848.

Written comments may also be mailed or delivered to the Planning Commission at the Planning Division office address identified below on or before the meeting date. If you challenge the matter in court, you may be limited to raising those issues you or someone else raised at the public hearing, or in written correspondence delivered to the City of Montebello at, or prior to, the public hearing.

For more information about the project and the related environmental documentation please contact:
Contact Person: Daniel Ruiz, Assistant Planner
Phone: 323.887.1200 Ext. 1484 / **Email:** druiz@montebelloca.gov
Address: City of Montebello, City Hall, Planning Division, 1600 W. Beverly Blvd, Montebello, CA 90640
City Website: www.montebelloca.gov
Date of Publication: March 6, 2025

Notice of CEQA Exemption

To:
County of Los Angeles
Registrar-Recorder/County Clerk
12400 Imperial Highway
Norwalk, CA 90650

From:
City of Montebello
Planning & Community Development Department
1600 W. Beverly Blvd.
Montebello, CA 90640

Lead Agency: City of Montebello Planning and Community Development Department
Project Title: Go Store It Self-Storage Facility
Project Location: 720 S. Maple Avenue
Case Number(s): PC-2025-0001-CUP, ENV No. 01-25

Description of Nature, Purpose, and Beneficiaries of Project: The project involves the demolition of the existing single-story structure located at the Project Location and the construction and operation of an approximately 170,582 square foot, 4-story self-storage facility for self-storage and office-related uses with a building footprint area of 42,713 square feet, a maximum height of 55 feet, and a total of 13 parking spaces.

Name of the Public Agency Approving the Project: City of Montebello
Name of Person or Agency Carrying Out the Project: Madison Capital Group Management, LLC

Exempt Status (*check one*)
☐ Ministerial (Sec. 21080(b)(1); 15268(b)(3))
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption. State type and section number: Class 32- CEQA Section 15332 (In-fill Development Projects)
☐ Statutory Exemptions. State code number:

Justification for Project Exemption:
The Project is categorically exempt per §15332 - Class 32 (In-Fill Development Projects) of the CEQA Guidelines and none of the exceptions under § 15300.2 apply. CEQA Guidelines §15332 exempts projects which meet the following conditions:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services

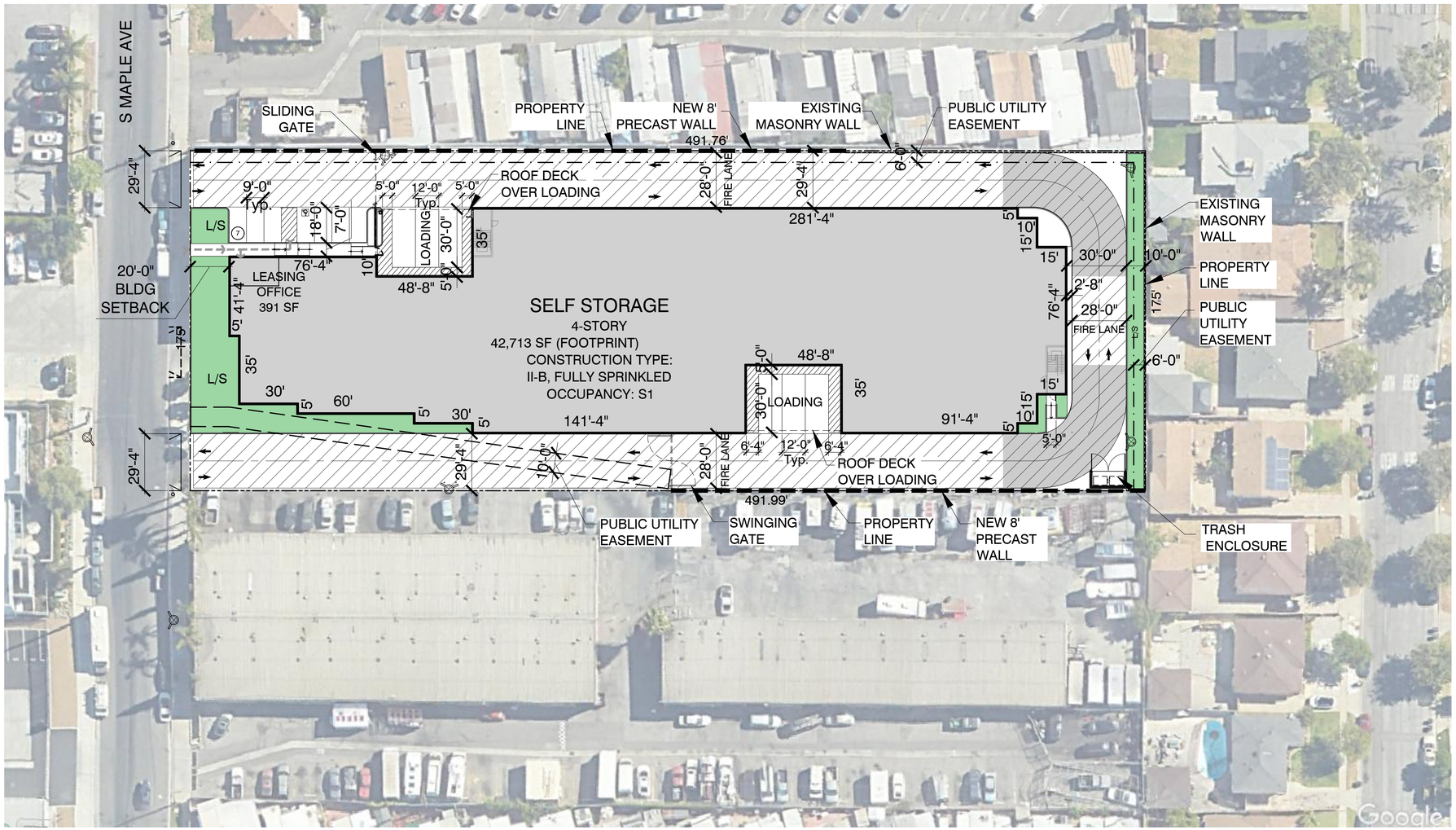
The project is consistent with the applicable general plan and zoning designations, policies, and regulations. The proposed development occurs within city limits on a site of 1.98 acres surrounded by already developed urban/residential uses. The Proposed Project has been verified to present no value as habitat for endangered, rare, or threatened species and significant effects relating to traffic, noise, air quality, or water quality are not anticipated based on the supporting studies provided including a Vehicle Miles Traveled (VMT) analysis, an Air Quality and Greenhouse Gas Assessment, a Noise and Vibration Impact Report, and a Parking Assessment. Additionally, the site can be adequately served by all required utilities and public services.

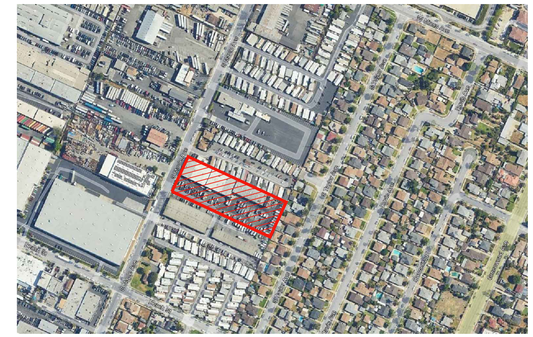
Lead Agency Contact Person: Joseph Palombi, Director of Planning & Community Development
Area Code/Telephone/Extension: (323) 887-1478
If filed by applicant, attach certified document issued by the Planning and Community Development Department stating that the Department has found the project to be exempt.

Signature: _____ **Date:** _____ **Title:** _____

☒ Signed by Lead Agency ☐ Signed by Applicant

City of Montebello





LOCATION MAP

N. T. S.

Site Summary

TOTAL SITE AREA:	86,098.00 SF	± 1.98 AC
BUILDING FOOTPRINT:		42,713 SF
BUILDING COVERAGE:		49.61 %
BUILDING CONSTRUCTION:		TYPE II-B, FULLY SPRINKELED
GROSS BUILDING AREA:		170,852 SF
LANDSCAPE AREA:	6.30 % PROVIDED	= 5,4277 SF
1st. FLOOR AREA		
OFFICE		391 SF
STORAGE		42,322 SF
1st. FLOOR TOTAL		42,713 SF
2nd. FLOOR AREA		42,713 SF
3rd. FLOOR AREA		42,713 SF
4th. FLOOR AREA		42,713 SF
GROSS STORAGE AREA		170,461 SF
NET STORAGE AREA (@ 74% GROSS STORAGE AREA)		126,141 SF
TOTAL PARKING PROVIDED:		7 STALLS
LOADING PROVIDED:		6 (12'x30')

* TO BE VERIFIED WITH CITY:
- PARKING REQUIREMENTS
- FIRE LANE FOR 4-STORY BUILDING

DATE: 01/02/2025
MCG JOB #: 24.433.01

DATE	REVISIONS

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NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guaranties of any kind are given or implied by the Architect.

SITE PLAN
SP-02

Scale : 1" = 30'
0 15' 30' 60'

GO StoreIt SELF STORAGE

718 S MAPLE AVE
MONTEBELLO, CA

CLEVELAND
DENVER
GLENDORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO

mcgarchitecture.com

GOStoreIt
SELF STORAGE
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SELF STORAGE

MEMORANDUM

600 S. Lake Avenue
Suite 500
Pasadena, CA 91106
626.796.2322 T
www.llgengineers.com

Pasadena
Irvine
San Diego

To:	Adam Lentz Jennifer Rocci Madison Capital / Go Store it	Date:	February 25, 2025
From:	Alfred C. Ying, P.E., PTP LLG, Engineers	LLG Ref:	1-25-4677-1
Subject:	**Go Store It Self Storage Project – Parking Assessment** **City of Montebello, California**		

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the findings of the parking assessment for the proposed Go Store It Self Storage project ("proposed project" herein). This memorandum serves as the parking assessment that was requested for the proposed project by the City of Montebello. The project site is located at 718 South Maple Avenue in Montebello, California. The proposed project consists of the development of a four-story self-storage facility with a total of 173,632 square feet (SF) of building floor area, including a 400 square-foot leasing office to be located on the first floor. This assessment includes a summary of the existing conditions, proposed project description, project site access and circulation scheme, as well as a parking analysis.

Existing Conditions

The project site is located at 718-730 South Maple Avenue in the City of Montebello, California. The existing site totals 1.98 acres and is situated on the east side of Maple Avenue, north of the Beach Street. The site is currently developed with various light industrial uses (i.e., auto repair, forklift repair, art dealer, bumper repair, catering wholesale). The project site and general vicinity are illustrated in ***Figure A***. An aerial photograph of the existing project site is presented in ***Figure B***.

Project Description

The proposed project consists of the development of a four-story self-storage facility with a total of 173,632 SF of building floor area, including approximately 400 SF of leasing office space to be located on the first floor. The net storage area is planned to total approximately 128,192 SF (i.e., 74% of the gross storage area). The manned hours of storefront operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Vehicular access to the project site is planned to be accommodated by two 30-foot wide driveways on South Maple Avenue. The conceptual project site plan is shown in ***Figure C***. *Figure C* also illustrates the project's primary vehicular access points. Construction and occupancy of the proposed project is expected to occur by the year 2027.

Site Access and Circulation

Direct vehicular access to the project site is planned to be accommodated by two driveways on South Maple Avenue along the westerly project boundary. Both driveways are planned to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements). Within the project site, vehicle circulation will be accommodated by

the drive aisles to provide adequate space for circulation of inbound and outbound vehicles during loading and unloading operations.

Figures D-1 and ***D-2*** illustrate the loading vehicles (i.e., cargo vans) turning maneuvers entering (inbound) and exiting (outbound) the planned loading stalls, respectively. The vehicles are expected to enter from either of the two driveways and back into the loading spaces. Once loading/unloading activities are completed, the vehicles would pull out of the loading spaces and exit the site.

Project Parking

Proposed Project Parking Supply

Based on information displayed in *Figure C*, the proposed project is designed to provide a total of 13 parking spaces, including six (6) loading spaces on-site. Seven (7) standard parking spaces and three (3) loading spaces will be accessible directly via the northerly driveway while the remaining three (3) loading spaces will be directly accessible via the southerly driveway. All six (6) loading spaces are planned to be 30-foot long spaces. It should be noted that as part of the parking supply, the project must also provide a minimum of one (1) handicap accessible space in the parking area. This complies with the Americans with Disabilities Act requirement of a minimum of one (1) space of the total on-site parking supply as accessible space (i.e., for parking facilities with one to 25 spaces with one in every six handicap spaces being van accessible).

City Code Parking Requirements

A calculation of the Code parking requirement was prepared in accordance with the City of Montebello Municipal Code off-street parking requirements (Section 17.52.050, Parking Space Requirements). In accordance with the Municipal Code parking regulations, the parking requirements applicable to warehouse and distribution uses are as follows:

Any Industrial Use	1.0 space for every 1,000 square feet of gross floor area for Warehouse and Distribution uses

Direct application of the Municipal Code would result in a requirement of 174 parking spaces for the proposed project (173,632 GSF x 1.0 space/1,000 GSF = 174 spaces). Therefore, strict application of the Municipal Code parking requirements would result in a theoretical deficit of 161 parking spaces for the project.

Based on reviews of other parking standards established by other agencies in surrounding communities and parking demand characteristics at other existing self-storage facilities similar to the proposed project, it can be expected that parking demand would be much lower for the project than what is currently required by strict application of other agencies' code requirements. The following sections provide a summary of these reviews.

Peak Parking Demand Ratio Per the Institute of Transportation Engineers

For comparison purposes, a review of the parking demand rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*[1], 6th Edition, was conducted. The *Parking Generation Manual* presents the state-of-the-practice understanding of the relationship between parking demand and various characteristics associated with individual land use developments, based on parking studies conducted at locations throughout North America. The average parking rate for Land Use Code 151 (Mini-Warehouse) on a typical weekday is 1.26 parked vehicles per 100 storage units, while the average parking rate on a typical Saturday is 0.94 parked vehicles per 100 storage units. Application of the Land Use Code 151 average parking demand rates to the proposed project results in a forecast weekday peak parking demand of 16 vehicles (i.e., 1.26 parked vehicles x 1,250 units/100 units = 15.75 parked vehicles or rounded up to 16 spaces).

Other Agency Parking Requirements

Research was also conducted regarding the parking requirements for the self-storage warehousing land use in other jurisdictions and is summarized below for informational purposes only.

- *City of Alhambra*

  The City of Alhambra Municipal Code (Section 23.20.040, Required Parking Spaces), specifies the parking requirements for personal storage facilities as one (1) space for each 20,000 square feet of gross floor area, plus one (1) customer space for every ten (10) vehicle, RV, or boat storage spaces, with a minimum of three (3) customer spaces. Application of this parking requirement to the proposed project would result in a theoretical off-street parking requirement of nine (9) parking spaces (i.e., [173,632 square feet x 1 space / 20,000 square feet = 9 spaces). The project's proposed parking supply of 13 parking spaces would adequately accommodate the theoretical parking requirement specified by the City of Alhambra Municipal Code.

- *City of Baldwin Park*

  The City of Baldwin Park Code of Ordinances (Section 153.150, Table 153.150.040, Number of Required Parking Spaces), specifies the parking requirements for self-storage facilities as four (4) spaces plus two (2) spaces for management and employees. Application of this parking requirement to the proposed project would result in a theoretical off-street parking requirement of six (6) parking spaces (i.e., [4 spaces] + [2 spaces] = 6 total spaces). The project's proposed parking supply of 13 parking spaces would also adequately accommodate the theoretical parking requirement specified by the City of Baldwin Park Code of Ordinances.

Application of either of the above self-storage warehouse land use parking ratios to the proposed project is not necessarily recommended. As stated above, these parking standards are provided for informational purposes only as it is recognized that parking demand is also influenced by a site's

[1] Institute of Transportation Engineers *Parking Generation Manual*, 6th Edition, Washington D.C., 2023.

proximity to other influences including other comparable sites, employment, adjacent and convenient public transportation services, nearby bicycle route networks, etc.

Empirical Parking Demand Studies of Existing Self-Storage Facilities

This section summarizes other site-specific self-storage parking surveys that have been previously conducted by LLG as well as entry/exit access data provided for other existing A-1 self-storage facilities. Empirical parking demand studies of existing self-storage sites that are similar in nature to the proposed project have been conducted and are included for purposes of this parking analysis. The purpose for these studies was to determine existing parking demand ratios for other self-storage sites that are similar in nature to the proposed project and to develop the forecast parking demand using the derived empirical parking ratios.

Existing A-1 Storage Facilities

In order to determine the expected actual peak parking demand for the proposed project, a site-specific parking demand analysis was conducted for three existing A-1 self-storage facilities. The sites selected for the analysis are as follows:

- A-1 Self Storage, 26390 Forest Ridge Drive, Lake Forest, California (with 58,212 rentable square feet)
- A-1 Self Storage, 20704 Earl Street, Torrance, California (with 79,352 rentable square feet)
- A-1 Self Storage, 420 East Lambert Road, La Habra, California (with 73,278 rentable square feet)

Weekday and Saturday parking demands for each site were determined based on the actual entry/exit access data for each storage unit as provided by the A-1 self-storage representatives. It was then conservatively assumed that patrons for each unit would occupy one vehicle parking space for the duration when these units were accessed. Brief summaries of the parking demand are presented below:

- A-1 Self Storage, 26390 Forest Ridge Drive, Lake Forest

  On Saturday, February 8, 2020, the peak parking demand was derived to occur at 11:00 AM, 1:00 PM, 2:00 PM, and 4:00 PM with three (3) vehicles parked at the site.

  On Tuesday, February 11, 2020, the peak parking demand was derived to occur at 9:00 AM, 1:00 PM to 4:00 PM, and 5:00 PM with two (2) vehicles parked at the site.

- A-1 Self Storage, 20704 Earl Street, Torrance

  On Saturday, February 8, 2020, the peak parking demand was derived to occur at 10:00 AM with five (5) vehicles parked at the site.

  On Thursday, February 6, 2020, the peak parking demand was derived to occur at 2:00 PM with four (4) vehicles parked at the site.

- A-1 Self Storage, 420 East Lambert Road, La Habra

  On Saturday, February 15, 2020, the peak parking demand was derived to occur at 10:00 AM to 2:00 PM with five (5) vehicles parked at the site.

  On Wednesday, February 12, 2020, the peak parking demand was derived to occur at 1:00 PM, 2:00 PM, and 7:00 PM with two (2) vehicles parked at the site.

Existing Extra Space Storage Facilities

In addition to the access data utilized for the other existing A-1 self-storage facilities, site-specific parking demand analyses were conducted for two existing Extra Space self-storage facilities located within the City of Burbank. The sites selected for the analysis are as follows:

- Extra Space Storage, 2801 Thornton Avenue, Burbank, California (with 50,369 rentable square feet)

- Extra Space Storage, 175 West Verdugo Avenue, Burbank, California (with 103,306 rentable square feet)

Parking accumulation surveys were conducted at each site by a traffic count subconsultant (The Traffic Solution) in hourly time increments on a typical mid-week day (i.e., Tuesday) from 9:30 AM to 5:30 PM, and on a typical weekend day (i.e., Saturday) from 9:00 AM to 5:00 PM in March 2019. Brief summaries of the parking accumulation surveys are presented below:

- Extra Space Storage, 2801 Thornton Avenue

  On Saturday, March 16, 2019 the peak parking demand occurred at 10:00 AM and 11:00 AM when three (3) vehicles were parked at the site.

  On Tuesday, March 19, 2019, the peak parking demand occurred at 10:30 AM and 5:30 PM when three (3) vehicles were parked at the site.

- Extra Space Storage, 175 West Verdugo Avenue

  On Saturday, March 16, 2019, the peak parking demand occurred at 1:00 PM when six (6) vehicles were parked at the site.

  On Tuesday, March 19, 2019, the peak parking demand occurred at 2:30 PM, 4:30 PM, and 5:30 PM when three (3) vehicles were parked at the site.

Existing Derived Peak Parking Demand Ratio

By comparing the peak parking demand at each site to the number of occupied storage units, the existing peak parking demand ratio can be calculated for each of the existing self-storage facilities. The calculated peak parking demand ratios for each survey location are contained in ***Appendix A*** [refer to ***Appendix Tables A-1*** and ***A-2***]. The aggregate peak parking demand ratio, which blends the peak parking demand and number of occupied units for all sites in order to reduce the variation

due to individual characteristics at each site, is also presented in *Appendix A*. It is concluded that the peak parking demand ratio, based on the aggregate of all three existing A-1 Self-Storage sites as well as the aggregate of both existing Extra Space Storage sites, is 0.007 vehicles per occupied storage unit.

Forecast Project Peak Parking Demand

As described above, based on the empirical surveys conducted at the comparable sites, the highest aggregate peak parking demand ratio was determined to be 0.007 spaces per occupied storage unit. Application of this peak parking demand ratio is appropriate as it is based on the empirical site-specific survey data. Application of this peak parking demand ratio to the proposed 1,250-unit self-storage project yields a forecast peak parking demand of 9 parking spaces (i.e., 0.007 spaces/occupied storage unit x 1,250 storage units = rounded to 9 spaces). In comparison, this empirically derived peak parking demand (i.e., 9 spaces) represents roughly half of the parking demand forecast (i.e., 16 spaces) using the ITE parking rates.

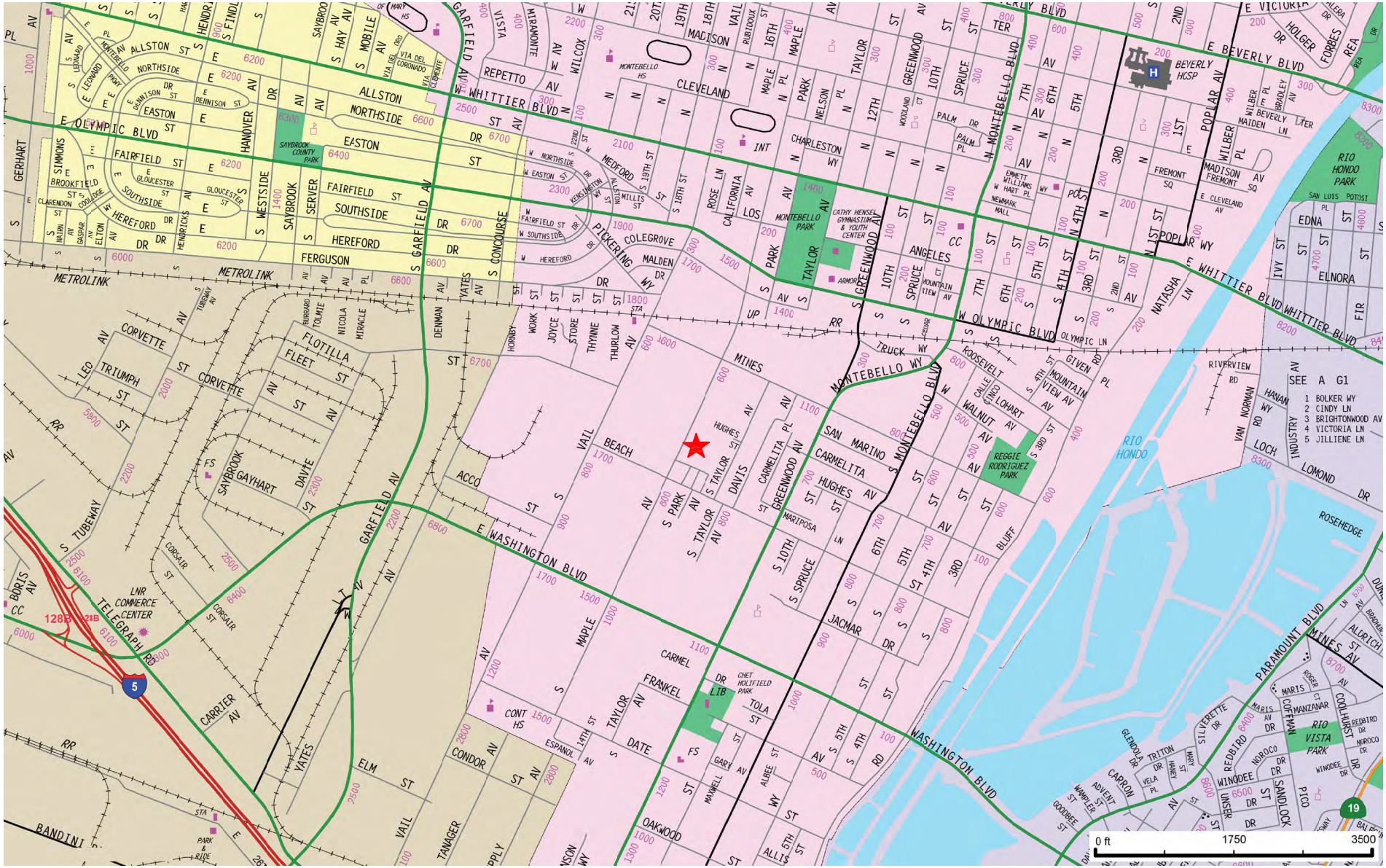
As previously noted, the project is planned to provide 13 total parking spaces. Therefore, it is concluded that the proposed parking supply for the project is sufficient to accommodate the empirically derived peak parking demand of nine (9) vehicles. During other time periods of the day and other days of the week, a greater parking surplus could be expected for the proposed project.

Summary and Conclusions

- ***Project Description*** – This parking assessment has been conducted to summarize the findings for the proposed self-storage project to be located at 718 South Maple Avenue. The proposed project consists of the development of a four-story self-storage facility with a total of 173,632 square feet (SF) of building floor area, including a 400 square-foot leasing office to be located on the first floor. The net storage area is planned to total approximately 128,192 SF (i.e., 74% of the gross storage area). Vehicular access to the project site is planned to be accommodated by two 30-foot wide driveways on South Maple Avenue. Construction and occupancy of the proposed project is expected to occur by the year 2027.

- ***Project Parking –*** The proposed project is designed to provide a total of 13 parking spaces on-site, including one (1) handicap accessible space and six (6) loading spaces. The six (6) loading spaces would be 30 feet long. Based on the empirical surveys conducted at the comparable sites, the highest aggregate peak parking demand ratio was determined to be 0.007 spaces per occupied storage unit. Application of this peak parking demand ratio to the proposed project yields a forecast peak parking demand of nine (9) parking spaces. The proposed parking supply for the project is sufficient to accommodate the empirically-derived peak parking demand. During other time periods of the day and other days of the week, a greater parking surplus could be expected for the proposed project.

cc: Chin S. Taing, PTP, RSP1



MAP SOURCE: RAND MCNALLY & COMPANY

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★ Project Site

LLG

Figure A
Vicinity Map

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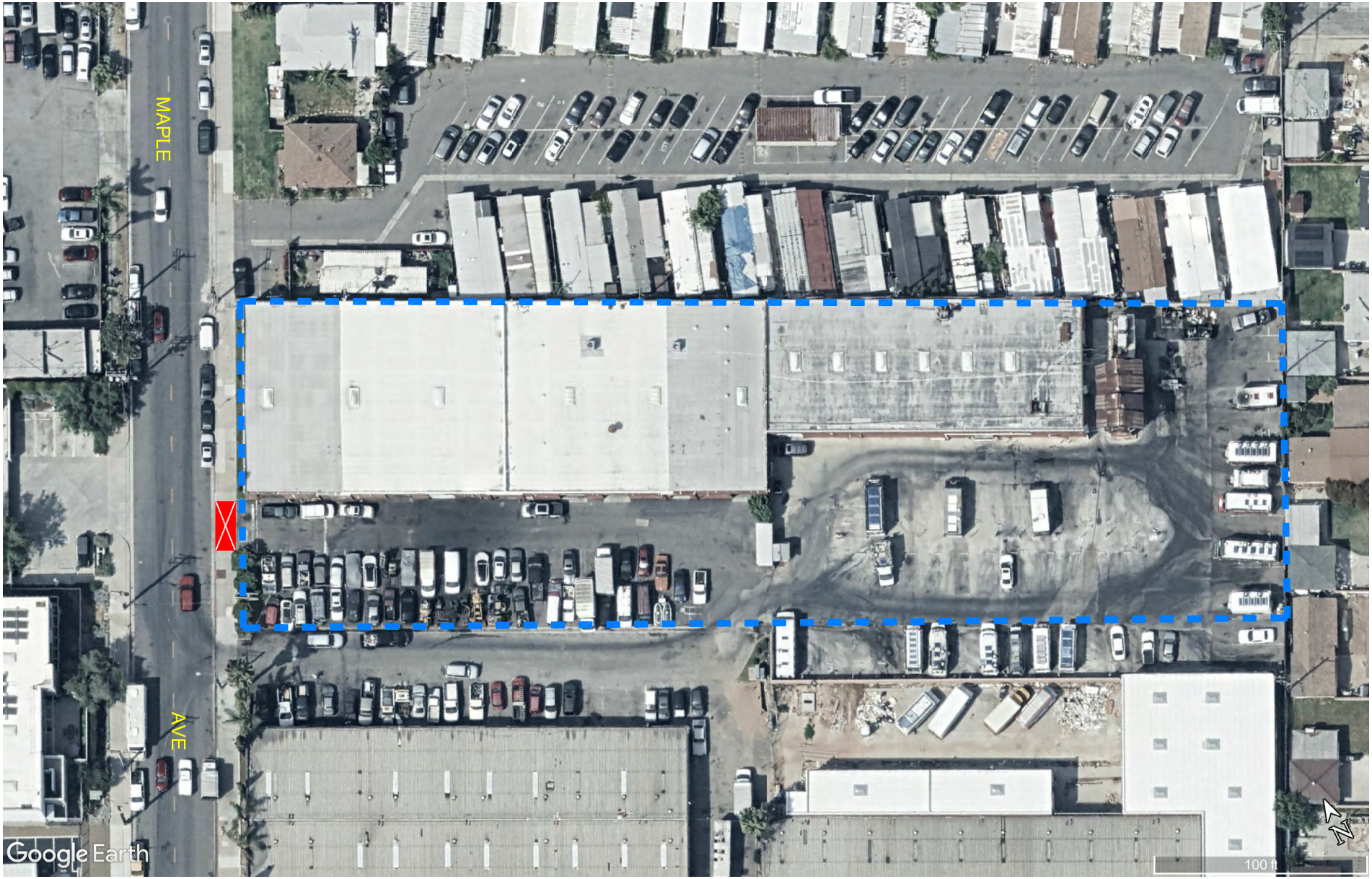

MAP SOURCE: GOOGLE EARTH PRO

Project Site

Existing Driveway

LLG

Figure B
Aerial Photograph of Existing Site

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SOURCE: MCG ARCHITECTURE

Figure C
Site Plan

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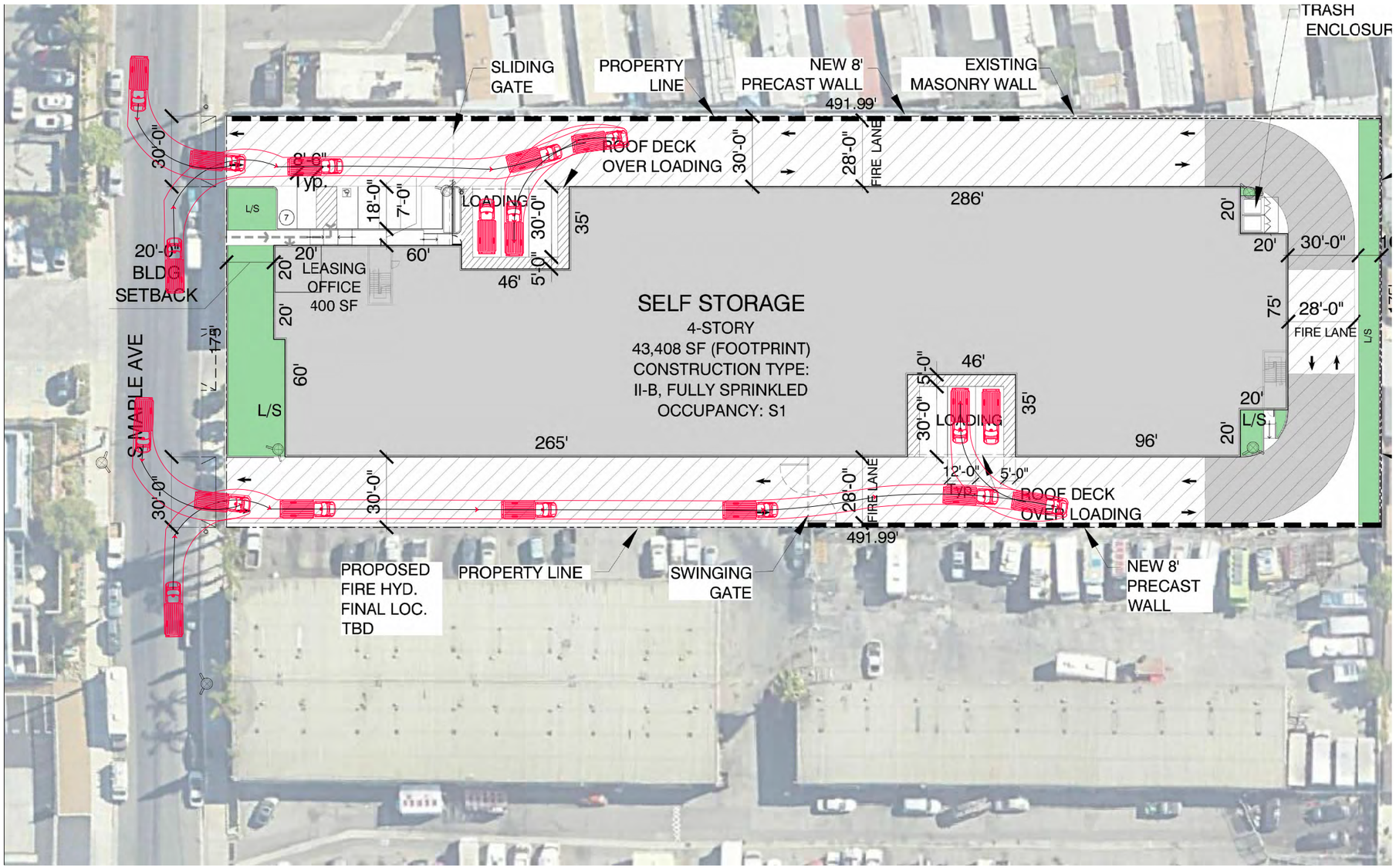

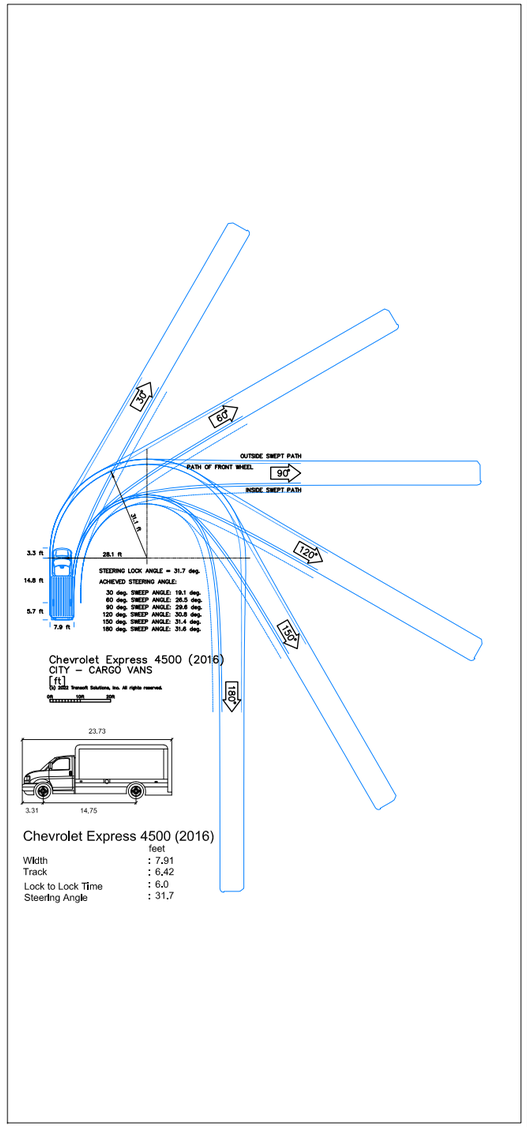

SOURCE: MCG ARCHITECTURE

LLG

Figure D-1

Truck Maneuvering Analysis - Inbound

Cargo Van

Go Store It Montebello Project

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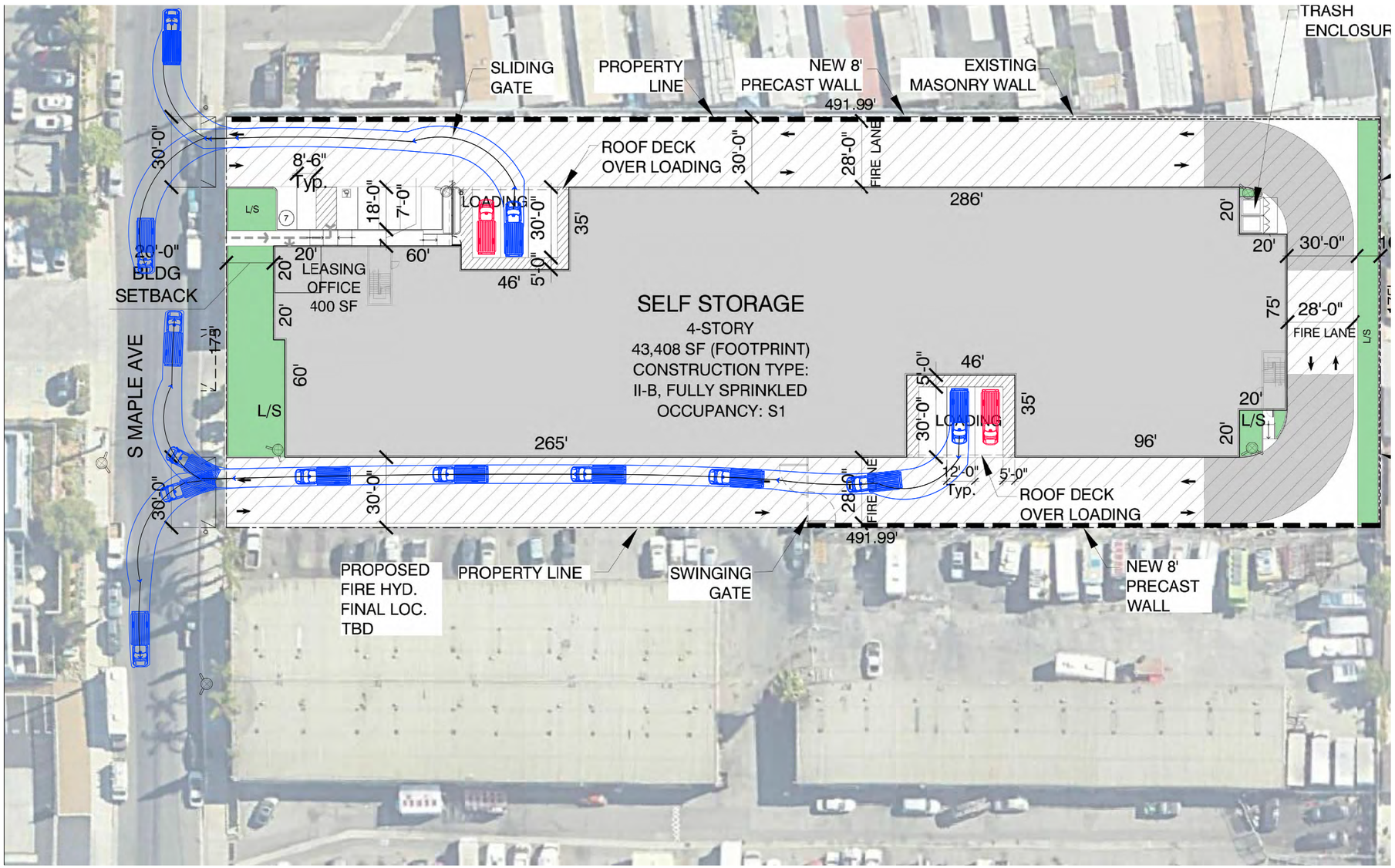

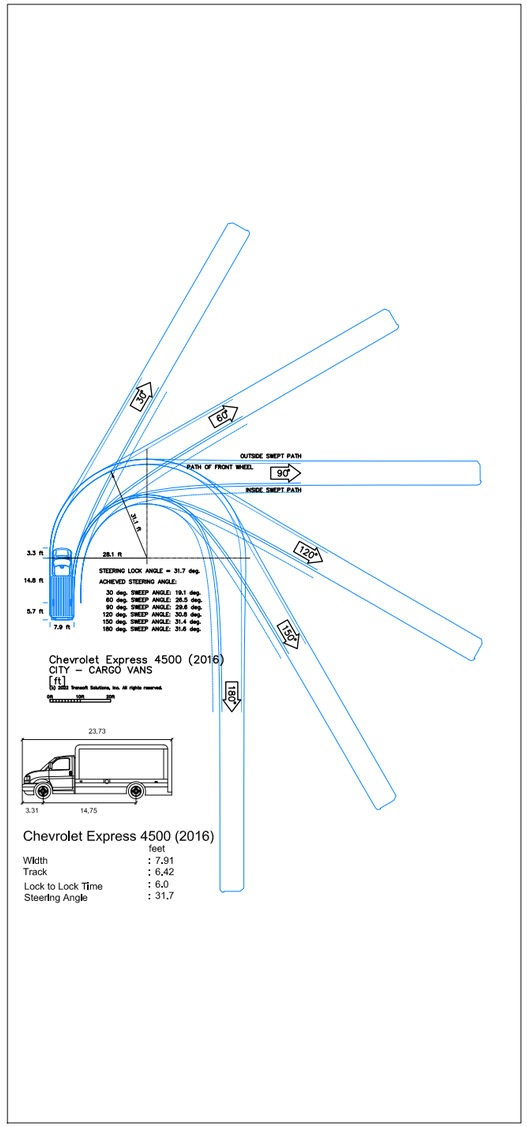

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SCALE 1" = 50'

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SOURCE: MCG ARCHITECTURE

LLG

Figure D-2

Truck Maneuvering Analysis - Outbound

Cargo Van

Go Store It Montebello Project

APPENDIX A

EMPIRICAL PARKING DATA – PEAK PARKING RATIOS

Appendix Table A-1
SUMMARY OF PEAK PARKING RATIOS [1]
Existing A-1 Self-Storage Facilities

Date	PEAK PARKING DEMAND	TOTAL UNITS	TOTAL OCCUPIED UNITS	PEAK PARKING RATIOS (PER OCC. UNIT)	PEAK PARKING RATIOS RATIOS APPLIED TO PROPOSED PROJECT	
	SPACES	UNITS	OCC. UNITS	SPS/OCC. UNIT	OCC. UNITS	SPACES
A-1 Self Storage, 26390 Forest Ridge Drive, Lake Forest						
Saturday, February 8, 2020	3 [2]	624	592	0.005	1,250	7
Tuesday, February 11, 2020	2 [3]	624	592	0.003	1,250	4
A-1 Self Storage, 20704 Earl Street, Torrance						
Saturday, February 8, 2020	5 [4]	572	557	0.009	1,250	12
Thursday, February 6, 2020	4 [5]	572	557	0.007	1,250	9
A-1 Self Storage, 420 E. Lambert Road, La Habra						
Saturday, February 15, 2020	5 [6]	779	726	0.007	1,250	9
Wednesday, February 12, 2020	2 [7]	779	726	0.003	1,250	4
Aggregate of All Three Sites						
Saturdays	13	1,975	1,875	0.007	1,250	9
Weekdays	8	1,975	1,875	0.004	1,250	5

[1] Based on entry/exit data provided by the A-1 self-storage representatives for other existing A-1 self-storage facilities located in the Cities of Lake Forest, Torrance, and La Habra.
[2] The peak parking demand was forecast to occur at 11:00 AM, 1:00 PM, 2:00 PM, and 4:00 PM on Saturday, February 8, 2020.
[3] The peak parking demand was forecast to occur at 9:00 AM, 1:00 PM to 4:00 PM, and 5:00 PM, on Tuesday, February 11, 2020.
[4] The peak parking demand was forecast to occur at 10:00 AM on Saturday, February 8, 2020.
[5] The peak parking demand was forecast to occur at 2:00 PM on Thursday, February 6, 2020.
[6] The peak parking demand was forecast to occur at 10:00 AM to 2:00 PM, on Saturday, February 15, 2020.
[7] The peak parking demand was forecast to occur at 1:00 PM, 2:00 PM, and 7:00 PM on Wednesday, February 12, 2020.

Appendix Table A-2
SUMMARY OF PEAK PARKING RATIOS [1]
Existing Extra Space Self-Storage Facilities

Date	OBSERVED PEAK PARKING DEMAND SPACES	TOTAL UNITS UNITS	TOTAL OCCUPIED UNITS OCC. UNITS	PEAK PARKING RATIOS (PER OCC. UNIT) SPS/OCC. UNIT	PEAK PARKING RATIOS RATIOS APPLIED TO PROPOSED PROJECT OCC. UNITS	SPACES
Extra Space Storage, 2801 Thornton Avenue						
Saturday, March 16, 2019	3 [2]	468	452	0.007	1,250	9
Tuesday, March 19, 2019	3 [3]	468	452	0.007	1,250	9
Extra Space Storage, 175 W. Verdugo Avenue						
Saturday, March 16, 2019	6 [4]	973	916	0.007	1,250	9
Tuesday, March 19, 2019	3 [5]	973	916	0.003	1,250	4
Aggregate of Both Sites						
Saturday, March 16, 2019	9	1,441	1,368	0.007	1,250	9
Tuesday, March 19, 2019	6	1,441	1,368	0.004	1,250	5

[1] Based on parking accumulation surveys conducted by The Traffic Solution on Saturday, March 16 and Tuesday, March 19, 2019 at existing Extra Space Self-Storage facilities in the City of Burbank.
[2] The peak parking demand occurred at 10:00 AM and 11:00 AM on Saturday, March 16, 2019.
[3] The peak parking demand occurred at 10:30 AM and 5:30 PM on Tuesday, March 19, 2019.
[4] The peak parking demand occurred at 1:00 PM on Saturday, March 16, 2019.
[5] The peak parking demand occurred at 2:30 PM, 4:30 PM, and 5:30 PM on Tuesday, March 19, 2019.

DRAFT

MEMORANDUM

TO: Jennifer Rocci, Madison Capital Group Management, LLC

FROM: Richard Gibson

DATE: February 28, 2025

RE: Vehicle Miles Traveled Screening Analysis for the 718 S. Maple Avenue Self-Storage Project Montebello, California **Ref:** J2170

Gibson Transportation Consulting, Inc. reviewed the proposed self-storage development (Project) at 718 S. Maple Avenue in the City of Montebello (City)and prepared a vehicle miles traveled (VMT) screening analysis for the Project based on City's criteria. This memorandum summarizes the analysis.

PROJECT DESCRIPTION

The Project proposes to construct a 170,461 square foot (sf) self-storage facility that would replace the approximately 31,000 sf of existing general light industrial uses on-site. The Project site plan is provided in Figure 1.

METHODOLOGY

The City adopted *City of Montebello Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (May 2022) (Guidelines), which establishes the methodology for assessing transportation impacts for development projects based on the updated California Environmental Quality Act (CEQA) guidelines from the State of California Governor's Office of Planning and Research in its implementation of Senate Bill 743 (Steinberg, 2013) (SB 743). SB 743 requires that a project's potential CEQA transportation impacts be evaluated based on VMT.

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

City VMT Screening Criteria

The CEQA Transportation Assessment – VMT Analysis section of the Guidelines provides the analysis methodology to assess whether a project causes substantial VMT and is generally applied to land use projects. Specifically, the section inquires whether the project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). This subdivision states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact" and that a lead agency has discretion to choose the most appropriate method to evaluate the project's VMT.

The CEQA section of the Guidelines states a "no impact" determination can be made for a project and no further analysis would be required if any of the following screening criteria are satisfied:

- Transit Priority Area (TPA) Screening: Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary and provided the Project meets the four additional criteria discussed below.

- Low VMT Area Screening: Residential and office (and other employment-based) projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

- Project Type Screening: A comprehensive list of project types and intensities have been identified that are presumed to have a less than significant impact absent substantial evidence to the contrary.

The TPA and Low VMT Area screening were conducted utilizing the San Gabriel Valley Coalition of Government's VMT Evaluation Tool (VMT Tool). Project type screening was done by comparing project descriptions to the comprehensive list of exempt project types and sizes.

VMT SCREENING ANALYSIS

As shown in the Attachment, according to the VMT Tool, the Project is located within a TPA, which means the Project can be considered to have a less than significant VMT impact provided it does not meet one of the following exceptions outlined in the Guidelines:

1. A floor area ratio (FAR) of less than 0.75

2. More parking for use by residents, customers, or employees of the project than required by the City

3. Inconsistency with the applicable Sustainable Communities Strategy (as determined by the City or other lead agency, with input from the Southern California Association of Governments)

4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Floor Area Ratio

The Project consists of 170,461 sf of development on an 86,098 sf parcel, resulting in a FAR of approximately 1.98, well over the required FAR of 0.75.

Parking

Per Chapter 17.52 - Off-Street Parking of *City of Montebello Municipal Code* (March 27, 2024) (Code), industrial developments are required to provide one parking space for every 1,000 sf of gross floor area dedicated to warehouse and distribution uses. With 170,461 sf of warehousing space, the Project would be required to provide 171 parking spaces. The Project will provide seven parking stalls for passenger vehicles and six loading spaces, for a total of 13 parking spaces. The Project does not provide more parking than required by the Code and, therefore, screens out from further study requirements.

Sustainable Communities Strategy

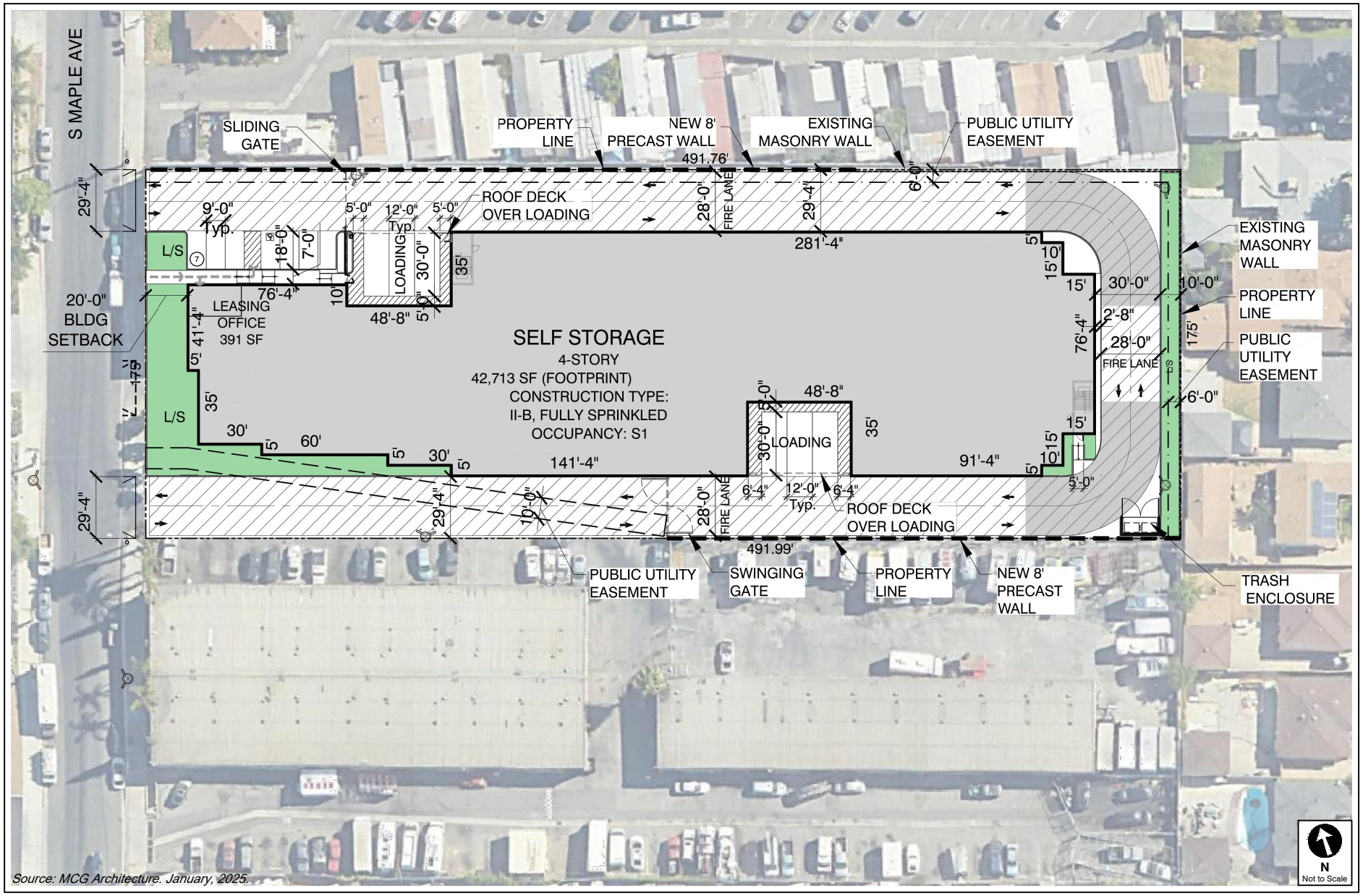
The City, as the lead agency, has determined this Project to be consistent with the Sustainable Communities Strategy.

Affordable Housing

The Project will not replace any residential units.

CONCLUSION

The Project is located within a TPA and satisfies the exception criteria detailed in the Guidelines and, therefore, is presumed to have less than significant transportation impacts per CEQA. No further study is required.



Source: MCG Architecture. January, 2025.

PROJECT SITE PLAN

FIGURE 1

Attachment

VMT Screening Worksheets

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	February 27, 2025, 05:38:59 PM
Project Name	718 S Maple Self-Storage
Project Description	Construction of a 170,461 square foot self-storage facility

Project Location Map

jurisdiction:

Montebello

APN	TAZ
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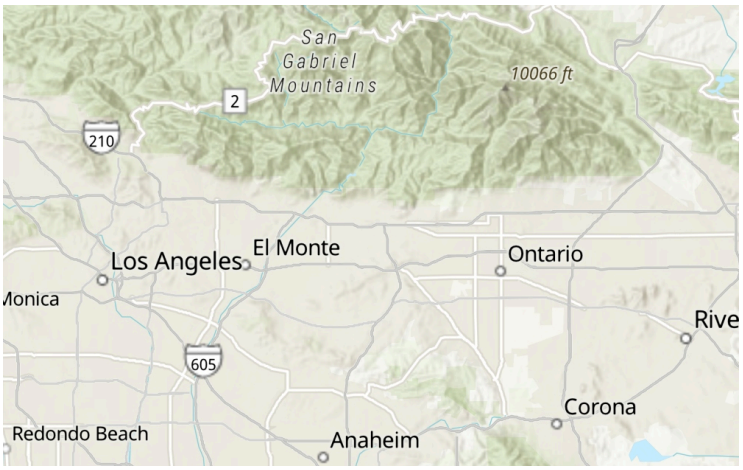


Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

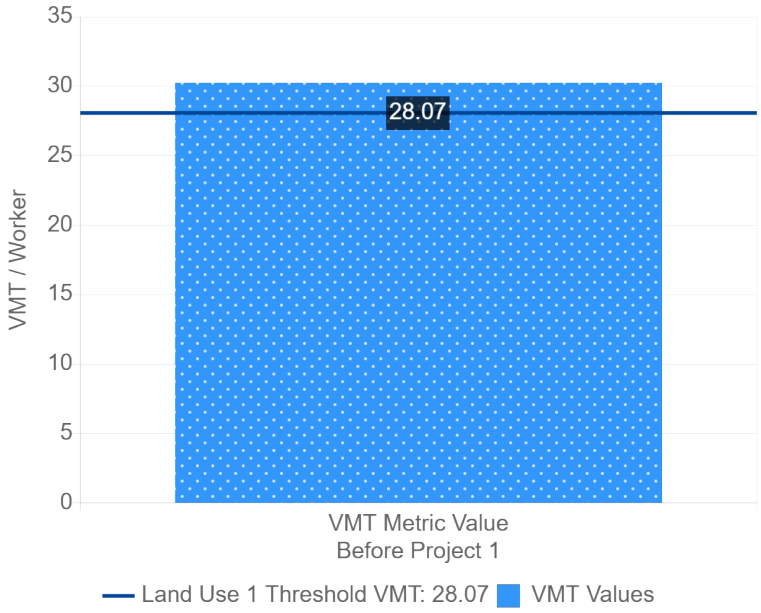
Proximity Transit Screening

Inside a transit priority area? Yes

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Industrial
VMT Metric	Home-Based Work VMT per Employee
VMT Baseline Description	SGVCOG
VMT Baseline Value	33.02
VMT Threshold Description / Threshold Value	-15% / 28.07

Summary	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	30.26
Screening Results	Yes (Pass)



AIR QUALITY AND

GREENHOUSE GAS EMISSIONS ANALYSIS

for the
GOStoreIt Self Storage Facility
located at
718-730 S. Maple Avenue, Montebello, CA

Prepared for:

Jenny Rocci, Vice President of Development
Madison Capital Group Management, LLC
450 Newport Center Drive - Suite 250
Newport Beach, CA 92660

Prepared by:

PARKER
ENVIRONMENTAL CONSULTANTS

February 2025

Table of Contents

I. EXECUTIVE SUMMARY 1

II. PROPOSED PROJECT DESCRIPTION 2

III. AIR QUALITY 5
- **1. INTRODUCTION** 5
- **2. ENVIRONMENTAL SETTING** 5
  - A. Air Quality Criteria Pollutants 5
  - B. Regulatory Framework 8
  - C. Existing Air Quality Conditions 13
- **3. ENVIRONMENTAL IMPACTS** 28
  - A. Thresholds of Significance 28
  - B. Methodology 29
  - C. Project Impacts 33
  - D. Mitigation Measures 41
  - E. Cumulative Impacts 41

IV. GREENHOUSE GAS EMISSIONS 42
- **1. INTRODUCTION** 42
- **2. ENVIRONMENTAL SETTING** 43
  - A. GHG Fundamentals 43
  - B. Projected Impacts Of Global Warming In California 46
  - C. Regulatory Framework 47
  - D. Existing State-Wide GHG Conditions 65
- **3. ENVIRONMENTAL IMPACTS** 67
  - A. Thresholds of Significance 67
  - B. Methodology 69
  - C. Project Impacts 72
  - D. Mitigation Measures 74
  - E. Cumulative GHG Impacts 74

IV. REFERENCES 76

List of Tables

Table 1 Ambient Air Quality Standards 13
Table 2 Summary of Ambient Air Quality in the Project Vicinity 24
Table 3 SCAQMD Air Quality Significance Thresholds 28
Table 4 Proposed Project Peak Daily Construction Emissions....36
Table 5 Proposed Project Estimated Daily Regional Operational Emissions 37
Table 6 Localized On-Site Peak Daily Construction Emissions....38
Table 7 Localized On-Site Peak Daily Operational Emissions 39
Table 8 Description of Identified Greenhouse Gases 43
Table 9 Atmospheric Lifetimes and Global Warming Potentials 45
Table 10 Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan....54
Table 11 California's 2020 Annual Statewide GHG Emissions by Economic Sector....66
Table 12 Project Construction-Related GHG Emissions 73
Table 13 Annual Operational Greenhouse Gas Emissions 74

List of Figures

Figure 1 Project Location Map 3
Figure 2 Proposed Site Plan 4
Figure 3 Mates V Total Cancer Risk for the 90640 Zip Code 23
Figure 4 Air Quality Sensitive Receptors 27
Figure 5 Change in California GDP, Population and GHG Emissions Since 2000....66

Appendices

Appendix A: *Air Quality CalEEMod Worksheets, 718-730 S. Maple Avenue Project, February 19, 2025.*

I. EXECUTIVE SUMMARY

This technical Air Quality and Greenhouse Gas Emissions Analysis examines the degree to which the proposed GOStoreIt Self Storage facility located at 718-730 S, Maple Avenue in the City of Montebello, CA ("Proposed Project") may result in significant environmental impacts with respect to air quality and greenhouse gas emissions and summarizes the emission estimates relative to the respective federal, State, and local City of Montebello General Plan policies and applicable thresholds set by the South Coast Air Quality Management District (SCAQMD).

The air quality modeling was conducted using the California Air Resources Board's (CARB)-recommended air quality modeling software program CalEEMod (*Version 2022.1.1.29*). As shown herein, the regional and localized construction and operational emissions generated by the proposed Project are below the SCAQMD's thresholds of significance prior to mitigation. As such, no mitigation measures are required. Furthermore, the preparation of this report and the environmental findings contained herein satisfy the City of Montebello's General Plan mitigation measure requirement to conduct a site specific analysis evaluating the Project's air quality emissions. Therefore, the air quality emissions from the Proposed Project would be less than significant and no further analysis is warranted.

With regard to greenhouse gas emission, the proposed Project would not conflict with the City of Montebello's polices for reducing greenhouse gas emissions and would not conflict with the State's various climate action goals to reduce greenhouse gas emissions. The CalEEMod worksheets are included in Appendix A as supporting documentation to this report.

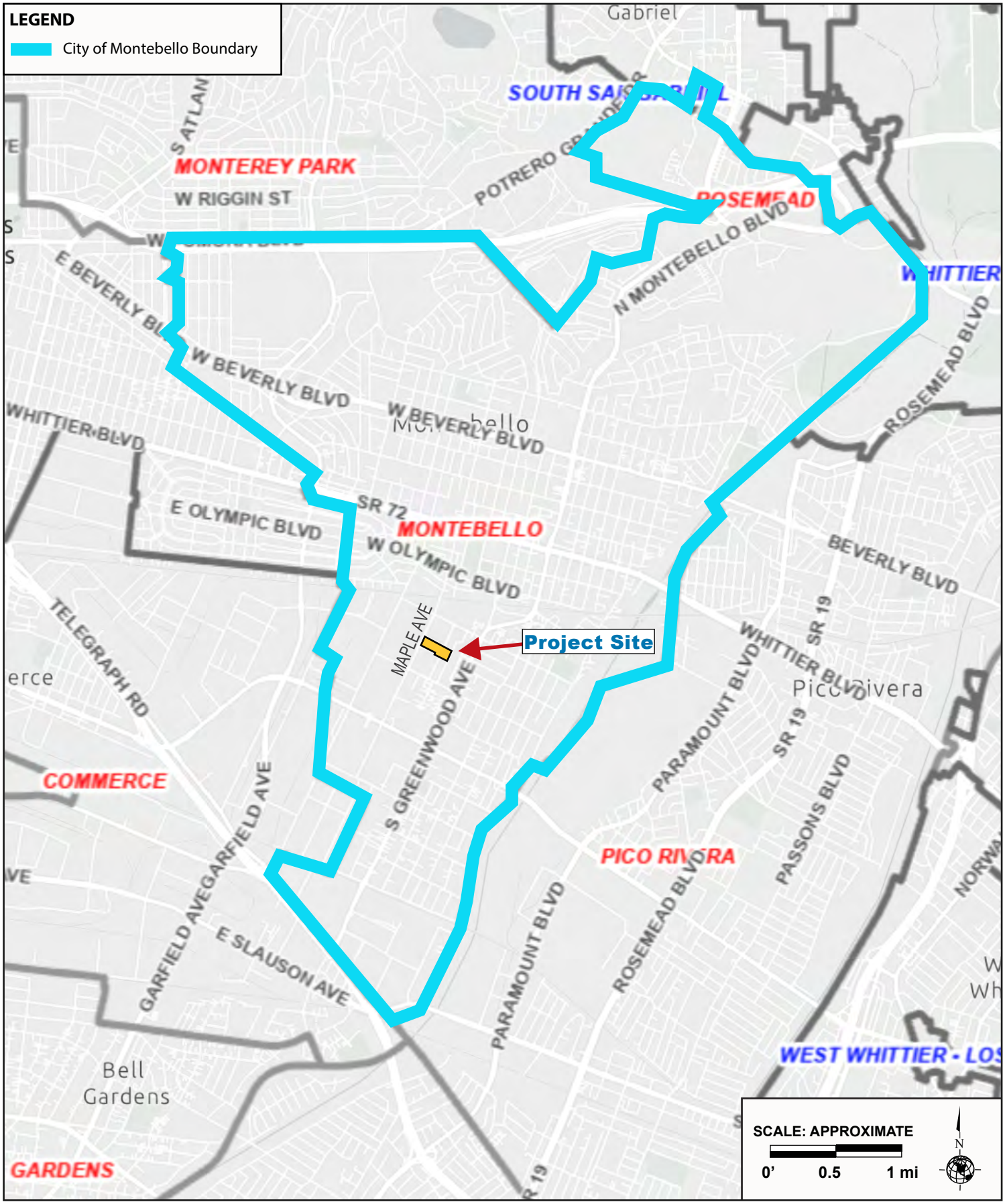
II. PROPOSED PROJECT DESCRIPTION

The Project Site is located at 718-730 S. Maple Avenue in the City of Montebello, CA. (see Figure 1, Project Location Map). The Project Site, identified as Assessor Parcel Number (APN) 6353-004-004, is comprised of one rectangularly-shaped parcel that is approximately 86,098 square feet (1.98 acres) in lot area. The existing land use and zoning designation of the site is Neighborhood and Light Industrial (M-1), respectively.

The Project Site is currently developed with a 1-story structure and a surface parking lot in an urbanized area developed with light industrial, commercial and residential land uses.

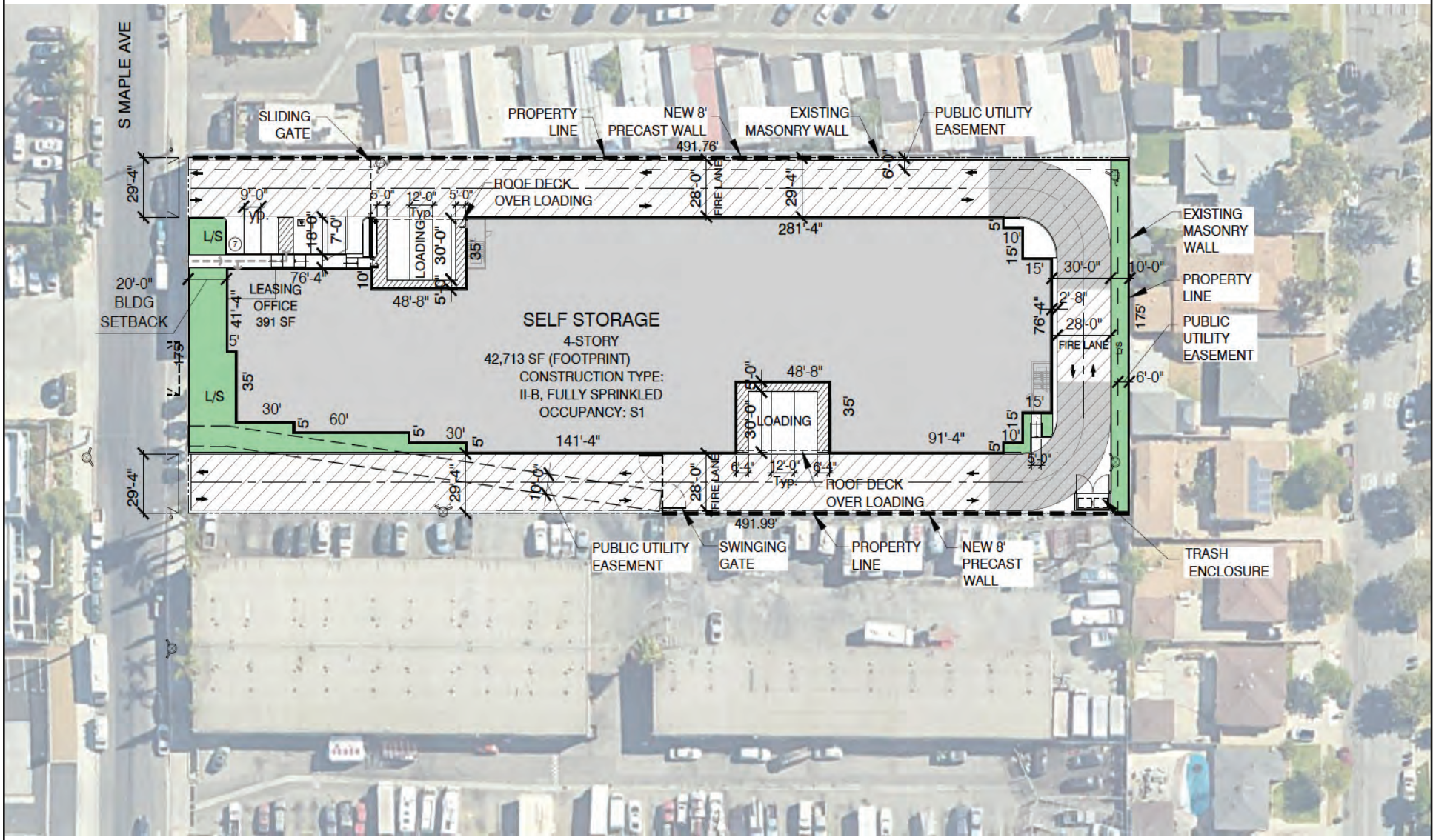
The surrounding area consists of a mobile-home park and light manufacturing to the north; automotive-related uses to the south; light manufacturing, distribution, and automotive related uses to the west; and low-density residential uses to the east.

The proposed Project includes the demolition of the existing use and new construction of a four-story, approximately 170,852 square foot structure for use as a self-storage facility and ancillary office uses ("proposed Project"). The structure will have a maximum height of 55 feet. The proposed Project includes surface parking with up to 13 parking spaces for customers and employee parking and loading. The staffed hours of operation will be from 8:30 am to 6:30 pm with customer access available from 6:00 am to 10:00 pm via a smartphone app and/or a physical keypad with a unique code assigned to each customer. The facility is designed with the majority of storage units accessible from secured, interior corridors, with the remainder available as drive-up units. The Project Site will be gated with control-access only, and no windows will be facing south onto the adjacent residential lots. An illustration of the proposed Site Plan is shown in Figure 2, below.



Source: County of Los Angeles, ArcGIS, 2025.

Figure 1
Project Location Map



Source: MCG Architecture, January 2, 2025.

Figure 2
Proposed Site Plan

III. AIR QUALITY

1. INTRODUCTION

The following air quality analysis examines the degree to which the proposed Project may result in significant environmental impacts with respect to air quality. Both short-term construction emissions occurring from activities such as demolition, haul truck trips, and long-term effects related to the ongoing operation of the proposed Project are discussed in this report.

This analysis also addresses the potential for the proposed Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people. Documents and references used in the preparation of this section include, but are not limited to, the air quality modeling worksheets presented in Appendix A, the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (1993), the 2024 Air Quality Management Plan (AQMP), as well as federal and state regulations and guidelines.

2. ENVIRONMENTAL SETTING

A. Air Quality Criteria Pollutants

(1) Air Quality and Public Health

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.[1] As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS

[1] *USEPA, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed February 2025.*

which, in the judgment of the Administrator of the U.S. Environmental Protection Agency (USEPA), are necessary to protect public health.

At the regional level, the SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties, including the Coachella Valley.[2] The City of Montebello is located within the South Coast Air Basin (Air Basin) which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and State ambient air quality standards are achieved and maintained for the Air Basin. Failure to comply with these standards puts State and local agencies at risk for penalties in the form of lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD's Air Quality Management Plan (AQMP), which incorporates regional demographic projections and integrated regional land use and transportation strategies from SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards at the federal, State, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

(2) Local Air Quality and Air Pollution Sources

The City of Montebello is located within the South Coast Air Basin, which is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south. The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the Coachella Valley area in Riverside County. The regional climate within the Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Air Basin is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry.

The Air Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of a high pressure system over the Northern Pacific Ocean, known as the Pacific High. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon

[2] *SCAQMD, Map of Jurisdiction, 1999.*

is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air pollutant emissions within the Air Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

(3) Air Pollutant Types

(a) Criteria Pollutants

The six principal pollutants for which national and State criteria and standards have been promulgated, known as “criteria pollutants”, and which are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These pollutants are referred to as “criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted for them.

(i) Ozone (O_3)

O_3 is a gas that is formed when volatile organic compounds (VOCs) and NO_X - both byproducts of internal combustion engine exhaust - undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

(ii) Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Respirable and fine particulate matter, PM_{10} and $PM_{2.5}$, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, such as pollen and windstorms, are naturally occurring. However, in areas such as the City of Montebello, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. The human body naturally prevents the entry of larger particles into the body. However, small particles can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

(iii) Carbon Monoxide (CO)

CO is a colorless, odorless gas primarily emitted from combustion processes and motor vehicles due to incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as the City of Montebello, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

(iv) Nitrogen Dioxide (NO_2)

NO_2 is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, particularly in urban areas, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. NO_X irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of O_3.

(v) Sulfur Dioxide (SO_2)

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

(vi) Lead (Pb)

Pb is a metal found naturally in the environment as well as in manufactured products. The highest levels of Pb in air are usually found near Pb smelters. The major sources of Pb emissions to the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Pb is also emitted from the sanding or removal of old lead-based paint (LBP). Pb emissions are primarily a regional pollutant. Pb affects the brain and other parts of the body's nervous system. Exposure to Pb in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

(b) *Additional Criteria Pollutants (California Only)*

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates (SO_4^2), hydrogen sulfide (H_2S), visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use development projects either do not emit them (i.e., H_2S [nuisance odor] and vinyl chloride), or otherwise account for these pollutants (i.e., $SO_4^2$and visibility reducing particles) through other criteria pollutants. For example, $SO_4^2$are associated with SO_X emissions, and visibility-reducing particles are associated with particulate matter emissions. A description of the health effects of the State-identified criteria air pollutants is provided below.

(i) Sulfates (SO_4^2)

$SO_4^2$are the fully oxidized ionic form of sulfur. SO_4^2occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to SO_4^2in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. $SO_4^2$are particularly effective in degrading visibility, and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

(ii) Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills.[3] Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold.[4] H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level.[5]

(iii) Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., SO_4^2, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[6] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM_{10} and $PM_{2.5,}$ as discussed above.[7]

(iv) Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and is generally emitted from industrial processes. Other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.[8] Short-term health of effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to

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[3] *CARB, Hydrogen Sulfide & Health, 2019.*

[4] *CARB, Hydrogen Sulfide & Health, 2019.*

[5] *CARB, Hydrogen Sulfide & Health, 2019.*

[6] *CARB, Visibility-Reducing Particles and Health, last reviewed October 11, 2016.*

[7] *California Air Resources Board, Visibility-Reducing Particles and Health.*

[8] *California Air Resources Board, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed February 2022.*

increase the risk of angiosarcoma, a rare form of liver cancer in humans.[9] Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings; however, control methodologies applied to industrial facilities generally prevent emissions to the ambient air.[10]

(v) Volatile Organic Compounds (VOCs) and Toxic Air Contaminants (TACs)

Although the SCAQMD's primary mandate is attaining the NAAQS and the CAAQS for criteria pollutants within the district, SCAQMD also has a general responsibility to control emissions of air contaminants and prevent endangerment to public health. As a result, the SCAQMD has regulated pollutants other than criteria pollutants such as VOCs, TACs, greenhouse gases (GHGs), and stratospheric O_3-depleting compounds.

(vi) VOCs

VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, VOCs are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, NO_2, and certain fine particles are formed. They are therefore regulated as "precursors" to formation of these criteria pollutants. Some are also identified as TACs and have adverse health effects. VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).

(vii) Toxic Air Contaminants (TACs)

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. The California Air Resources Board (CARB) and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the USEPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The greatest potential for TAC emissions during construction is related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently, ambient air quality standards for these pollutants have

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[9] *California Air Resources Board, Vinyl Chloride & Health.*

[10] *California Air Resources Board, Vinyl Chloride & Health.*

not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

B. Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding air quality at the federal, state, regional, and local levels. These plans, guidelines, and laws include the following and are discussed in further detail below:

- Federal Clean Air Act
  - National Ambient Air Quality Standards
- California Clean Air Act
  - California Ambient Air Quality Standards
- California Code of Regulations
- State Programs for Toxic Air Contaminants
- Diesel Risk Reduction Program
- South Coast Air Quality Management District
  - 2022 Air Quality Management Plan
  - Air Quality Guidance Documents
  - Rules and Regulations
- Southern California Association of Governments
  - 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) ("Connect SoCal")
- City of Montebello General Plan

(1) Federal

(a) Federal Clean Air Act

The Federal Clean Air Act (CAA) was enacted in 1970 and has been amended numerous times in subsequent years, with the latest amendments occurring in 1990.[11] The CAA is the comprehensive federal law that regulates air emissions in order to protect public health and welfare.[12] The USEPA is responsible for the implementation and enforcement of the CAA, which establishes NAAQS, specifies future dates for achieving compliance, and requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of

[11] *42 United States Code §7401 et seq. (1970).*
[12] *USEPA, Clean Air Act, 1963.*

the CAA most applicable to land use development projects include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[13]

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. Table 1, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant. The Air Basin fails to meet national standards for O_3 and $PM_{2.5}$ and, therefore, is considered a federal "non-attainment" area for these pollutants.

Title II pertains to mobile sources, which includes on-road vehicles (e.g. cars, buses, motorcycles) and non-road vehicles (e.g. aircraft, trains, construction equipment). Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The NAAQS, and the CAAQS for the California criteria air pollutants (discussed below), have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare. The NAAQS and CAAQS are listed in Table 1, below.

Table 1
Ambient Air Quality Standards

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard	California Standard
Ozone (O_3)	1-hour	—	0.09 ppm (180 µg/m^3)	—	Non-Attainment
	8-hour	0.070 ppm (137 µg/m^3)	0.07 ppm (137 µg/m^3)	Non-Attainment (Extreme)	Non-Attainment
Respirable Particulate Matter (PM_{10})	24-hour	150 µg/m^3	50 µg/m^3	Attainment	Non-Attainment
	Annual	—	20 µg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	24-hour	35 µg/m^3	—	Non-Attainment (Serious)	Non-Attainment
	Annual	9 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)	Attainment	Attainment
	8-hour	9 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)		

[13] *USEPA, Clean Air Act Overview, Clean Air Act Table of Contents by Title, Last Updated January 3, 2017.*

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard	California Standard
Nitrogen Dioxide (NO_2)	1-hour	0.10 ppm (188 µg/m^3)	0.18 ppm (339 µg/m^3)	Unclassified/ Attainment	Attainment
	Annual	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m^3)		
Sulfur Dioxide (SO_2)	1-hour	0.075 ppm (196 µg/m^3)	0.25 ppm (655 µg/m^3)	Unclassified/ Attainment	Attainment
	3-hour	0.5 ppm (1,300 µg/m^3)	—		
	24-hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)		
	Annual	0.03 ppm (80 µg/m^3)	—		
Lead (Pb)	30-day average	—	1.5 µg/m^3	Partial Non-Attainment[d]	Attainment
	Rolling 3-month average	0.15 µg/m^3	—		
Sulfates	24-hour	—	25 µg/m^3	—	Attainment
Hydrogen Sulfide (H2S)	1-hour	—	0.03 ppm (42 µg/m^3)	—	Unclassified

Notes:
ppm = parts per million by volume
µg/m3 = micrograms per cubic meter

[a] An ambient air quality standard is a concentration level expressed in either ppm or µg/m^{3}and averaged over a specific time period (e.g., 1 hour). The different averaging times and concentrations are meant to protect against different exposure effects. Some ambient air quality standards are expressed as a concentration that is not to be exceeded. Others are expressed as a concentration that is not to be equaled or exceeded.

[b] Ambient Air Quality Standards based on the 2022 AQMP.

[c] "Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard. "Unclassified" means there is insufficient data to designate an area, or designations have yet to be made.

[d] The Los Angeles County portion of the Basin is designated as a nonattainment area for the federal lead standard based on source-specific monitoring at two locations as determined by the U.S. EPA using 2007-2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2020 period. An attainment re-designation request is pending.

Sources: United States Environmental Protection Agency, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed February 2025; and CARB, Ambient Air Quality Standards July, 7, 2024, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, accessed February 2025.

(2) State

(a) California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practicable date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Table 1, shown above, includes the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the state. The CAAQS include more stringent standards than the NAAQS. The Air Basin fails to meet state standards for O_3, PM_{10}, and $PM_{2.5}$ and, therefore, is considered "non-attainment" for these pollutants.

(b) California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operations of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

(c) State Programs for Toxic Air Contaminants

The California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of Airborne Toxic Control Measures (ATCMs), both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment in order to reduce public exposure to DPM and other TACs. These actions are also supplemented by the Assembly Bill (AB) 2588 Air Toxics "Hot Spots" program and Senate Bill (SB) 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants)

regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

(d) Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which moved us into the risk management phase of the program. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines* and the *Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

(3) Regional

(a) South Coast Air Quality Management District

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the South Coast Air Basin. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction, as the SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County.

(i) Air Quality Management Plan

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most recently adopted 2022 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for O_3 and $PM_{2.5}$ are met, and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[14] sufficiently to meet the upcoming O_3 standard deadlines, as NO_X plays a critical role in the creation of O_3. The AQMP's strategy to meet the 8-hour O_3 standard in 2037 should lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard by 2037. Since NO_X emissions also lead to the formation of $PM_{2.5}$,

[14] *NOx emissions are a precursor to the formation of both O_3 and secondary $PM_{2.5}$.*

the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[15] [16]

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State and local levels and industries. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and USEPA.

The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan.[17] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[18] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2016 AQMP, are based on SCAG's 2016-2040 RTP/SCS.

The 2016 AQMP forecasts the 2031 emissions inventories ''with growth'' based on SCAG's 2016-2040 RTP/SCS. The region is projected to see a 12 percent growth in population, 16 percent growth in housing units, 23 percent growth in employment, and 8 percent growth in VMT between 2012 and 2031. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, State and federal levels[19].

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[15] *Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).*

[16] *SCAQMD, Final 2016 AQMP, 2017. Page ES-2. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed February 2022.*

[17] *SCAG, Final 2016 RTP/SCS, 2016 https://scag.ca.gov/resources-prior-plans. Accessed February 2022.*

[18] *SCAQMD, Final 2016 AQMP, 2017. Page ES-2. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed February 2022.*

[19] *SCAQMD, Figure 1-4 of the Final 2016 AQMP.*

(ii) SCAQMD Air Quality Guidance Documents

The SCAQMD published the *CEQA Air Quality Handbook* (approved by the SCAQMD's Governing Board in 1993) to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts.[20] The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses. However, the SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*. While this process is underway, the SCAQMD has provided supplemental guidance on the SCAQMD website.[21]

The SCAQMD has also adopted land use planning guidelines in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[22] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMDs guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* for CEQA evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction or operation of a project.[23] The SCAQMD adopted additional guidance regarding $PM_{2.5}$ emissions in a document called *Final Methodology to Calculate Particulate Matter* $(PM)_{2.5}$ *and* $PM_{2.5}$ *Significance Thresholds*.[24] The latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and *Final Localized Significance Threshold Methodology*.

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[20] *South Coast Air Quality Management District, CEQA Air Quality Handbook 1993, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed February 2022.*

[21] *SCAQMD, Air Quality Analysis Guidance, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#. Accessed February 2022.*

[22] *SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4. Accessed February 2022.*

[23] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed February 2025.*

[24] *South Coast Air Quality Management District, Final Methodology to Calculate Particulate Matter* $(PM)_{2.5}$ *and* $PM_{2.5}$ *Significance Thresholds, 2006, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf?sfvrsn=2. Accessed February 2025.*

(iii) SCAQMD Rules and Regulations

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects, which include, but are not limited to the following:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules which apply to the Project:

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Project:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

- **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

(b) Southern California Association of Governments

(i) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS, a plan also known as "Connect SoCal." The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable future State GHG reduction targets of 19 percent. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG. The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on SCAG's the 2020-2045 RTP/SCS.

On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. Similar to the 2020–2045 RTP/SCS, the 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the existing and future needs of the region through projects, investments, policies and strategies. While Connect SoCal 2024 remains focused on its core responsibilities, and on the requirements of comprehensive regional transportation planning integrated with the development of a sustainable communities strategy, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband and mobility hubs. The primary goals of the 2024–2050 RTP/SCS include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect and sustain livable and thriving communities;
- Environment: Create a healthy region for the people of today and tomorrow; and

- Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.

(4) Local

The 2024-2040 Montebello General Plan, adopted on April 10, 2024, contains several policies and action measures to reduce air quality and greenhouse gas emissions citywide. The main focus of Montebello's air quality planning policies is oriented towards reducing vehicle miles travelled (VMT). The Montebello General Plan reduces VMT by:

- Planning for and providing feasible and convenient alternative travel facilities and modes that emit fewer pollutants per person;
- Striving to ensure that trip generators (such as homes) and destinations (parks, shops and businesses) are located near one another to allow for shorter trips;
- Promoting walkable and mixed-use development in the downtown area, along key corridors, and neighborhood center sites that are served by high quality transit systems;
- Promoting complete street policies that encourage walking and use of public transit, thereby reducing traffic congestion and improving air quality: and
- Green Infrastructure in the form of trees and plants absorb certain pollutants from the air through leaf uptake and contact removal. Montebello's widely planted trees and plants will also cool the air and slow the temperature-dependent reaction that forms ground-level ozone pollution (smog).

C. Existing Air Quality Conditions

(1) Existing Regional Air Quality

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point, area, on-road, and off-road sources. Point and area sources are the two major subcategories of stationary sources. Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries). Area sources consist of many small emission sources (e.g., residential water heaters, consumer products and permitted sources) which are distributed across the region. On-road sources and off-road sources are the two main subcategories of mobile sources, such as cars and trucks (on-road sources) and heavy construction equipment (off-road sources).

(a) Criteria Pollutants

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific

urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." The U.S. EPA and the CARB use different standards for determining whether the Basin is in attainment. Federal and state standards are summarized in Table 1, above. The attainment status for the Los Angeles County portion of the Basin with regard to the NAAQS and CAAQS are also shown in Table 1, above. The CCAA designates air basins as either in attainment or non-attainment for each state air quality standard. The Basin is designated as a state and federal non-attainment area for O3 and $PM_{2.5}$. In addition, the Basin is designated as a state non-attainment area for PM_{10} and designated as a federal non-attainment area for lead in the Los Angeles County portion of the Basin.[25]

(i) Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) in the Air Basin. A TAC is defined by California Health and Safety Code Section 39655 as follows:

> *"'Toxic air contaminant' means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant."*

The SCAQMD released the fifth round of its Basin-wide Multiple Air Toxics Exposure Study (MATES V – Final Report) in August 2021.[26] MATES V estimated the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the Basin. MATES V focused on carcinogenic risk from TACs and did not estimate other health effects from particulate exposures.[27]

In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways.

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[25] *As noted in the 2022 Final AQMP (at page 2-6), the Los Angeles County portion of the Basin is designated a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007–2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2020 period. The District will request that U.S. EPA re-designate the Los Angeles County portion of the Basin as attainment for lead.*

[26] *SCAQMD, Final Mates V Report, August 2021.*

[27] *Mortality and other health effects form particulate exposure were conducted as part of the 2016 and 2022 Air Quality Management Plans.*

Based on average measurements at ten fixed monitoring sites, the levels of air toxics continued to decline compared to previous MATES iterations with the air toxics cancer risk at the MATES V monitoring locations ranging from 585 to 842 per million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represented approximately 88 percent of the cancer risk with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations such as refineries and power plants, as well as smaller businesses such as gas stations and chrome plating facilities. The population-weighted risk in MATES V shows a 40 percent reduction in modeled air toxics risk compared to the risks in MATES IV period (2005). Diesel-particulate matter, while also substantially reduced from past MATES, continues to dominate the overall cancer risk from air toxics. The reduction in diesel particulate matter emissions has resulted in significant improvement in cancer risks in the areas adjacent to the ports which was the area with the highest cancer risks in previous MATES. The results from this study support a continued focus on the reduction of toxic emissions, particularly from diesel engines.

As part of MATES V, the SCAQMD prepared a data visualization tool with an interactive map that shows estimates of cancer risks in the Basin from ambient levels of TACs based on the modeling effort to provide insight into relative risks. The map reports estimated cancer risks based on zip codes. The cancer risk estimates reported there should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on a number of conservative assumptions. In general, MATES V indicates that the highest cancer risks from TACs are found near shipping ports, goods movement sources, and near freeways and other transportation corridors. The estimated cancer risk for the vicinity of the Project Site (i.e., zip code 90640) is estimated at 548 incidents per one million. See Figure 3, MATES V Total Cancer Risk for the Project Site, below. Compared to previous studies of air toxics in the Basin, the MATES V study found decreasing air toxics exposure from the analysis done in the MATES IV time period.

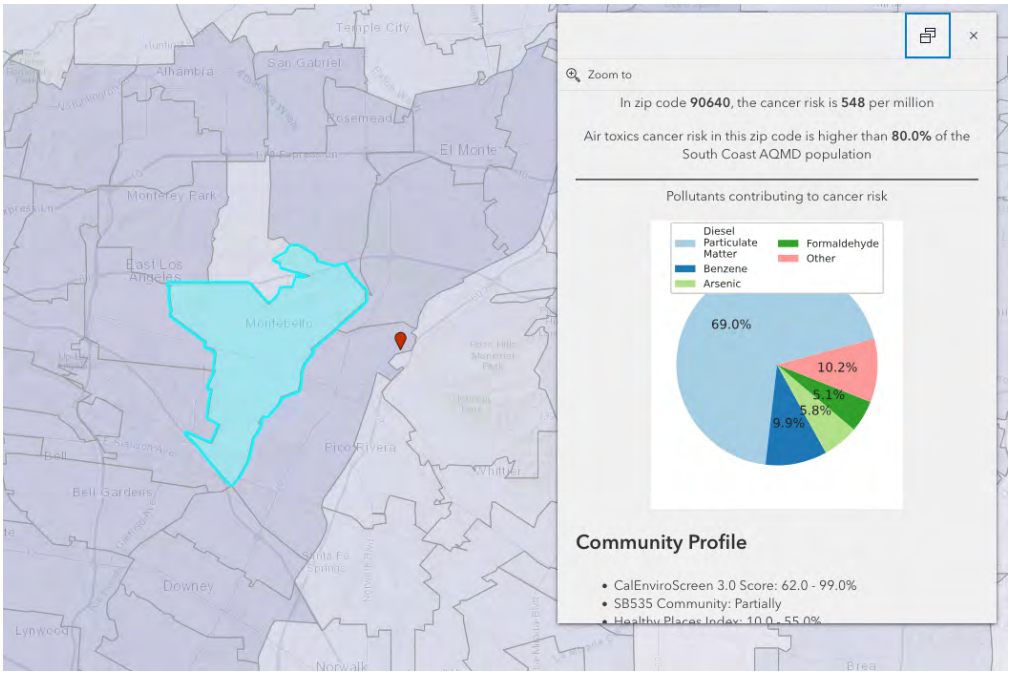


Figure 3, MATES V Total Cancer Risk for the 90640 Zip Code

(2) Existing Local Air Quality

The SCAQMD divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The Project Site is located within SRA 5, which covers the area within the City of Montebello south of Whittier Boulevard. The closest air quality monitoring station to the Project Site is the Pico Rivera #2 Monitoring Station (Station ID No. 060371602) located at 4144 San Gabriel River Parkway, approximately 2.9 miles east of the Project Site. The Pico Rivera #2 Station includes historic al air quality data for O3, NO2, CO, $PM_{2.5}$, and Pb. The nearest monitoring station for PM_{10} and SO measurements is the Los Angeles-North Main Street, located approximately 7.5 miles northwest of the Project Site at 1630 N Main Street, Los Angeles. Table 2, below, provides the historical air quality data for these two monitoring sites from 2020 through 2023.[28]

Table 2
Summary of Ambient Air Quality in the Project Vicinity

Air Pollutants Monitored Within SRA 6 West San Fernando Valley	Year			
	2020	2021	2022	2023
O_3				
Maximum 1-hour concentration measured	0.169 ppm	0.140 ppm	0.123 ppm	0.120 ppm
Number of days exceeding national 0.12 ppm 1-hour standard	3	0	0	0
Number of days exceeding State 0.09 ppm 1-hour standard	20	2	3	7
Maximum 8-hour concentration measured	0.114 ppm	0.074 ppm	0.091 ppm	0.090 ppm
Number of days exceeding national 0.07 ppm 8-hour standard	23	3	2	7
Number of days exceeding State 0.07 ppm 8-hour standard	23	3	3	9
CO				
Maximum 1-hour concentration measured	3.1 ppm	1.8 ppm	1.6 ppm	1.8 ppm
Maximum 8-hour concentration measured	1.7 ppm	1.5 ppm	1.5 ppm	1.3 ppm
NO_2				
Maximum 1-hour concentration measured	69.2 ppb	72.2 ppb	64.5 ppb	58.1 ppb
Annual average	17.8 ppb	17.5 ppb	17.0 ppb	15.2 ppb

[28] *SCAQMD, Historical Data by Year, website: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year. Accessed February 2025.*

Air Pollutants Monitored Within SRA 6 West San Fernando Valley	Year			
	2020	2021	2022	2023
Does measured annual average exceed national 53.4 ppb annual average standard?	No	No	No	No
Does measured annual average exceed State 30 ppb annual average standard?	No	No	No	No
PM_{10}				
Maximum 24-hour concentration measured	77 µg/m^3	64 µg/m^3	60 µg/m^3	57 µg/m^3
Number of days exceeding national 150 µg/m^3 24-hour standard	0	0	0	0
Number of days exceeding State 50 µg/m^3 24-hour standard	24	3	4	2
Annual Average Concentration (Annual Arithmetic Mean (AAM))	23.0 µg/m^3	25.5 µg/m^3	28.9 µg/m^3	24.3 µg/m^3
Does measured AAM exceed State 20 µg/m^3 AAM standard?	Yes	Yes	Yes	Yes
$PM_{2.5}$				
Maximum 24-hour concentration measured	35.4 µg/m^3	66.0 µg/m^3	53.8 µg/m^3	33.2 µg/m^3
Number of days exceeding national 35.0 µg/m^3 24-hour standard	0	3	1	0
Annual Arithmetic Mean (AAM)	13.22 µg/m^3	13.07 µg/m^3	11.32 µg/m^3	10.01 µg/m^3
Does measured AAM exceed national 12 µg/m^3 AAM standard?	Yes	Yes	No	No
Does measured AAM exceed State 12 µg/m^3 AAM standard?	Yes	Yes	No	No
SO_2				
Maximum 1-hour concentration measured	3.8 ppb	2.2 ppb	6.5 ppb	7.7 ppb
99th Percentile Concentration (1 hour)	3.3 ppb	2.0 ppb	2.3 ppb	2.0 ppb
Pb				
Maximum monthly average concentration measured	0.013 µg/m^3	0.011 µg/m^3	0.07 µg/m^3	0.007 µg/m^3
Maximum 3-month rolling averages	0.011 µg/m^3	0.010 µg/m^3	0.07 µg/m^3	0.006 µg/m^3

Notes:
ppm = parts by volume per million molecules of air
ppb = parts per billion per billion molecules of air
µg/m3=micrograms per cubic meter
Data for PM_{10}, SO_2 and lead (Pb) was taken from the Los Angeles (Main Street) Monitoring Station.
Data for O3, CO, NO_2, and $PM_{2.5}$ were taken from the Pico Rivera #2 Monitoring Station.
Source: SCAQMD, Historical Data by Year, website: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed February 2025.

According to the air quality data shown in Table 2, the State one-hour ozone standard was exceeded 3 days in 2020 and 0 days in 2021 through 2023. The national eight-hour ozone standard was exceeded for 23 days in 2020, 3 days in 2021, 2 days in 2022, and 7 days in 2023. The State eight-hour ozone standard was exceeded 23 days in 2020, 3 days in 2021, 3 days in 2022, and 9 days in 2023. The federal 24-hour PM_{10} standard has not been exceeded from 2020 through 2023, while the State 24-hour PM_{10} standard was exceeded 24 days in 2020, 3 days in 2021, 4 days in 2022, and 2 days in 2023. In addition, the State annual average standard for PM_{10} was exceeded each year from 2020 to 2023. The national 24-hour $PM_{2.5}$ standard was exceeded 3 days in 2021 and 1 day in 2022. The national and State annual average standards for $PM_{2.5}$ were exceeded in 2020 and 2021, but not in 2022 and 2023. Furthermore, neither national nor state standards for SO_2, CO, Lead (Pb) or NO_2 have been exceeded from 2020 to 2023.

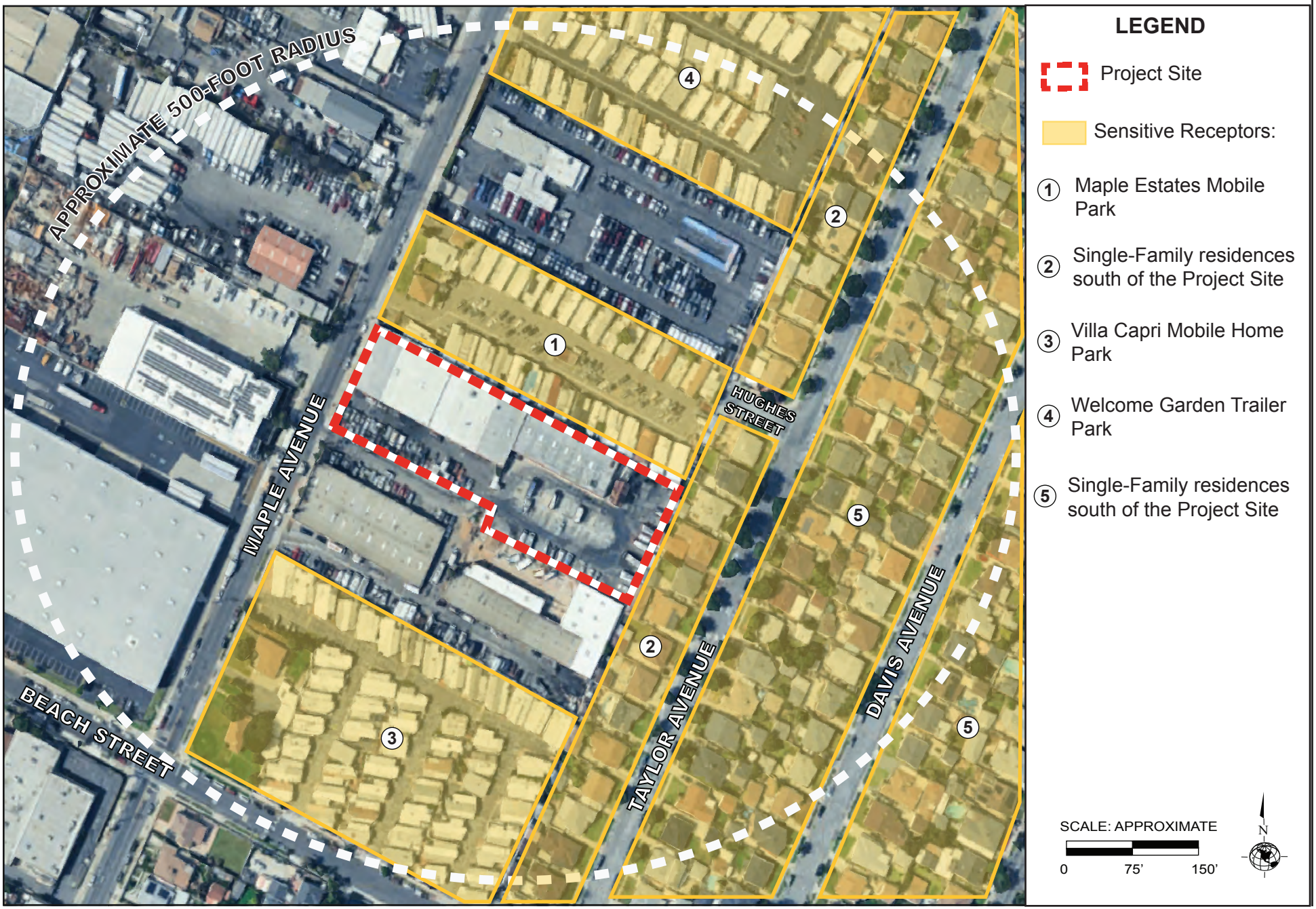
(3) Existing Sensitive Receptors in the Local Vicinity

For purposes of identifying air quality impacts, sensitive receptors are defined in several ways and for several purposes. Generally, the 2005 CARB Air Quality and Land Use Handbook considers sensitive individuals to be those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to occur include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. With respect to localized emissions, SCAQMD considers a sensitive receptor to localized emissions be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours.[29] Under these definitions, sensitive receptors within the project vicinity include the following land uses:

1. Maple Estates Mobile Home Park
2. Single Family Residences south of the Project Site (east side of Taylor Avenue)
3. Villa Capri Mobil Home Park v
4. Welcome Garden Trailer Park
5. Single Family Residences south of the Project Site (west side of Taylor Avenue)

A map identifying these sensitive receptors is shown in Figure 4, Air Quality Sensitive Receptors

[29] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*



Source: Google Earth, Aerial View, 2024.

Figure 4
Air Quality Sensitive Receptors

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

(1) State CEQA Guidelines Appendix G

In accordance with guidance provided in Appendix G to the state CEQA Guidelines, the proposed Project would have a significant impact on air quality if it would cause any of the following to occur:

Threshold (a): ***Conflict with or obstruct implementation of the applicable air quality plan;***

Threshold (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;***

Threshold (c): ***Expose sensitive receptors to substantial pollutant concentrations; or***

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

(2) SCAQMD

The SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current mass regional significance thresholds, shown in Table 3, SCAQMD Air Quality Significance Thresholds, are used in this analysis.

Table 3
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NOx	100 pounds/day	55 pounds/day
VOC [a]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day

Notes:
[a] The SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.
Source: SCAQMD Air Quality Significance Thresholds, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, Revision April 2019.

Additionally, based on the criteria set forth in SCAQMD's CEQA Air Quality Handbook, the Project may have a significant impact with regard to operational on emissions if any of the following would occur:

- Maximum on-site daily localized emissions exceed the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).
- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hr threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[30]

B. Methodology

(1) Plan Consistency

a. Consistency with General Plan Air Quality Element

As discussed previously, the City's General Plan Air Quality Element includes Citywide goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. Goals, objectives, and polices of the Air Quality Element that are relevant to the Project include minimizing VMT. The analysis below provides a side-by-side comparison of each of the relevant provisions in the Air Quality Element with the Project to determine whether the Project would be consistent with those provisions.

b. Consistency with Air Quality Management Plan

The SCAQMD is required, pursuant to the CAA, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and $PM_{2.5}$). The SCAQMD's 2016 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving five NAAQS related to these pollutants, including transportation control strategies from SCAG's Connect SoCal plan designed to focus growth near High Quality Transit Areas (HQTAs) and to reduce VMT. The 2016 AQMP control strategies were developed, in part, based on regional growth projections prepared by SCAG. As the AQMP control strategy is based on projections from local General Plans, projects which are consistent with local General Plans are considered consistent with the growth assumptions of the air quality related regional plans and their emissions are assumed to be accounted for in the AQMP emissions inventory. Projects which include amendments to General or Specific Plans, or are considered significant projects, undergo further scrutiny for AQMP consistency. As noted above, the 2016 AQMP has been adopted by the SCAQMD and CARB. Therefore, this analysis considers the Project's consistency

[30] *SCAQMD, Final-Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.*

with the 2016 AQMP. The Project's consistency with the 2016 AQMP is evaluated based on consistency with its applicable growth projections and emission control strategies.

(2) Construction Emissions

Build-out of the Project's proposed land uses is anticipated to occur in three phases over a span of 20 years, with final build-out occurring in year 2043. Proposed land uses would allow future development to respond to changes in market conditions and population growth over the 20-year timeline. Individual development phases proposed under the Project would likely be completed within an approximate 14 month timeframe, depending on the scope of each development phase. Construction activities associated with each development phase would be undertaken in five main steps: (1) partial demolition, (2) grading and excavation, (3) building construction, (4) paving, and (5) architectural coating.

Construction of the Project has the potential to generate temporary pollutant emissions through the use of heavy-duty construction equipment, such as excavators and graders, and through vehicle trips generated from workers and haul and delivery trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from certain non-enclosed demolition activities and various soil-handling activities. Mobile source emissions, primarily NOx, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

(a) *Regional Emissions*

Construction activities associated with pre-demolition/abatement activities, demolition, grading/excavation, building construction, architectural coating/finishing and paving would generate pollutant emissions and have been modeled to analyze the potential impacts from these activities. Specifically, these construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Some activities, such as demolition inside of existing structures would be enclosed and thereby limit dust or other related emissions. The activities would also occur in compliance with all regulatory requirements to control emissions during construction. The proposed development program's construction emissions were compared to the thresholds established by the SCAQMD as shown in Table 3, above. It was assumed that all of the construction equipment used would be diesel-powered.

(b) Localized Emissions

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants (see Table 3). To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs). Lead agencies may use the LST mass rate look-up tables as a screening analysis. If a project exceeds any applicable LST when the mass rate look-up tables are used as a screening analysis, then project specific air quality modeling may be performed. These localized thresholds, which are found in the mass rate

look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[31] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. The Project Site encompasses approximately two acres. Since thresholds are provided for 1-, 2-, or 5- acre sites only, the localized emissions threshold for an approximate two acre site was estimated for the Project Site. The localized thresholds for all phases of the Project are based on a receptor distance of 25 meters in SCAQMD's SRA 5 for a project site of two acres.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each SRA. In terms of NO_x emissions, the two principal forms of NO_x are nitric oxide (NO) and NO_2, with the vast majority (95 percent) of the NO_x emissions being comprised of NO. However, because adverse health effects are associated with NO_2, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels. Nitric Oxide is converted to NO_2 by several processes, the two most important of which are (1) the reaction of NO with O_3, and (2) the photochemical reaction of NO with hydrocarbons. When modeling NO_2 emissions from combustion sources, the SCAQMD assumes that the conversion of NO to NO_2 is complete at a distance of 5,000 meters from the source.

For PM_{10} LSTs, the thresholds were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$ LSTs, the thresholds were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions. The resulting on-site construction emissions generated for each construction phase were analyzed against the applicable LST for each phase.

(3) Operational Emissions

(a) Regional Emissions

Operational emissions associated with the Project's proposed land uses were calculated using CalEEMod *Version 2022.1.1.29* and the information provided in the traffic study prepared for the Project. Operational emissions associated with the Project would be comprised of mobile source emissions and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site associated with operation of the Project. Area source emissions are generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in emissions is compared with the SCAQMD's recommended regional thresholds for operational emissions as shown in Table 3.

[31] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

(b) Localized Emissions

i. On-Site Emissions

Localized impacts from proposed development operations include calculation of on-site emissions (using SCAQMD's recommended CalEEMod program) and evaluation of these emissions consistent with the SCAQMD's LST methodology. On-site emissions include activities associated with on-site activity and building systems equipment.

ii. Off-Site Emissions

Potential localized CO concentrations from induced traffic at nearby intersections are also addressed, consistent with the methodologies and assumptions used in the consistency analysis provided in the 2003 AQMP. The analysis prepared for CO attainment in the Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the Air Basin. CO attainment was thoroughly analyzed as part of the 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). In the 2003 AQMP, the SCAQMD conducted CO modeling for the four worst-case intersections in the Basin, including the intersections of: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; and (d) Long Beach Boulevard and Imperial Highway. The SCAQMD noted that the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.[32] This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The emission data provided in Table 4-10 of Appendix V of the 2003 AQMP demonstrates that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue.[33] When added to the existing background CO concentrations, the worst-case CO levels in the Basin would be 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average), which is well under the SCAQMD's thresholds of significance of 20 ppm (one-hour average), and 9.0 ppm (eight-hour average), respectively. Based on the ratio of the one-hour CO standard (20.0 ppm) and the modeled worse-case emission value (4.6 ppm) the CO threshold of significance would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. Thus, if a study intersection impacted by a project is below 400,000 vehicles a day, it can reasonably be concluded that the project would not generate a significant CO hotspot impact and no further analysis is warranted. If a study intersection impacted by the proposed development program exceeds 400,000 vehicles per day, further CO hotspot analysis is recommended.

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[32] *SCAQMD, 2003 Air Quality Management Plan, Appendix V, 2003.*
[33] *SCAQMD, 2003 Air Quality Management Plan, Appendix V, 2003.*

(4) Toxic Air Contaminants (Construction and Operation)

Potential impacts from TACs were analyzed qualitatively to determine whether a more detailed analysis was necessary (i.e., Health Risk Assessment). Impacts from TAC emissions during construction were evaluated based on the length of construction and the amount of diesel particulate matter emissions. The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. Impacts from TAC emissions from operation were based on the type of land uses and activities proposed by the Project. Land uses that involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs include truck stops and warehouse distribution facilities.

C. Project Impacts

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

(1) Consistency with the 2022 AQMP

A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the SCAG approved its 2020-2045 RTP/SCS that includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2022 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2022 AQMP and State Implementation Plan (SIP) for the Basin are based on SCAG's RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP. The proposed Project consists of a self-storage facility and would not generate any housing. As such, the proposed Project would be consistent with the growth projections and regional land use planning policies of the 2020-2045 RTP/SCS, the Proposed Project would not conflict with or obstruct implementation of the 2022 AQMP, and Project impacts would be less than significant.

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

A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would cumulatively contribute to an existing or projected air quality violation. As the Basin is currently in State non-attainment for ozone, PM_{10}, and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Proposed Project's cumulative contribution to an exceedance of criteria air pollution concentrations, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, the analysis presented below addresses the Proposed Project's construction and operational impacts relative to the SCAQMD's regional thresholds of significance.

(1) Regional Construction Emissions

a. Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 14 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four consecutive phases: (1) demolition/site clearing, (2) grading/earthwork, (3) building construction, (4) paving, and (5) architectural coating/finishing. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants at various stages of construction. Construction activities involving site excavation, grading and foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. Paving activities and the application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.29*) as recommended by the SCAQMD. Table 4,

Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD.

As required by SCAQMD Rule 403 (Fugitive Dust), the calculations of PM_{10} and $PM_{2.5}$ presented in Table 4 assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development. Rule 403 control requirements include, but are not limited to, the following:

- All unpaved demolition and construction areas would be wetted at least twice daily during excavation and construction, and temporary dust covers would be used to reduce dust emissions. Wetting could reduce fugitive dust by as much as 50 percent;
- The construction area would be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind;
- A wheel washing system would be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site;
- All clearing, earth moving, or excavation activities would be discontinued during periods of high winds (i.e., greater than 15 miles per hour (mph)), so as to prevent excessive amounts of dust;
- All dirt/soil loads would be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- All dirt/soil materials transported off-site would be either sufficiently watered or securely covered to prevent excessive amount of dust;
- General contractors would maintain and operate construction equipment so as to minimize exhaust emissions; and
- Trucks having no current hauling activity would not idle but be turned off.

As shown in Table 4, below, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Table 4
Proposed Project Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition						
Off Road Equipment	1.47	13.90	15.10	0.02	0.57	0.52
Demolition	--	--	--	--	0.61	0.09
Worker/Vendor/Hauling	0.06	1.04	1.26	<0.005	0.39	0.11
Demolition Subtotal	**1.53**	**14.94**	**16.36**	**0.20**	**1.57**	**0.72**
Grading						
Off Road Equipment	1.51	14.1	14.5	0.02	0.64	0.59
Dust from Material Movement	--	--	--	--	2.76	1.34
Worker/Vendor/Hauling	0.04	0.38	0.82	<0.005	0.20	0.05
Grading Subtotal	**1.55**	**14.48**	**15.32**	**0.02**	**3.60**	**1.98**
Building Construction/Paving & Architectural Coating [a]						
Building Construction						
Off Road Equipment	1.24	10.6	11.9	0.02	0.36	0.33
Worker/Vendor/Hauling	0.33	1.39	4.73	0.01	1.19	0.29
Paving						
Off Road Equipment	0.67	5.88	8.19	0.01	0.25	0.23
Paving	0.46	--	--	--	--	--
Worker/Vendor/Hauling	0.05	0.07	0.83	0.00	0.02	0.05
Architectural Coating						
Off Road Equipment	0.12	0.86	1.13	<0.005	0.02	0.02
Architectural Coating	66.00	--	--	--	--	--
Worker/Vendor/Hauling	0.05	0.06	0.79	0.00	0.19	0.04
Subtotal Bldg. Const./ Paving& Arch Coating	**68.92**	**18.86**	**27.57**	**0.04**	**2.03**	**0.96**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[a] *Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.*
[b] *Building Construction, Paving and Architectural Coating have overlapping construction activities.*
Source: Parker Environmental Consultants, 2025. Calculation sheets are provided in Appendix A to this report.

(2) Regional Operational Emissions

a. Proposed Project Emissions

Operational emissions associated with the Proposed Project would be comprised of mobile source emissions, area source emissions, and energy source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site. Area source emissions would be generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in the Project's operational air quality emissions are compared to the SCAQMD's recommended mass regional thresholds for operational emissions shown in Table 3, above. As

shown in Table 5, Proposed Project Estimated Daily Regional Operational Emissions, below, the Project Site's operational emissions would be below the regional thresholds of significance set by the SCAQMD. Accordingly, the Proposed Project would result in less than significant regional air quality emissions, and no mitigation measures are required.

As discussed above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

Table 5
Proposed Project Estimated Daily Regional Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile Sources	1.00	0.77	8.92	0.02	1.98	.051
Area Sources	5.31	0.06	7.43	<0.005	0.01	0.01
Energy Sources	0.05	0.89	0.74	0.01	0.07	0.07
Total Project Emissions:	***6.36***	***1.72***	***17.10***	***0.03***	***2.06***	***0.59***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	0.98	0.84	8.19	0.01	1.98	0.51
Area Sources	4.09	--	--	--	--	--
Energy Sources	0.05	0.89	0.74	0.07	0.07	0.07
Total Project Emissions	***5.12***	***1.73***	***8.93***	***0.08***	***2.05***	***0.58***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Parker Environmental Consultants, 2025. CalEEMod (2022.1.1.29) worksheets are provided in Appendix A.

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

(1) Localized Construction Emissions

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-

up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD, apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$.

The Project Site is located in SRA 5, which covers the southern portion of the City of Montebello. The nearest sensitive receptors that could potentially be subject to the localized air quality impacts associated with construction of the Proposed Project includes the single-family residential land uses located directly east of the Project Site. Figure 4 identifies all of the sensitive receptors within 500 feet of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase. The Project Site is approximately 2.04 acres. Thus, the construction LSTs for all phases are based on a Project Site of two acres. As shown in Table 6, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate five-acre site in SRA 5.

Table 6
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition	13.9	15.1	1.18	0.61
Grading	14.1	14.5	3.4	1.93
Building Construction/Paving Architectural Coatings	17.34	21.22	0.63	0.58
SCAQMD Localized Thresholds	**114**	**861**	**7**	**4**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

Notes:
[a] *The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 5 for a Project Site of two acres.*
[b] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Appendix C - Mass Rate LST Look-up Tables" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*
Sources: Final Localized Significance Threshold Methodology, June 2003, Revised July 2008; and Parker Environmental Consultants, 2025. The CalEEMod 2022.1.1.9 worksheets are provided in Appendix A.

(2) Localized Operational Emissions

Localized operational emissions from natural gas, architectural coatings, and consumer products would increase the amount of localized air pollution on the Project Site. Operation of the Proposed Project would replace existing commercial land uses and surface parking on-site. As such, the

Proposed Project would introduce new sources of localized emissions to the area. Table 7, below, shows the net amount of on-site emissions from the operation of the Proposed Project. As shown, the proposed Project's on-site localized emissions would not exceed any of the localized thresholds for a site of five acres, as a conservative estimate. Therefore, localized on-site operational emissions would be less than significant.

Table 7
Localized On-Site Peak Daily Operational Emissions

Emissions Source [a, b]	Total On-site Emissions (Pounds per Day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Sources	0.06	7.43	0.01	0.01
Energy Sources	0.89	0.74	0.07	0.07
Net On-Site Emissions:	**0.95**	**8.17**	**0.08**	**0.08**
SCAQMD Localized Thresholds	**114**	**861**	**2**	**1**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

[a] *The localized thresholds for all sources are based on a receptor distance of 25 meters in SCAQMD's SRA 5 for a Project Site of two acres.*
[b] *Emissions from area and energy sources were analyzed for the peak winter and summer months.*
Source: Parker Environmental Consultants, 2025. The CalEEMod 2022.1.1.9 worksheets are provided in Appendix A to this report.

(3) Toxic Air Contaminants Impacts

The Proposed Project consists of a commercial self-storage facility that would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs. Additionally, as noted in CAPCOA's *Health Risk Assessments for Proposed Land Use Projects* (2009), the SCAQMD recommends that Health Risk Assessments (HRAs) be conducted for substantial sources of diesel particulate matter for developments that include truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units, which does not apply to the Proposed Project. The Project includes the new construction of a four-story, approximately 170,852 SF structure for use as a self-storage facility and ancillary office uses. The site plan identifies a total of six (12' x 30') loading dock spaces which would not have the capacity to generate more than 100 trucks per day. As such, no significant toxic airborne emissions would result from the operation of the Proposed Project**.**

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 14 months, the

Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less-than-significant impact. Therefore, impacts associated with the generation and/or release of TACs would be less than significant.

In conclusion, on-site localized emissions from the Proposed Project's construction and operational would not exceed the established SCAQMD localized thresholds. Therefore, localized construction and operational related air quality impacts would be considered less than significant without mitigation. Additionally, potential air toxic impacts to sensitive receptors from Project TAC emissions would also be less than significant without mitigation.

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

The Proposed Project does not include any of the uses identified by the SCAQMD as being associated with odors (such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding). In addition, SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents, as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD rules, no construction activities or materials that would create a significant level of objectionable odors are proposed.

The Proposed Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Odors from garbage chutes and enclosed refuse containers would be controlled through standard best management practices and ongoing building maintenance procedures. Therefore, a less-than-significant impact would occur with respect to the creation of objectionable odors during operation.

In conclusion, the Proposed Project's adherence to SCAQMD Rule 1108, Rule 1113, and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's short-term construction and long-term operations phase. Therefore, impacts associated with odors from the Proposed Project would be less than significant without mitigation.

D. Mitigation Measures

The Proposed Project's air quality impacts would not exceed the regional and localized air quality thresholds. Therefore, no mitigation measures are required.

E. Cumulative Impacts

Development of the Proposed Project in conjunction with other development projects within the Project vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Montebello. The 2022 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth that is consistent with the 2022 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2022 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, the Proposed Project's cumulative impacts related to conformance with the 2022 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

IV. GREENHOUSE GAS EMISSIONS

1. INTRODUCTION

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and severe weather events. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHGs keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit (ºF). However, as GHG from human activities increase, they build up in the atmosphere and warm the climate, leading to many other changes around the world - in the atmosphere, on land, and in the oceans, with associated adverse climatic and ecological consequences.[34]

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[35]

Regarding the adverse effects of global warming, as reported by SCAG:

> *Global warming poses a serious threat to the economic well-being, public health and natural environment in Southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region,*

[34] USEPA, Climate Change Indicators: Greenhouse Gases, https://www.epa.gov/climate-indicators/greenhouse-gases, accessed January 2023.

[35] Pew Center on Global Climate Change, Climate Change 101: Understanding and Responding to Global Climate Change, October 12, 2006.

with close to half of the state's population and economic activities, is also a major contributor to the global warming problem.[36]

2. ENVIRONMENTAL SETTING

A. GHG Fundamentals

GHGs are those compounds in Earth's atmosphere that play a critical role in determining temperature near Earth's surface. GHGs include CO2, methane CH4, nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), and nitrogen trifluoride (NF3).37 More specifically, these gases allow high-frequency shortwave solar radiation to enter Earth's atmosphere, but retain some of the low frequency infrared energy which is radiated back from Earth towards space, resulting in a warming of the atmosphere. Compounds that are regulated as GHGs are discussed in Table 8, below. [38,39]

Table 8
Description of Identified Greenhouse Gases [a]

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.

36 SCAG, The State of the Region—Measuring Regional Progress, December 2006, p. 121.

37 As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

38 Intergovernmental Panel on Climate Change, Second Assessment Report, Working Group I: The Science of Climate Change, 1995.

39 Intergovernmental Panel on Climate Change, Fourth Assessment Report, Working Group I Report: The Physical Science Basis, Table 2.14, 2007.

Greenhouse Gas	General Description
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

a) GHGs identified in this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.

Source: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007; Environmental Protection Agency, Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride; January 2009. IPCC, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.

Not all GHGs possess the same ability to induce climate change. CO_2 is the most abundant GHG in Earth's atmosphere. Other GHGs are less abundant but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). GWP is based on several factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years otherwise referred to as atmospheric lifetime) relative to that of CO_2.

The larger the GWP, the more that a given gas warms Earth compared to CO_2 over that time.[40] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values in its Fourth Assessment Report (AR4). The GWPs in the IPCC AR4 are used by the California Air Resources Board (CARB) for reporting statewide GHG emissions inventories, consistent with international reporting standards. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline.

The IPCC has issued an updated Fifth Assessment Report (AR5), which has revised down the majority of the GWP for key regulated pollutants. As CARB still uses AR4 values and the modeling software CalEEmod is built on these assumptions, AR4 GWP values are used for the Project. Generally, the changes from AR4 to AR5 are reductions in warming potential for the GHG most associated with construction and operation of typical development projects. The GWP from AR4 and AR5 and atmospheric lifetimes for key regulated GHGs are provided in Table 9, below.

Table 9
Atmospheric Lifetimes and Global Warming Potentials

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon) (AR4 Assessment)	Global Warming Potential (100-year time horizon) (AR5 Assessment)
Carbon Dioxide (CO_2)	50 – 200	1	1
Methane (CH_4)	12 (+/-3)	25	28
Nitrous Oxide (N_2O)	114	298	265
HFC-23: Fluoroform (CHF_3)	270	14,800	12,400
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430	1,300
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124	138
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390	6,630
PFC-116: Hexafluoroethane ($C2F_6$)	10,000	12,200	11,100
Sulfur Hexafluoride (SF_6)	3,200	22,800	22,500
Nitrogen Trifluoride (NF_3)	740	17,200	16,100
Source: IPCC, *Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials*. www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html, accessed February 2025.			

[40] GWPs and associated CO2e values were developed by the Intergovernmental Panel on Climate Change (IPCC) and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). CARB has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

B. Projected Impacts Of Global Warming In California

In 2009, California adopted a statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: Public Health, Biodiversity and Habitat, Oceans and Coastal Resources, Water, Agriculture, Forestry, and Transportation and Energy. The California Natural Resources Agency (CNRA) will be updating the CAS and is responsible for preparing reports to the Governor on the status of the CAS. The CNRA has produced climate change assessments, which detail impacts of global warming in California.[41] These include:

- Sea level rise, coastal flooding, and erosion of California's coastlines would increase, as well as sea water intrusion.
- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply.
- Higher risk of forest fires resulting from increasing temperatures and making forests and brush drier. Climate change will affect tree survival and growth.
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes, resulting in public health impacts.
- Habitat destruction and loss of ecosystems due to climate change affecting plant and wildlife habitats.
- Global warming can cause drought, warmer temperatures, and saltwater contamination, resulting in impacts to California's agricultural industry.

With regard to public health, as reported by the Center for Health and the Global Environment at the Harvard Medical School, the following are examples of how climate change can affect cardio-respiratory disease: (1) pollen is increased by higher levels of atmospheric CO_2; (2) heat waves can result in temperature inversions, leading to trapped masses or unhealthy air contaminants by smog, particulates, and other pollutants; and (3) the incidence of forest fires is increased by drought, secondary to climate change and to the lack of spring runoff from reduced winter snows. These fires can create smoke and haze, which can settle over urban populations causing acute and exacerbating chronic respiratory illness.[42]

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41 State of California, Department of Justice, Office of the Attorney General, Climate Change Impacts in California, https://oag.ca.gov/environment/impact, Accessed July 2022.

42 Paul R. Epstein, et al., Urban Indicators of Climate Change, Report from the Center for Health and the Global Environment, (Harvard Medical School and the Boston Public Health Commission, August 2003), unpaginated.

C. Regulatory Framework

There are a number of plans, regulations, programs, and agencies that provide policies, requirements, and guidelines regarding GHG emissions at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act
- Corporate Average Fuel Economy (CAFE) Standards
- Energy Independence and Security Act
- California Air Resources Board
- California Greenhouse Gas Reduction Targets
- California Global Warming Solutions Act (AB 32)
- Climate Change Scoping Plan
- Cap-and-Trade Program
- Emission Performance Standards
- Renewables Portfolio Standard Program
- California Climate Crisis Act (AB 1279)
- Pavley Standards
- California Low Carbon Fuel Standard
- Advanced Clean Cars Regulations
- Sustainable Communities and Climate Protection Act (SB 375)
- Senate Bill 743
- Executive Order N-79-20
- Executive Order B-55-18
- California Appliance Efficiency Regulations
- Title 24, Building Standards Code and California Green Building Standards Code
- CEQA Guidelines
- South Coast Air Quality Management District
- Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy
- City of Montebello General Plan

(1) Federal

a. Federal Clean Air Act

The USEPA is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act (CAA), which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, the USEPA issued an endangerment finding for GHGs under the CAA, setting the stage for future regulation.

The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, CH_4 and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

(b) Corporate Average Fuel Economy (CAFE) Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012-2016 and 2017-2021. In March 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe CO_2 emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[43] These standards set a combined fleet wide average of 36.9 to 37 miles per gallon (mpg) for the model years affected.[44] In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.[45] This final rule revises current GHG standards for vehicles in model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (i.e., the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles.[46]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty

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[43] United States Environmental Protection Agency (USEPA), Final Rule for Model Year 2021 - 2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, published April 30, 2020.

[44] National Highway Traffic Safety Administration (NHTSA), *Corporate Average Fuel Economy Standards. https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy,* accessed on November 18, 2024.

[45] *USEPA, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, Regulatory Update Vol. 86, No. 248, Federal Register page 74434, December 30, 2021.*

[46] *USEPA, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, Regulatory Update Vol. 86, No. 248, Federal Register page 74434, December 30, 2021.*

trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[47]

(c) Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”[48]

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[47] USEPA, EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond, August 2016.

[48] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

(2) State

(a) California Air Resources Board

The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts. The SIP is required for the state to take over implementation of the federal CAA. CARB adopted the 2022 SIP September 2022.[49] CARB also has primary responsibility for adopting regulations to meet the state's goal of reducing GHG emissions. The state has met its goals to reduce GHG emissions to 1990 levels by 2020.50 Subsequent state goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

(b) California Greenhouse Gas Reduction Targets

(i) Executive Order S-3-05

Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

By 2010, California shall reduce GHG emissions to 2000 levels;
By 2020, California shall reduce GHG emissions to 1990 levels; and
By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies, which comprise the California Climate Action Team (CAT), in order to collectively and efficiently reduce GHGs. The CAT provides periodic reports to the governor and legislature on the state of GHG reductions in California as well as strategies for mitigating and adapting to climate change.

The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote

[49] *CARB, 2022 State Implementation Program, https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy, accessed April 2024.*

[50] *CARB, Final 2022 Climate Change Scoping Plan (Chapter 1), adopted December 2022.*

transit-oriented development, and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

(ii) Executive Order B-30-15

On April 29, 2015, Governor Jerry Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030;
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2 equivalent ($MMTCO_2e$).

(iii) Executive Order B-55-18

Executive Order B-55-18, issued by Governor Brown in September 2018, establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant state agencies to develop a framework for implementation and accounting that tracks progress towards this goal as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

In October 2020, CARB released a study, which evaluated three scenarios that achieve carbon neutrality in California by 2045. The study was used by CARB in development of the 2022 Scoping Plan.[51] More ambitious carbon reduction scenarios that achieve carbon neutrality prior to 2045 may be considered as part of future analyses by the state.

The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. The High CDR scenario achieves GHG reductions by relying on CO_2 removal strategies. The Zero Carbon Energy scenario is based on the assumption of zero-fossil fuel emissions by 2045. The Balanced scenario represents a middle point between the High CDR scenario and Zero Carbon Energy scenario. The scenarios would achieve at least an 80-percent reduction in GHGs by 2045, relative to 1990 levels. Remaining CO_2 would be reduced to zero by applying CO_2 removal strategies, including

[51] *Energy+Environmental Economics (E3), Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board, October 2020.*

sinks from natural and working lands and negative emissions technologies, such as direct air capture.[52,53]

Under each of these scenarios, CARB proposed reduction strategies for various sectors that contribute GHG emissions throughout the state. Although specific details are not yet available for the GHG reduction measures discussed above, implementation of these measures would require regulations to be enforced by the state.

(c) California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020, which the state has achieved. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG reductions.[54]

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5, establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach disadvantaged communities. The new goals outlined in SB 32 update the scoping plan requirement of AB 32 and involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline

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52 *Sinks are defined as natural or artificial reservoirs that accumulate and store a carbon-containing chemical compound for an indefinite period.*

53 *Energy+Environmental Economics (E3), Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board, October 2020, p. 22.*

54 *CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are: (1) a low-carbon fuel standard, which reduces carbon intensity in fuels statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.*

and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

AB 197, signed September 8, 2016, is a bill associated with SB 32 that prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state's programs, policies, and investments related to climate change.

(d) Climate Change Scoping Plan

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the state's climate targets. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in December 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.[55] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[56] The 2017 Scoping Plan shifted the focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress toward achieving the AB 32 goal of returning to 1990 GHG levels by 2020.[57] The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[58] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan incorporates, coordinates, and leverages many

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55 CARB. *Climate Change Scoping Plan,* 2008.
56 CARB. *First Update to the Climate Change Scoping Plan,* 2014.
57 *CARB, California's 2017 Climate Change Scoping Plan, 2017.*
58 CARB, *California's 2017 Climate Change Scoping Plan,* 2017,

existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage and as sources of emissions as a result of wildfires. The estimated statewide GHG emissions reductions from the 2022 Scoping Plan are provided in Table 10, below.

Table 10
Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
[a] 312 – 260 = 52. 52 ÷ 312 = 16.7%
Source: CARB, Final 2022 Climate Change Scoping Plan, adopted December 2022.

The 2022 Scoping Plan reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. The Cap-and-Trade Program continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals

and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and executive orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and ZEVs; truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The 2022 Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the state can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan discusses the role of local governments in meeting the state's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

(e) Energy-Related (Stationary) Sources

(i) Emission Performance Standards

SB 1368, signed September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the state. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

(ii) Renewables Portfolio Standard Program

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as a Renewables Portfolio Standard (RPS). Subsequent amendments provided additional targets throughout the years. On October 7, 2015, SB 350 (Chapter 547, Statues of 2015), also known as the Clean Energy and Pollution Reduction Act, further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 also requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Climate Change Scoping Plan incorporated the SB 350 standards and estimated the GHG reductions would account for approximately 21 percent of the Scoping Plan reductions.[59] On September 10, 2018, SB 100, provided additional RPS targets of 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by 2045.[60]

(iii) Assembly Bill 1279 (The California Climate Crisis Act)

The California Legislature enacted AB 1279[61], The California Climate Crisis Act, on September 16, 2022. AB 1279 establishes the policy of the state to achieve net zero GHG emissions, carbon neutrality[62], as soon as possible, but no later than 2045 and achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 ensures that by 2045, statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. SB 1279 also requires CARB to ensure that the 2022 Scoping Plan identified and recommended measures to achieve carbon

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60 California Legislative Information, *SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases*, 2022.

61 California Legislative Information, *AB 1279 The California Climate Crisis Act*, 2022.

62 *Carbon neutrality* means “net zero” emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology net zero and the 2022 Scoping Plan Update uses the terminology carbon neutrality or carbon neutral. These terms mean the same thing and are used interchangeably.

neutrality and to identify and implement policies and strategies for CO_2 removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the 2022 Scoping Plan's goals.

(f) Mobile Sources

(i) Pavley Standards

AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In 2004, CARB approved the Pavley regulation to require automakers to control GHG emissions from new passenger vehicles for the 2009 through 2016 model years. Upon adoption of subsequent federal GHG standards by the USEPA that preserved the benefits of the Pavley regulations, the Pavley regulations were revised to accept compliance with the federal standards as compliance with California's standards in the 2012 through 2016 model years. This is referred to as the "deemed to comply" option.

In January 2012, CARB approved GHG emission regulations which require further reductions in passenger GHG emissions for 2017 and subsequent vehicle model years. As noted above, in August 2012, the USEPA and USDOT adopted GHG emission standards for model year 2017 through 2025 vehicles.[63] On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017-2025 national standards to meet state law. Automobile manufacturers generally comply with these standards through a combination of improved energy efficiency in vehicle equipment (e.g., air conditioning systems) and engines as well as sleeker aerodynamics, use of strong but lightweight materials, and lower-rolling resistance tires.[64]

In 2018, the USEPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE), which would roll back fuel economy standards and revoke California's waiver. The rule amended certain average fuel economy and GHG standards for passenger cars covering model years 2021 through 2026. On March 30, 2020, the SAFE Rule was finalized and published in the Federal Register, commencing a review period. Subsequent legal challenges from a coalition of states, including California, and private industry groups were issued. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One. Although the SAFE Vehicle Rule Part One has been repealed, GHG modeling contained in regional plans, such as SCAG's 2020-2045 RTP/SCS, have not been updated to account for this repeal.

Subsequently, on March 20, 2024, the USEPA announced new, more protective final standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The final rule builds upon the USEPA's standards for federal greenhouse

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63 United States Environmental Protection Agency, 2012.

64 CARB, California's Advanced Clean Cars Midterm Review, pp. ES-17, C-9.

gas emissions standards for passenger cars and light trucks for model years 2023 through 2026, established in 2021. These standards will phase in over model years 2027 through 2032.

(ii) California Low Carbon Fuel Standard

Executive Order S-01-07 was enacted by Governor Arnold Schwarzenegger on January 18, 2007. The order mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established in California. The final regulation was approved by the state's Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the LCFS became effective on the same day. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.[65]

The development of the 2017 Scoping Plan has identified LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In September 2018, the standards were amended by CARB to require a 20 percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32.[66]

(iii) Advanced Clean Cars Regulations

In 2012, CARB approved the Advanced Clean Cars program, an emissions-control program for model years 2015–2025.[67] The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the 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.[68] During the March 2017 midterm review, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025.[69]

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035

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65 CARB, Low Carbon Fuel Standard - About, https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about, https://www.arb.ca.gov/fuels/lcfs/lcfs.htm. Accessed February 2025.

66 CARB, CARB amends Low Carbon Fuel Standard for wider impact, 2018.

67 CARB, Advanced Clean Cars Program - About, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, Accessed February 2025.

68 CARB, Advanced Clean Cars Program - About, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, Accessed February 2025.

69 CARB, News Release: CARB finds vehicle standards are achievable and cost-effective, ww2.arb.ca.gov/news/carb-finds-vehicle-standards-are-achievable-and-cost-effective, Accessed February 2025.

in California with an additional 10-year transition period for heavy vehicles. The state would not restrict used car sales or forbid residents from owning gas-powered vehicles. In accordance with the executive order, the 2020 Mobile Source Strategy was developed by CARB, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The Mobile Source Strategy was heard by the CARB Board on October 28, 2021. The 2020 Mobile Source Strategy will be forwarded to the appropriate policy and fiscal committees of the California Legislature as required by California Senate Bill 44. The programs and concepts in the 2020 Mobile Source Strategy support other planning efforts, such as the state Implementation Plans (SIP), the 2022 Climate Change Scoping Plan Update, and community emissions reduction plans, with the state planning efforts incorporating the Mobile Source Strategy as they are developed. CARB has begun development of the 2025 Mobile Source Strategy beginning outreach in January 2024.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking for ACC II regulations was adopted in November 2022.

(iv) Sustainable Communities and Climate Protection Act (SB 375)

The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which was adopted by the state on September 30, 2008, establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[70] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the MPO in which the City of Montebello is located in. CARB set targets for 2020 and 2035 for each of the 18 MPO regions in 2010 and updated them in 2018. In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[71] As discussed further below, SCAG adopted an updated Regional Transportation Plan / Sustainable Community Strategies (2020–2045 RTP/SCS and 2024-2050 RTP/SCS) subsequent to the update of the emission targets. The 2020–2045 RTP/SCS and 2024-2050 RTP/SCS are expected to reduce per capita transportation

[70] State of California, Senate Bill No. 375, September 30, 2008.
[71] CARB, SB 375 Regional Greenhouse Gas Emissions Reduction Targets, 2018, https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-375-regional-targets, accessed February 2025.

emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the state's GHG emission reduction goals.[72]

Under SB 375, the target must be incorporated within that region's RTP, which is used for long-term transportation planning, in an SCS. Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

(v) Senate Bill 743

Governor Brown signed SB 743 in 2013, which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required OPR to amend the CEQA Guidelines to provide an alternative to level of service (LOS) methodology for evaluating transportation impacts. Particularly within areas served by transit, the required alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

(g) Building Standards and Other Regulations

(i) California Appliance Efficiency Regulations

The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

(ii) Title 24, Building Standards Code and California Green Building Standards Code

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

[72] SCAG, Final 2020–2045 RTP/SCS, Chapter 0: Making Connections, p. 5, 2020.

Part 11 of the Title 24 Building Standards is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the state achieve its GHG reduction goals under HSC Division 25.5 (e.g., AB 32) by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[73] The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[74]

(h) CEQA Guidelines

In August 2007, the California State Legislature adopted SB 97 (Chapter 185, Statutes of 2007), requiring OPR to prepare and transmit new CEQA Guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted the new CEQA guidelines that became effective on March 18, 2010. In late 2018, OPR finalized amendments to the CEQA Guidelines, including changes to CEQA Guidelines Section 15064.4, which addresses the analysis of GHG emissions. The amendments became effective on December 28, 2018.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the CEQA Guidelines.[75] The CEQA Guidelines require a lead agency to make a good-faith effort, to the extent possible based on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Discretion is given to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, three factors are identified that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

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[73] California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

[74] California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

[75] See 14 Cal. Code Regs. Sections 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[76]

The administrative record for the amendments to the CEQA Guidelines clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis."[77]

(3) Regional

(a) South Coast Air Quality Management District CEQA Guidance

The City of Montebello is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[78] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[79] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less-than-significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects).

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[76] 14 Cal. Code Regs. § 15064.4(b).

[77] Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.

[78] SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, http://www3.aqmd.gov/hb/2008/December/081231a.htm. Accessed February 2025.

[79] SCAQMD, Greenhouse Gases CEQA Significance Thresholds, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds. Accessed February 2025.

The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

(b) SCAG Regional Transportation Plan / Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS in September 2020. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or micro-mobility services, such as shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as microtransit, carshare, and citywide partnerships with ride hailing services. For those that choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing and using an electric vehicle will be easier due to an expanded regional charging network.

The 2020–2045 RTP/SCS states that the SCAG region was home to about 18.8 million people in 2016 and currently includes approximately 6.0 million homes and 8.4 million jobs.[80] By 2045, the integrated growth forecast estimates that these figures will increase by 3.7 million people, with nearly 1.6 million more homes and 1.6 million more jobs. Transit Priority Areas[81] (TPAs) will account for less than 1 percent of regional total land but are projected to accommodate 30 percent of future household growth between 2016 and 2045. The 2020–2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's TPAs. TPAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the state's GHG emission reduction goals.[82] Due to fuel economy and efficiency improvements, GHG

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[80] 2020–2045 RTP/SCS population growth forecast methodology includes data for years 2010, 2010, 2016, and 2045.

[81] Defined by the 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a major transit stop (rail or bus rapid transit station) with 15-minute or less service frequency during peak commute hours.

[82] SCAG, Final 2020–2045 RTP/SCS, Chapter 0: Making Connections, p. 5, 2020.

emission rates of model year 2017 vehicles have decreased by 15 to 20 percent when compared to model year 2008 and earlier vehicles. However, for purposes of SB 375 emissions reduction targets, the fuel economy improvements have been largely excluded from the reduction calculation. The SB 375 target focuses on the amount of vehicle travel per capita. OPR recommended that achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the state's emissions goals (i.e., SB 375 goal). The reductions generated by fuel economy improvements are already included as part of the state's GHG emissions reduction program and are not double-counted in the SB 375 target calculation. On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. Similar to the 2020–2045 RTP/SCS, the 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the existing and future needs of the region through projects, investments, policies and strategies. While Connect SoCal 2024 remains focused on its core responsibilities, and on the requirements of comprehensive regional transportation planning integrated with the development of a sustainable communities strategy, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband and mobility hubs. The primary goals of the 2024–2050 RTP/SCS include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect and sustain livable and thriving communities;
- Environment: Create a healthy region for the people of today and tomorrow; and
- Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.

While the 2024–2050 RTP/SCS has been adopted by SCAG, the 2024–2050 RTP/SCS has not yet been approved by CARB.

(4) Local

The City of Montebello acknowledges the need to address issues within its control that contribute to greenhouse gas emissions. As such Montebello General Plan includes policies to guide the City's actions and to comply with the requirements of AB 32, SB 375 and SCS. The City's GHG-related policy statements are as follows:

- P1.2 Support regional planning efforts to improve air quality
- P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.
- P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions.

- P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.
- P1.6 Improve the City's jobs/housing balance ratio.

D. Existing State-Wide GHG Conditions

In addition to data from various AB 32 programs, the California statewide GHG inventory is a critical piece, in demonstrating the state's progress in achieving the statewide GHG targets established by AB 32 (reduce emissions to the 1990 levels by 2020) and SB 32 (reduce emissions to at least 40 percent below the 1990 levels by 2030). The 2022 edition of the GHG inventory includes the emissions of the seven GHGs identified in AB 32 for the years 2000 to 2020 and uses an inventory scope and framework consistent with international and national GHG inventory practices.

CARB compiles GHG inventories for the State of California. Based on the 2020 GHG inventory data (i.e., the latest year for which data are available from CARB) prepared by CARB in 2022, California's annual statewide GHG emission inventory was estimated at 369.1 $MMTCO_2e$.[83] A summary of the emissions reported by economic sector for 2020 is provided below in Table 11, below.

Table 11
California's 2020 Annual Statewide GHG Emissions by Economic Sector

Scoping Plan Category	2020 Emissions (MMT CO_2e)	Percentage*
Transportation	135.8	36.8%
Industrial	73.3	19.9%
Electric Power	59.5	16.1%
Commercial & Residential	38.7	10.5%
Agriculture	31.6	8.6%
High GWP	21.3	5.8%
Recycling & Waste	8.9	2.4%
Total	369.1	100%

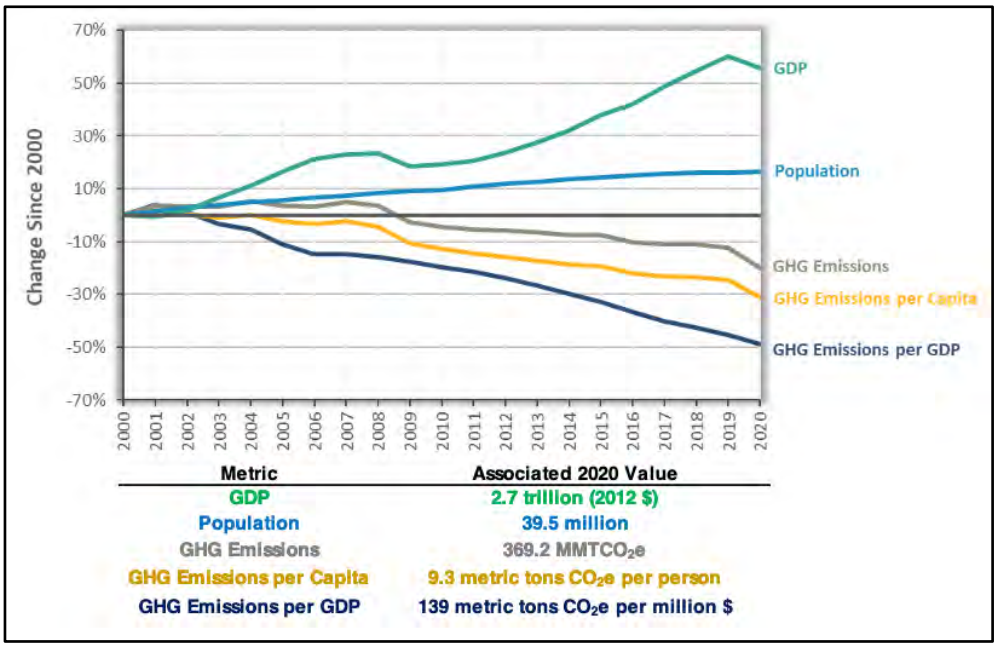
Source CARB, 2022 Edition, California Greenhouse Gas Emissions Inventory for 2000-2020, Trends of Emissions and Other Indicators, October 26, 2022, website: https://ww2.arb.ca.gov/ghg-inventory-data, accessed February 2025.

California's GHG emissions have followed a declining trend since 2007. In 2020, emissions from statewide emitting activities were 369.2 $MMTCO_2e$, which is 35.3 $MMTCO_2e$ lower than 2019

[83] *CARB, 2022 Edition, California Greenhouse Gas Emissions Inventory for 2000-2020, Statewide Trends of Emissions and Other Indicators, October 26, 2022.*

levels and 61.8 $MMTCO_2e$ below the First Update's 2020 GHG emissions limit of 431 $MMTCO_2e$. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG emissions limit and have remained below the limit since that time.[84] Per capita, GHG emissions in California have dropped from a 2001 peak of 13.8 tons per person to 9.3 tons per person in 2020, a 33 percent decrease.[85] Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product [GDP]) is declining. From 2000 to 2020, the carbon intensity of California's economy decreased by 49 percent while the GPD increased by 56 percent.[86] Likely in part due to the COVID-19 pandemic, GDP fell 2.8 percent in 2020 while the emissions per GDP declined by 6.1 percent compared to 2019.[87] Figure 5, below, shows these economic indicators alongside GHG emissions.

Figure 5
Change in California GDP, Population and GHG Emissions Since 2000



Source: CARB, 2022 Edition, California Greenhouse Gas Emissions Inventory for 2000-2020, Trends of Emissions and Other Indicators, October 26, 2022, Figure 2a.

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[84] *Previous editions of the California Greenhouse Gas Emissions, Trends of Emissions and Other Indicators report indicated that total emissions dropped below the 2020 GHG emissions limit in 2016. The technical refinements implemented in the 2022 edition inventory resulted in updates to emissions data for previous years. The updated inventory indicates that emissions dropped below the 2020 GHG Limit in 2014.*

[85] *California Air Resources Board, "California GHG Emissions Inventory for 2000-2020," 2022, pg. 4. [Online], https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf ,* Accessed February 2025.

[86] *CARB, 2022 Edition, California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators, October 26, 2022, p. 5.*

[87] *CARB, 2022 Edition, California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators, October 26, 2022, p. 2.*

2. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

(1) State CEQA Guidelines Appendix G

In accordance with the State CEQA Guidelines Appendix G (Appendix G), the Project would have a significant impact related to GHG emissions if it would:

Threshold (a): ***Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or***

Threshold (b): ***Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.***

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

Section 15064.4 of the CEQA Guidelines does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).[88] As a note, the CEQA Guidelines were amended in response to SB 97 to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[89] To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the

[88] *See generally Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, dated April 13, 2009.*

[89] *14 CCR § 15064(h)(3).*

law enforced or administered by the public agency.[90] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[91] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with regulatory programs to reduce GHG emissions.[92]

In the absence of an adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020-2045 RTP/SCS and 2024-205 RTP/SCS, which are designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the state's long-term climate goals. This analysis also considers consistency with regulations or requirements adopted by the AB 52 *Climate Change Scoping Plan* and subsequent updates.

(2) SCAQMD Thresholds

As discussed above, SCAQMD only has an interim GHG significance threshold of 10,000 MTCO2e per year for stationary source/industrial projects where SCAQMD is the lead agency. This SCAQMD interim GHG significance threshold is not applicable to the Project as the Project is a commercial land use, would not require a facility permit by the SCAQMD to operate, and is entirely under the permitting authority of the City of Montebello as the designated Lead Agency.

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[90] *14 CCR § 15064(h)(3).*

[91] *14 CCR § 15064(h)(3).*

[92] *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA..." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO2e /yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014).*

B. Methodology

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs).

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and has not formally adopted a local plan for reducing GHG emissions. In addition, neither SCAQMD, OPR, CARB, CAPCOA, nor any other state or regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project's proposed land use. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

For information purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

(1) Project Consistency with Applicable Plans

The Project's GHG impacts are evaluated by assessing the Project's consistency with applicable statewide, regional and local GHG reduction strategies. Although SCAG's 2024–2050 RTP/SCS has not yet been approved by the California Air Resources Board, this analysis also considers qualitative consistency with SCAG's 2024–2050 RTP/SCS and is considered herein.

(a) 2022 Scoping Plan Update

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the state's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning)

and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." (Page 4 of Appendix D.) The Scoping Plan also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

(b) 2020–2045 RTP/SCS and 2024-2050 RTP/SCS

On a regional level, SCAG's 2020–2045 RTP/SCS and 2024–2050 RTP/SCS contain measures to achieve VMT reductions required under SB 375. The measures identified in the RTP/SCS are mainly focuses on planning efforts and projects that include housing, regional transportation and employment center projects. The RTP/SCS does not have any policies that directly apply to the proposed Project.

(2) Quantifying GHG Emissions

The GHG emissions generated by the construction and operation of the Project's development program were estimated utilizing the CalEEMod computer model (*Version 2022.1.1.29*) recommended by SCAQMD and to satisfy CEQA Guidelines Section 15064.4(a). The primary purpose of the GHG emissions inventory is to demonstrate the reduction in the Project's incremental contribution of GHG emissions that result from regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions, and to provide further justification that the Project would be consistent with plans adopted for the reduction of GHG emissions.

A project's GHG emissions typically are very small in comparison to state or global GHG emissions. In isolation, a project has no significant direct impact on climate change. However, the increased accumulation of GHGs from more than one project and many sources in the atmosphere may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many air quality agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a cumulative impact, rather than project-direct impact. Not every individual project that emits GHG must necessarily be found to contribute to a significant cumulative impact on the environment.[93]

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the Project impacts.

[93] *State of California, Office of Planning and Research, Discussion Draft, CEQA and Climate Change Advisory, pg. 10, December 2018.*

(a) Construction-Related Emissions

Construction emissions were calculated using CalEEMod *Version 2022.1.1.29*, which is based on OFFROAD model outputs. OFFROAD is an emissions estimation model developed by CARB to calculate emissions from off-road road equipment, including construction equipment. The output values used in this analysis were modeled to be project-specific, based on equipment mix, usage rates (hours per day), and length of construction schedule. The mobile source emission methodology for on-road construction emissions, associated with worker commute and delivery of materials, uses a VMT rate calculated by CalEEMod in order to generate values for annual emissions. Emission factors are derived from the 2021 EMFAC model using light duty automobile factors for worker commute and heavy-duty truck factors for deliveries.

The modeling analysis incorporates a number of regulatory compliance measures that will have a direct reduction in the Project's generation of GHGs. For example, the Project would comply with Section 2485 in Title 13 of the California Code of Regulations, which limits the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction to five minutes at any location. Additionally, the Project would be required to comply with South Coast Air Quality Management District Rule 1113, which limits the volatile organic compound content of architectural coatings. Adherence to these applicable regulatory compliance measures would serve to reduce the Project's construction-related GHG emissions.

Pursuant to SCAQMD guidance recommended in the SCAQMD GHG Working Group meeting on November 19, 2009, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project's proposed development. As impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies.[94] Accordingly, total construction GHG emissions were divided by 30 to determine annual construction emissions comparable to operational emissions.

(b) Operational Emissions

CalEEMod *Version 2022.1.1.29* was used to calculate the energy use and potential emissions generated by development of the Project. These factors include motor vehicles, electricity, natural gas, water usage/wastewater generation, landscaping/maintenance equipment, and solid waste generation and disposal.

Motor vehicle emission calculations associated with operation of the Project development uses a projection of annual VMT. These values account for the daily and seasonal variations in trip frequency and length associated with travel to and from the Project Site.

[94] *SCAQMD Governing Board Agenda Item 31, December 5, 2008.*

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. Combustion of any type of fuel emits criteria pollutants and GHGs directly into the atmosphere; when this occurs in a building, this is a direct emission source associated with that building and CalEEMod calculates all of these pollutants. GHGs are also emitted during the generation of electricity from fossil fuels. When electricity is used, the electricity generation typically takes place offsite at a power plant; electricity use generally causes emissions in an indirect manner and therefore GHG emissions have been calculated from electricity generation.

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. It will often be the case that the water treatment and wastewater treatment occur outside of the project area. In this case, it is still important to quantify the energy and associated GHG emissions attributable to water and wastewater treatment and conveyance. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane and nitrous oxide. Thus, CalEEMod calculates indirect GHG emissions from energy use, water/ wastewater conveyance and wastewater treatment for wastewater flows generated by development within the Project area.

Municipal solid waste (MSW) is the amount of material that is disposed of by land filling, recycling, or composting. CalEEMod calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the California Department of Resources Recycling and Recovery (CalRecyle) data for individual land uses. If waste disposal information was not available, waste generation data was used. CalEEMod uses the overall California Waste Stream composition to generate the necessary types of different waste disposed into landfills. CalEEMod quantifies the GHG emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon. CalEEMod also quantifies the CO_2 emissions associated with the combustion of methane, if applicable.

C. PROJECT IMPACTS

(1) Consistency with Applicable Plans and Policies

The proposed Project would replace an existing 31,000 square foot underutilized vacant commercial industrial building on an infill lot with surrounded by light industrial, commercial and residential land uses with the new construction of a four-story, approximately 170,852 square foot self-storage facility with ancillary office uses. The proposed Project would increase energy efficiency by demolishing and replacing an older inefficient building with a new structure that incorporates modern and efficient building energy systems. The proposed Project would also provide a neighborhood serving land use in a location that is near residences and businesses that utilize off-site storage which would reduce travel time and distance for its customer base. The proposed Project would therefore be consistent with the Scoping Plan, the 2016-2045 RTP/SCS and 2024-2050 RTP/SCS's regulatory requirements to reduce regional GHG emissions from the

land use and transportation sectors by 2045 and 2050, respectively, as the project would serve to reduce VMT throughout the City.

(2) GHG Emissions

Emissions of GHGs were calculated using CalEEMod *Version 2022.1.1.29* for each phase and each year of construction of the Project. The results of this analysis are presented in Table 12, Project Construction-Related GHG Emissions, below. As shown in Table 12, the total amount of construction-related GHG emissions from Project construction is approximately 566 $MTCO_2e$, with a majority of emissions occurring in 2026. As discussed under the Methodology subsection above, the total construction emissions are amortized over 30 years and are incorporated into the Project's annualized operational emissions. Thus the 566 $MTCO_2e$ of total construction emissions equates to approximately 19 $MTCO_2e$ per year during the life of the Project.

Table 12
Project Construction-Related GHG Emissions

Year	CO_2e Emissions (Metric Tons per Year)
2025	132
2026	434
Total Construction GHG Emissions:	***566***
Total Amortized Construction Emissions (30 Years):	***19***

Source: Parker Environmental Consultants, 2025.
The CalEEMod worksheets are provided in Appendix A.

(a) Operational Emissions

The GHG emissions resulting from operation of the Project, which would involve the use of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, was estimated in consideration of the Project's design features, locational characteristics, and compliance with applicable regulatory measures.

As shown in Table 13, below, the Project's annual net generation of GHG emissions is estimated to be 16,891 $MTCO_2e$ per year.

Table 13
Annual Operational Greenhouse Gas Emissions

Emissions Source	Project-Generated CO_2e Emissions with GHG Reduction Measures (Metric Tons per Year)
Mobile	354
Area	3.48
Energy	371
Water	119
Waste	50.1
Refrigerants	<0.005
Construction Emissions [a]	19
Subtotal:	**916.58**

Notes:
[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
Source: Parker Environmental Consultants, 2025. The CalEEMod (2022.1.1.29) worksheets are provided in Appendix A.

D. MITIGATION MEASURES

The Project's impacts related to GHG emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

E. CUMULATIVE GHG IMPACTS

A cumulatively considerable impact would occur where the impact of the Project in addition to the related projects would be significant. However, in the case of global climate change, the proximity of the Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. As explained earlier, the analysis of a project's GHG emissions is inherently a cumulative analysis because climate change is a global issue and the emissions from individual projects are negligible in a global context. Accordingly, the analysis above takes into account the potential for the Project to contribute to a cumulative impact of global climate change. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."[95]

[95] California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008, http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf. Accessed July 2022.

The analysis above shows that the Project is consistent with the Scoping Plan, the 2016-2045 RTP/SCS and 2024-2050 RTP/SCS's regulatory requirements to reduce regional GHG emissions from the land use and transportation sectors by 2045 and 2050, respectively. The proposed Project is a neighborhood serving self-storage land use and is considered a neighborhood serving commercial land use. Given the Project's consistency with statewide, regional, and local plans adopted for the purpose of reducing GHG emissions, the Project's incremental contribution to GHG emissions would not be cumulatively considerable. The Project's cumulative GHG impacts would therefore be less than significant.

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APPENDIX A

CALEEMOD AIR QUALITY AND GHG MODELING WORKSHEETS

GoStoreIt Self Storage Montebello Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

3.3. Grading (2025) - Unmitigated

3.5. Building Construction (2025) - Unmitigated

3.7. Building Construction (2026) - Unmitigated

3.9. Paving (2026) - Unmitigated

3.11. Architectural Coating (2026) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	GoStoreIt Self Storage Montebello
Construction Start Date	9/2/2025
Operational Year	2026
Lead Agency	City of Montebello
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.2
Location	718 S Maple Ave, Montebello, CA 90640, USA
County	Los Angeles-South Coast
City	Montebello
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4161
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	170	1000sqft	1.98	170,461	5,427	0.00	—	—

General Office Building	0.39	1000sqft	0.01	391	0.00	0.00	—	—
Parking Lot	7.00	Space	0.06	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.54	15.0	16.9	0.03	0.58	1.18	1.57	0.53	0.29	0.72	4,108
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	68.9	18.3	27.1	0.04	0.65	2.96	3.61	0.60	1.39	1.98	5,816
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.30	7.41	10.6	0.02	0.24	0.75	0.99	0.22	0.18	0.40	2,620
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.97	1.35	1.94	< 0.005	0.04	0.14	0.18	0.04	0.03	0.07	434
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—

Unmit.	No	No	No	No	—	—	No	—	—	No	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.54	15.0	16.3	0.03	0.58	0.99	1.57	0.53	0.19	0.72	3,525
2026	1.47	11.3	16.9	0.03	0.37	1.18	1.55	0.34	0.29	0.62	4,108
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.57	15.0	16.6	0.03	0.65	2.96	3.61	0.60	1.39	1.98	4,087
2026	68.9	18.3	27.1	0.04	0.64	1.56	2.20	0.59	0.38	0.96	5,816
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.36	3.29	3.75	0.01	0.13	0.42	0.55	0.12	0.16	0.28	799
2026	5.30	7.41	10.6	0.02	0.24	0.75	0.99	0.22	0.18	0.40	2,620
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.07	0.60	0.68	< 0.005	0.02	0.08	0.10	0.02	0.03	0.05	132
2026	0.97	1.35	1.94	< 0.005	0.04	0.14	0.18	0.04	0.03	0.07	434

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.36	1.72	17.1	0.03	0.09	1.97	2.06	0.09	0.50	0.59	5,508
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	5.12	1.73	8.93	0.03	0.08	1.97	2.05	0.08	0.50	0.58	5,380
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.95	1.78	14.2	0.03	0.09	1.94	2.03	0.09	0.49	0.58	5,422
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.09	0.32	2.59	< 0.005	0.02	0.35	0.37	0.02	0.09	0.11	898
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.00	0.77	8.92	0.02	0.01	1.97	1.98	0.01	0.50	0.51	2,216
Area	5.31	0.06	7.43	< 0.005	0.01	—	0.01	0.01	—	0.01	30.7
Energy	0.05	0.89	0.74	0.01	0.07	—	0.07	0.07	—	0.07	2,240
Water	—	—	—	—	—	—	—	—	—	—	718
Waste	—	—	—	—	—	—	—	—	—	—	303
Refrig.	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	6.36	1.72	17.1	0.03	0.09	1.97	2.06	0.09	0.50	0.59	5,508
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.98	0.84	8.19	0.02	0.01	1.97	1.98	0.01	0.50	0.51	2,119
Area	4.09	—	—	—	—	—	—	—	—	—	—
Energy	0.05	0.89	0.74	0.01	0.07	—	0.07	0.07	—	0.07	2,240
Water	—	—	—	—	—	—	—	—	—	—	718
Waste	—	—	—	—	—	—	—	—	—	—	303
Refrig.	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	5.12	1.73	8.93	0.03	0.08	1.97	2.05	0.08	0.50	0.58	5,380
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.97	0.85	8.38	0.02	0.01	1.94	1.95	0.01	0.49	0.50	2,140
Area	4.93	0.04	5.09	< 0.005	0.01	—	0.01	0.01	—	0.01	21.0
Energy	0.05	0.89	0.74	0.01	0.07	—	0.07	0.07	—	0.07	2,240
Water	—	—	—	—	—	—	—	—	—	—	718
Waste	—	—	—	—	—	—	—	—	—	—	303
Refrig.	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	5.95	1.78	14.2	0.03	0.09	1.94	2.03	0.09	0.49	0.58	5,422
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.15	1.53	< 0.005	< 0.005	0.35	0.36	< 0.005	0.09	0.09	354
Area	0.90	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.48
Energy	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	371
Water	—	—	—	—	—	—	—	—	—	—	119
Waste	—	—	—	—	—	—	—	—	—	—	50.1
Refrig.	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	1.09	0.32	2.59	< 0.005	0.02	0.35	0.37	0.02	0.09	0.11	898

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	2,502
Demolition	—	—	—	—	—	0.61	0.61	—	0.09	0.09	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	2,502
Demolition	—	—	—	—	—	0.61	0.61	—	0.09	0.09	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.18	1.28	< 0.005	0.05	—	0.05	0.04	—	0.04	213
Demolition	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	35.2
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.87	0.00	0.00	0.16	0.16	0.00	0.04	0.04	175
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.99	0.39	0.01	0.01	0.22	0.23	0.01	0.06	0.07	847

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.74	0.00	0.00	0.16	0.16	0.00	0.04	0.04	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.03	0.39	0.01	0.01	0.22	0.23	0.01	0.06	0.07	846
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	14.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	71.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.9

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	2,463
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.27	1.31	< 0.005	0.06	—	0.06	0.05	—	0.05	223

Dust From Material Movement	—	—	—	—	—	0.25	0.25	—	0.12	0.12	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.23	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	36.9
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.33	0.13	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	275
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	12.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	24.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	4.12

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.24	10.6	11.9	0.02	0.40	—	0.40	0.37	—	0.37	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.62	0.70	< 0.005	0.02	—	0.02	0.02	—	0.02	130
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	21.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.34	4.23	0.00	0.00	0.94	0.94	0.00	0.22	0.22	952
Vendor	0.03	1.05	0.50	0.01	0.01	0.24	0.25	0.01	0.07	0.07	927
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	56.8
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	54.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.40
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.02

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	10.1	11.8	0.02	0.36	—	0.36	0.33	—	0.33	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	10.1	11.8	0.02	0.36	—	0.36	0.33	—	0.33	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.41	7.46	0.01	0.23	—	0.23	0.21	—	0.21	1,400
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.17	1.36	< 0.005	0.04	—	0.04	0.04	—	0.04	232
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.28	4.63	0.00	0.00	0.94	0.94	0.00	0.22	0.22	986
Vendor	0.03	0.96	0.47	0.01	0.01	0.24	0.25	0.01	0.07	0.07	913
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.31	3.95	0.00	0.00	0.94	0.94	0.00	0.22	0.22	932
Vendor	0.02	1.01	0.48	0.01	0.01	0.24	0.25	0.01	0.07	0.07	912
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.22	2.62	0.00	0.00	0.59	0.59	0.00	0.14	0.14	601
Vendor	0.02	0.64	0.30	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	578
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.48	0.00	0.00	0.11	0.11	0.00	0.03	0.03	99.4
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	95.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	5.88	8.19	0.01	0.25	—	0.25	0.23	—	0.23	1,248
Paving	0.46	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	17.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.83
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	66.0	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.81
Architectural Coatings	4.34	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.46
Architectural Coatings	0.79	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.79	0.00	0.00	0.19	0.19	0.00	0.04	0.04	186
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	12.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.99	0.76	8.81	0.02	0.01	1.94	1.96	0.01	0.49	0.51	2,188
General Office Building	0.01	0.01	0.11	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	28.1
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.00	0.77	8.92	0.02	0.01	1.97	1.98	0.01	0.50	0.51	2,216
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.97	0.83	8.08	0.02	0.01	1.94	1.96	0.01	0.49	0.51	2,092
General Office Building	0.01	0.01	0.10	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	26.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.98	0.84	8.19	0.02	0.01	1.97	1.98	0.01	0.50	0.51	2,119
Annual	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	0.18	0.15	1.51	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	351
General Office Building	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.41
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	0.15	1.53	< 0.005	< 0.005	0.35	0.36	< 0.005	0.09	0.09	354

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	1,167
General Office Building	—	—	—	—	—	—	—	—	—	—	10.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	3.52
Total	—	—	—	—	—	—	—	—	—	—	1,181
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	1,167
General Office Building	—	—	—	—	—	—	—	—	—	—	10.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	3.52
Total	—	—	—	—	—	—	—	—	—	—	1,181
Annual	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	193
General Office Building	—	—	—	—	—	—	—	—	—	—	1.69
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.58
Total	—	—	—	—	—	—	—	—	—	—	196

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.88	0.74	0.01	0.07	—	0.07	0.07	—	0.07	1,056
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.18
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.05	0.89	0.74	0.01	0.07	—	0.07	0.07	—	0.07	1,059
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.05	0.88	0.74	0.01	0.07	—	0.07	0.07	—	0.07	1,056
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.18
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.05	0.89	0.74	0.01	0.07	—	0.07	0.07	—	0.07	1,059
Annual	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	175

General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.53
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	175

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.66	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.22	0.06	7.43	< 0.005	0.01	—	0.01	0.01	—	0.01	30.7
Total	5.31	0.06	7.43	< 0.005	0.01	—	0.01	0.01	—	0.01	30.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.66	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—
Total	4.09	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.67	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.15	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.48
Total	0.90	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.48

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	717
General Office Building	—	—	—	—	—	—	—	—	—	—	1.26
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	717
General Office Building	—	—	—	—	—	—	—	—	—	—	1.26
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	718
Annual	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	119
General Office Building	—	—	—	—	—	—	—	—	—	—	0.21

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	119

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	302
General Office Building	—	—	—	—	—	—	—	—	—	—	0.69
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	303
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	302
General Office Building	—	—	—	—	—	—	—	—	—	—	0.69
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	303
Annual	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	50.0
General Office Building	—	—	—	—	—	—	—	—	—	—	0.11

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	50.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	< 0.005

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	9/2/2025	10/14/2025	5.00	31.0	—
Grading	Grading	10/16/2025	12/1/2025	5.00	33.0	—
Building Construction	Building Construction	12/2/2025	11/20/2026	5.00	254	—
Paving	Paving	10/14/2026	10/20/2026	5.00	5.00	—
Architectural Coating	Architectural Coating	10/20/2026	11/20/2026	5.00	24.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	11.6	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	3.79	20.0	HHDT

Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	71.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	28.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.3	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	256,278	85,426	165

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	31,350	—
Grading	0.00	1,000	33.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.87

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Parking Lot	0.87	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	297	297	297	108,260	2,738	2,738	2,738	999,434
General Office Building	3.81	0.86	0.27	1,052	35.2	7.98	2.53	9,714
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	256,278	85,426	165

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	797,819	532	0.0330	0.0040	3,285,831

General Office Building	6,968	532	0.0330	0.0040	9,910
Parking Lot	2,404	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	39,419,106	76,111
General Office Building	69,494	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	160	—
General Office Building	0.36	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

8. User Changes to Default Data

Screen	Justification
Land Use	Project data provided by Applicant (MG Architecture Site Plan dated 01/02/25).
Construction: Construction Phases	Construction schedule provided by Applicant.
Construction: Paving	Based on the Site Plan the paved area is estimated to be 37,958 sf.

NOISE AND VIBRATION IMPACT REPORT

for the GOStoreIt Self Storage Facility located at 718-730 S. Maple Avenue, Montebello, CA

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February 2025

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY 1

II. PROPOSED PROJECT DESCRIPTION 1
- A. Project Location 1
- B. Existing Uses on the Project Site 1
- C. Surrounding Uses 2
- D. Project Description 2

III. NOISE IMPACTS ANALYSIS 5
- A. Fundamentals of Sound and Environmental Noise 5
- B. Fundamentals of Environmental Groundborne Vibration 7
- C. Regulatory Framework 8

2. ENVIRONMENTAL SETTING 13
- A. Noise Measurements 13
- B. Sensitive Receptors 15

3. ENVIRONMENTAL IMPACTS 15
- A. Thresholds of Significance 15
- B. Methodology 17
- C. Project Impacts 18
- D. Mitigation Measures 21
- E. Cumulative Impacts 21

B. REFERENCES 23

List of Figures

Figure 1 Project Location Map 3
Figure 2 Proposed Site Plan 4
Figure 3 Noise Monitoring and Sensitive Receptor Location Map 14

List of Tables

Table 1 Representative Environmental Noise Levels 6
Table 2 Human Response to Different Levels of Groundborne Vibration 7
Table 3 FTA Construction Vibration Building Damage Criteria 8
Table 4 Community Noise Exposure Level (CNEL) Land Use Compatibility Guidelines 9
Table 5 Caltrans' Guidelines for Vibration Building Damage 10
Table 6 City of Montebello Land Use/Noise Compatibility Matrix 11
Table 7 City of Montebello Maximum Noise Standards by Zoning District 12

Table 8 On- and Off-Site Noise Measurements 13
Table 9 Estimated Exterior Construction Noise at Nearest Sensitive Receptors 19
Table 10 Vibration Source Levels for Construction Equipment 21
Table 11 Cumulative Projects in the City of Montebello 22

Appendices

Appendix A Noise Monitoring Data and Modeling Worksheets

I. EXECUTIVE SUMMARY

The purpose of this report is to analyze and disclose the construction and operational noise impacts of the GOStoreIT Self Storage Project ("proposed Project"), located at 718-730 S. Maple Avenue in the City of Montebello, CA ("Project Site"). A detailed description of the proposed Project is provided in Section II, below.

This noise impact report evaluates the potential for noise and groundborne vibration impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise levels, groundborne vibration, or groundborne noise levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance.

Data used to prepare this analysis was obtained from the City of Montebello General Plan, the City of Montebello Municipal Code ("MMC"), the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), California Department of Transportation (Caltrans) Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), Caltrans Transportation and Construction Vibration Guidance Manual (2020), and by measuring and modeling existing and future noise levels at the Project Site and surrounding areas. The noise measurement data and calculations cited in this report are provided in Appendix A.

II. PROPOSED PROJECT DESCRIPTION

A. Project Description

The Project Site is located at 718-730 S. Maple Avenue in the City of Montebello, CA. (see Figure 1, Project Location Map). The Project Site, identified as Assessor Parcel Number (APN) 6353-004-004, is comprised of one rectangularly-shaped parcel that is approximately 86,098 square feet (1.98 acres) in lot area. The existing land use and zoning designation of the site is Neighborhood and Light Industrial (M-1), respectively.

B. Existing Uses on the Project Site

The Project Site is currently developed with a 1-story structure and a surface parking lot in an urbanized area developed with light industrial, commercial and residential land uses. Access to the Project Site is provided via one driveway on Maple Avenue. Land uses at the Project Site include automotive service/repair, warehouse/distribution, and other light industrial commercial uses.

C. Surrounding Land Uses

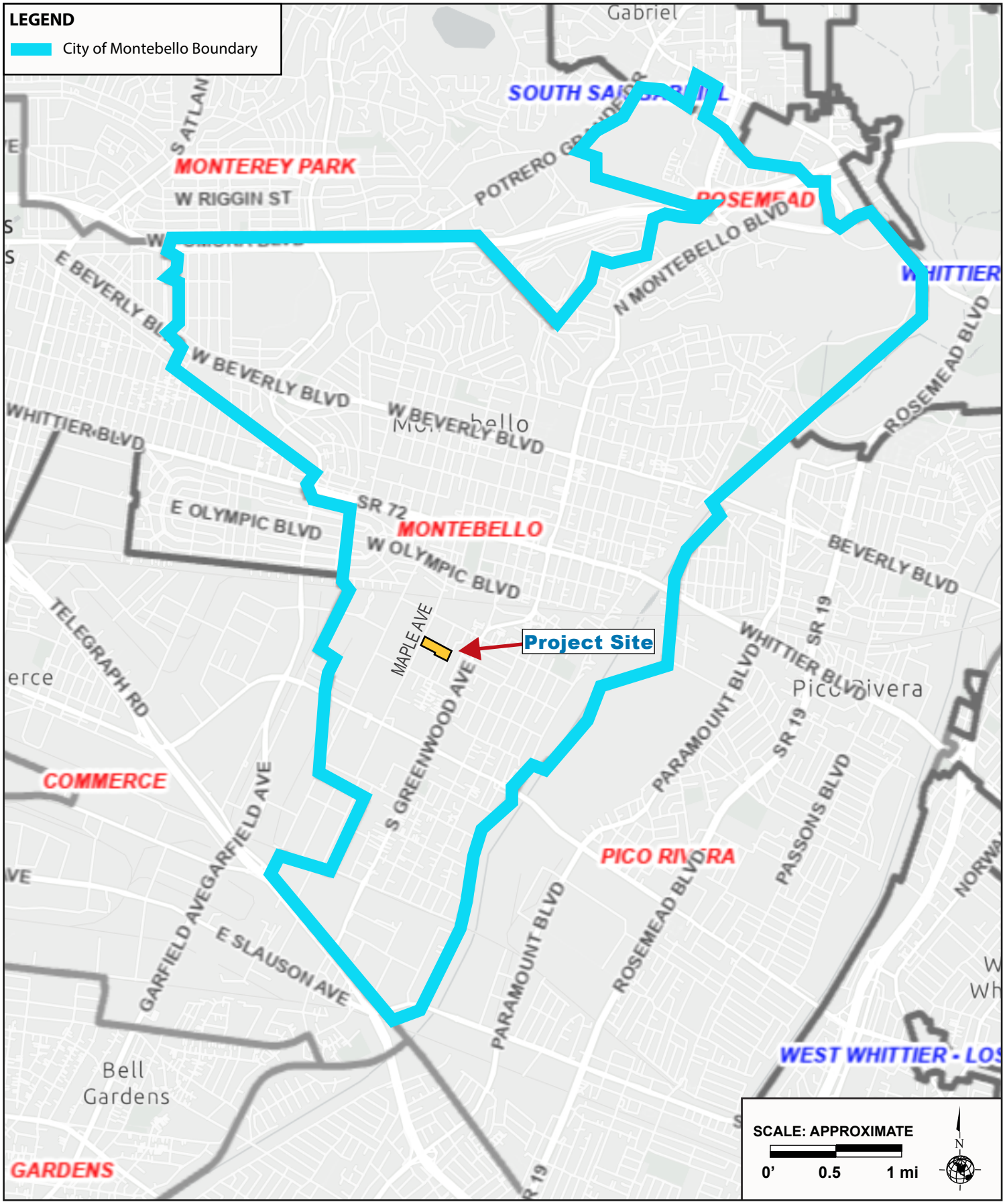
The surrounding area consists of a mobile-home park and light manufacturing to the north; automotive-related uses to the south; light manufacturing, distribution, and automotive related uses to the west; and low-density residential uses to the east.

D. Proposed Project

The proposed Project includes the demolition of the existing building and the new construction of a four-story, approximately 170,852 square foot structure for use as a self-storage facility and ancillary office uses ("proposed Project"). The structure will have a maximum height of 55 feet. The proposed Project includes surface parking with up to 13 parking spaces for customers and employee parking and loading.

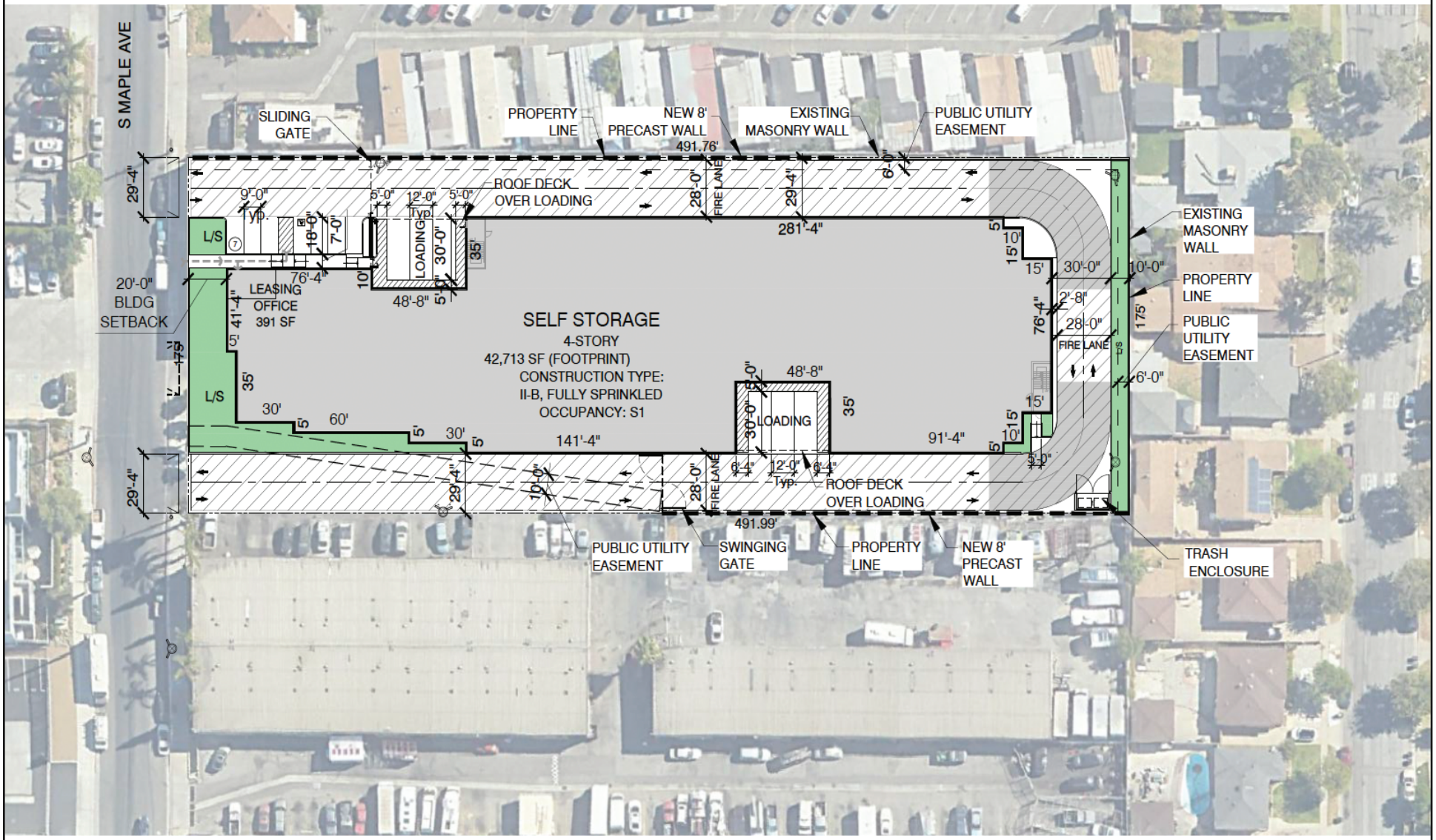
As shown on the proposed Site Plan, the proposed Project will provide a 20-foot landscaped front yard setback and a 10-foot landscaped rear yard setback. (See Figure 2, below.) A portion of the side yards will feature new 8-foot precast walls, while all existing masonry walls will be maintained. The Site will include a designated trash area at the rear, enclosed by a view-obscuring wall, and will feature a 28-foot-wide fire lane configured in a loop throughout the Site to provide accessibility for emergency vehicles and first responders. Mechanical equipment and utilities will be fully screened. Signage will be in full compliance with the applicable development standards.

The staffed hours of operation will be from 8:30 am to 6:30 pm with customer access available from 6:00 am to 10:00 pm via a smartphone app and/or a physical keypad with a unique code assigned to each customer. The facility is designed with the majority of storage units accessible from secured, interior corridors, with the remainder available as drive-up units. The Site will be gated with control-access only, and no windows will be facing south onto the adjacent residential lots.



Source: County of Los Angeles, ArcGIS, 2025.

Figure 1
Project Location Map



Source: MCG Architecture, January 2, 2025.

Figure 2
Proposed Site Plan

III. NOISE IMPACTS ANALYSIS

A. Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale ("dBA") provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. To provide a reference for noise levels expressed in dBA, Table 1, Representative Environmental Noise Levels, illustrates representative noise levels that occur in the environment.

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

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{min} – The minimum instantaneous noise level experienced during a given period of time.

- L_{max} – The maximum instantaneous noise level experienced during a given period of time.

- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Table 1
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Community noise levels below 60 dBA CNEL are generally considered low, moderate levels are considered to be in the 60 to 70 dBA CNEL range, and high levels above 70 dBA CNEL. Examples of noise levels in urban residential or semi-commercial areas are typically 55 to 60 dBA CNEL, whereas commercial locations are typically 60 dBA CNEL. People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA CNEL) or dense urban or industrial areas (65 to 80 dBA CNEL).

It is widely accepted that in the community noise environment, the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

B. Fundamentals of Environmental Groundborne Vibration

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

The general human response to different levels of groundborne vibration velocity levels is described in Table 2, Human Response to Different Levels of Groundborne Vibration, below. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as the operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. For purposes of human perception, the range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings, such as historic buildings.

Table 2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Noise Level		Human Response
	Low Freq.[a]	Mid Freq.[b]	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low- frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transit vibration at this level is annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration tolerable only if there are an. infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Mid-frequency noise: excessive even for infrequent events for some activities.

[a] *Approximate noise level when vibration spectrum peak is near 30 Hz.*
[b] *Approximate noise level when vibration spectrum peak is near 60 Hz.*
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018.

C. Regulatory Framework

1. Federal Standards

a. Noise

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Proposed Project. However, Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

b. Vibration

The Federal Transit Administration (FTA) has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities and from federal roadway projects. The vibration damage criteria adopted by the FTA are shown in Table 3, Federal Transit Administration's Construction Vibration Building Damage Criteria.

Table 3
Federal Transit Administration's
Construction Vibration Building Damage Criteria

Building Category	Peak Particle Velocity (PPV) (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018.

2. State Standards

a. Noise

The California Department of Health Services has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown in Table 4, Community Noise Exposure. In addition, Section 65302(f) of the California Government Code requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table 4
Community Noise Exposure Level (CNEL) Land Use Compatibility Guidelines

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*
[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*
Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services (DHS)).

b. Vibration

There are no state vibration standards that apply to the Proposed Project. Moreover, according to the Caltrans *Transportation and Construction Vibration Guidance Manual* (2020), there are no official Caltrans standards for vibration. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following criteria were to occur as shown in Table 6. This manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 inches per second for extremely fragile historic buildings, ruins, and ancient monuments, to 0.5 to 2.0 inches per second for modern industrial and commercial buildings. The vibration damage potential for older residential structures ranges from 0.3 to 0.5 inches per second.

Table 5
Caltrans' Guidelines for Vibration Building Damage

Structures and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September April 2020.

3. Local Standards

a. City of Montebello General Plan

California Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the State. The City of Montebello Noise Element follows guidelines in Section 65302(f) of the State Government Code and Section 46050.1 of the Health and Safety Code and uses the State's recommended Noise/Land Use compatibility matrix as the basis for the City's Noise/Land Use Compatibility Matrix. (See Table 6, below.)

The Noise Element identifies the following policies and action items related to noise.

P5.4 Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life.

A5.4a Manage relationship between homes and major noise sources through zoning and environmental review and design measures.

A5.4b Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses.

A5.4c Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design.

A5.4d Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/ residences, landscaping activities, and special events.

Table 6
City of Montebello Land Use/Noise Compatibility Matrix

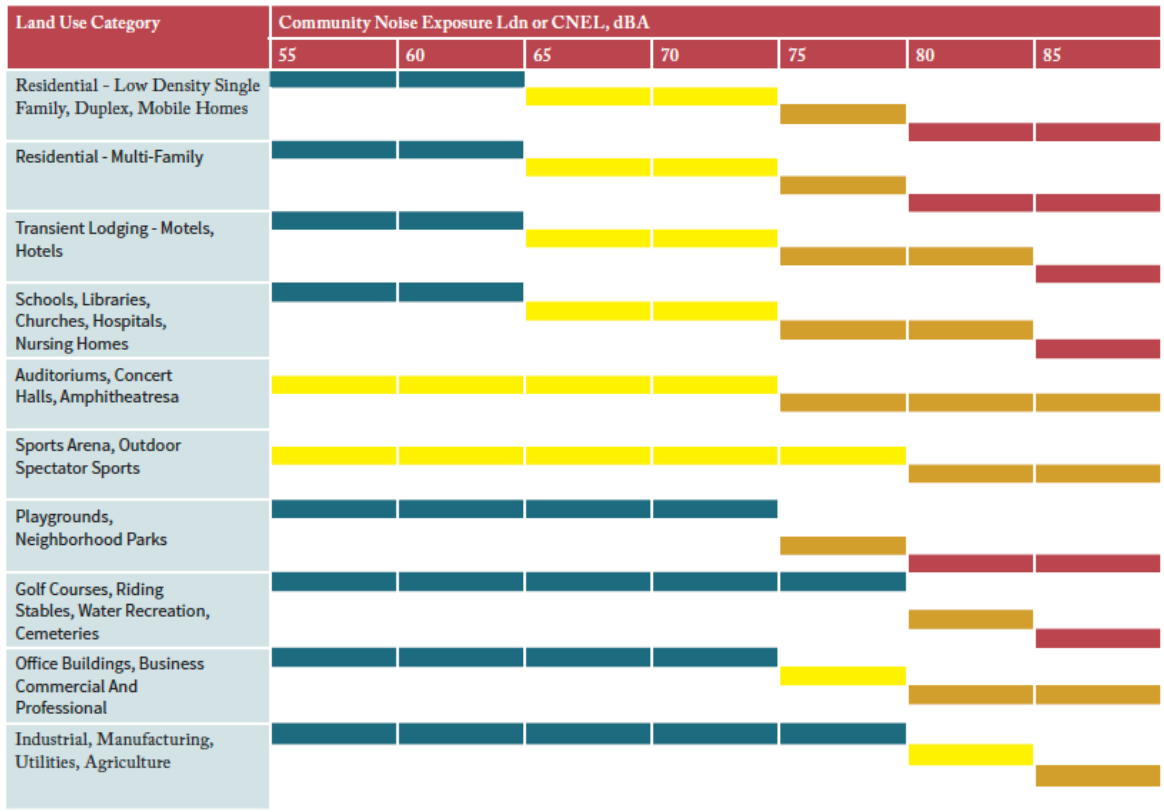


Table C5.3. Land Use/Noise Compatibility Matrix

P5.5 Minimize excessive construction-related noise and vibrations.

A5.5a Adopt and implement measures that reduce construction noise and vibrations.

A5.5b Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans.

b. City of Montebello Municipal Code ("MMC")

Chapter 17.22.110 of the Montebello Municipal Code contains the City's noise level standards. Relevant sections in the noise ordinance include the following:

- **Chapter 17.10, Section 17.10.170.: Development standards – Screening of mechanical equipment, utilities and activity areas.**
  - All mechanical equipment shall be completely enclosed or screened.
  - Satellite dish antenna as well as heating and air conditioning equipment, pumphouses for swimming pools, utility meters, elevator returns, and so forth, shall be considered "mechanical equipment."

- **Chapter 9.08, Section 9.08.050.: Loud and raucous noise:** The following acts, among others, are declared to be loud or raucous noises but the enumeration shall not be deemed to be exclusive:
  - Construction or Repairing of Real Property. Noise sources associated with construction, demolition, grading, repair or remodeling of any real property other than between the hours of 7:00 a.m. and 8:00 p.m. on weekdays (Monday through Friday), and 9:00 a.m. to 6:00 p.m. on Saturdays, Sundays and legal holidays, except in the case of an emergency where such action is immediately required to prevent injuries to persons or damage to property as determined by the director of building and safety or his designated representative.

- **Chapter 17.22, Section 17.22.110: Development standards – Noise.** Chapter 17.22 of the City of Montebello Municipal Code includes maximum noise standards by zoning district. Relevant sections include the following:
  - Every use shall be so operated that the noise inherent and recurrently generated does not exceed the following levels at the lot line of the lot on which the use is located (see Table 7, below).

Table 7
City of Montebello Maximum Noise Standards by Zoning District

Adjacent Zone	Maximum Noise Level 7 A.M. to 10 P.M. (dBA L_{eq})	Maximum Noise Level 10 P.M. to 7 A.M. (dBA L_{eq})
Residential	65 dBA	60 dBA
Commercial	70 dBA	70 dBA
Industrial	75 dBA	75 dBA

Notes:
Every use in the C-R and C-1 zones shall be so operated that the noise inherently and recurrently generated does not exceed sixty dBA between seven a.m. and nine p.m. and fifty-five dBA between ten p.m. and seven a.m. when adjacent to a residential zone.
Source: Chapter 17.22, Section 17.22.110, City of Montebello Municipal Code

2. ENVIRONMENTAL SETTING

A. Noise Measurements

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken at the Project Site with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. The instruments were calibrated and operated according to the manufacturer's written specifications. At the measurement locations, the microphones were placed on tri-pod mounts at a height of approximately five feet above the local grade.

Noise measurements were conducted on the Project Site on February 20, 2025. At the noise measurement locations identified in Figure 3, Noise Measurement and Sensitive Receptor Location Map, the sound level meter was programmed to record the average sound level (L_{eq}) over a period of 15 minutes. Noise levels were monitored at two locations:

(A) On the east side of S. Maple Avenue in front of the Project Site; and

(B) On the west side of Taylor Avenue, midblock between Beach Street and Hughes Street.

The average noise levels and sources of noise monitored at each location are shown in Table 8, On- and Off-Site Noise Measurements.

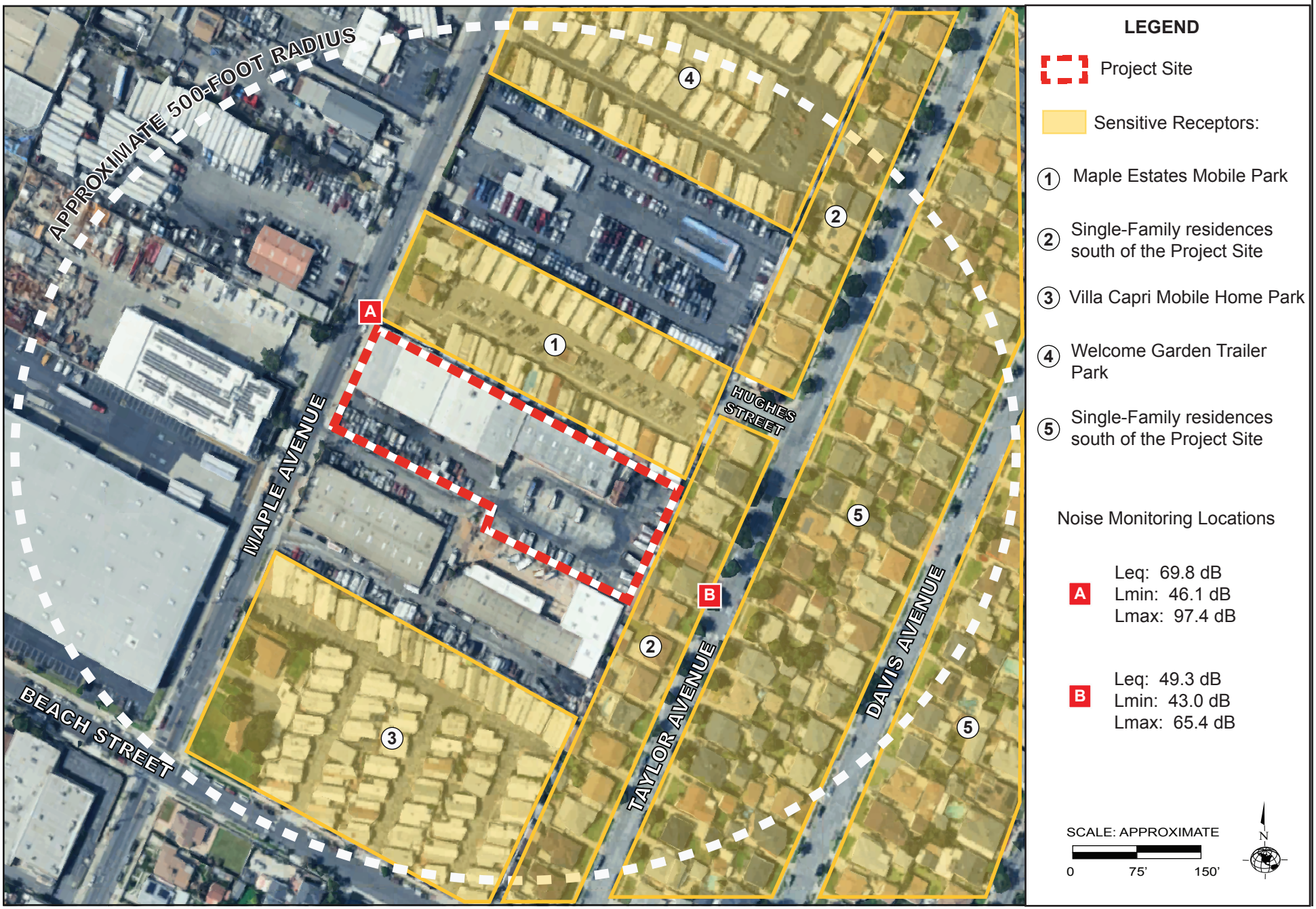
Table 8
On- and Off-Site Noise Measurements

Noise Measurement	Primary Noise Sources	Date / Start Time [a]	Noise Level Statistics (dBA)		
			L_{eq}	L_{min}	L_{max}
(A) On the east side of S. Maple Avenue in front of the Project Site	Vehicle traffic, semi-trailer trucks	2/20/2025 12:59 PM	69.8	46.1	94.7
(B) On the west side of Taylor Avenue, midblock between Beach Street and Hughes Street	Vehicles	2/20/2025 1:19 PM	49.3	43.0	65.4

Notes:
[a] *The measurement time refer to the start time of a 15-minute noise event.*
Source: Parker Environmental Consultants, 2025. Noise measurement data are provided in Appendix A.

Location A

Location A is located to the west of the Project Site, along the east side of S. Maple Avenue fronting the Project Site. The measurement was taken on the sidewalk near the Project Site and represents noise levels for land uses and sensitive receptors along S. Maple Avenue. The predominant noise sources at Location A were observed to be vehicular traffic along S. Maple Avenue. As noted in Table 9, the ambient noise level at Location A was 69.8 dBA (L_{eq}).



Source: Google Earth, Aerial View, 2024.

Figure 3
Noise Monitoring and Sensitive Receptors

Location B

Monitoring Location B is located on the west side of Taylor Avenue midblock between Beach Street and Hughes Street. The measurement was taken to assess the noise levels withing the single-family residential neighborhood east of the Project Site along Taylor Avenue. The predominant noise sources at Location B were observed to be light residential vehicular traffic. As noted in Table 9, the ambient noise level at Location B was 49.3 dBA (L_{eq}), which is representative of a single family neighborhood.

B. Sensitive Receptors

The City of Montebello typically defines noise sensitive land uses as single and multi-family residential uses; hotels and motels; group homes, hospitals and extended medical facilities; churches; schools and other learning institutions; and libraries.[1] Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. For purposes of assessing noise impacts on sensitive populations, the following noise sensitive land use receptors were identified:

1. Maple Estates Mobile Home Park
2. Single Family Residences south of the Project Site (east side of Taylor Avenue)
3. Villa Capri Mobil Home Park
4. Welcome Garden Trailer Park
5. Single Family Residences south of the Project Site (west side of Taylor Avenue)

A map identifying these sensitive receptors is shown in Figure 3, Noise Monitoring and Sensitive Receptors Map.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

1. State CEQA Guidelines Appendix G [2]

The State CEQA Guidelines Appendix G provides the following Initial Study Checklist Questions to assist lead agencies in addressing environmental noise impacts pursuant to CEQA. For purposes of this analysis, a significant noise impact would result if the Proposed Project would the project result in:

[1] *City of Montebello General Plan Update and Downtown Montebello Specific Plan Draft Environmental Impact Report, December 2023.*

[2] *As amended on January 1, 2019.*

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

b) **Generation of excessive groundborne vibration or groundborne noise levels;**

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

2. City of Montebello

For the purposes of this analysis, the following thresholds of significance are used to evaluate the significance of noise and vibration resulting from implementation of the proposed Project.

a. Construction Noise

Development carried out under the proposed Project could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours detailed in Municipal Code Section 9.08.050.I. As the City does not define a quantitative construction noise threshold, for purposes of analyzing impacts from construction projects carried out under the proposed Project, the City has determined that the FTA construction criteria are applicable to the proposed Project.

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their Transit and Noise Vibration Impact Assessment Manual (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA L_{eq} (8hr) for an 8-hour period. Construction noise would be significant if it exceeds this threshold.

b. Stationary On-Site Operational Noise

Stationary on-site operational noise impacts were analyzed using the City's maximum noise standards for each zoning district as shown in Table 8 above.

c. Mobile Off-Site Operational Noise

A project normally has a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Changes of less than 1 dBA are usually indiscernible. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. A change of 5 dBA is readily discernible to most people in an exterior environment. Typically, an area with a CNEL above 65 dBA is considered a degraded noise environment for noise sensitive uses. Therefore, less of an increase from roadway noise is allowed. Based on similar criteria from

the Federal Aviation Administration (FAA), the following thresholds of significance are used to assess roadway vehicle noise impacts at sensitive receiver locations:

- Greater than 1.5 dBA CNEL increase for ambient noise environments of 65 dBA CNEL and higher
- Greater than 3 dBA CNEL increase for ambient noise environments of 60-64 dBA CNEL
- Greater than 5 dBA CNEL increase for ambient noise environments of less than 60 dBA CNEL

d. Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, criteria from the FTA are used to evaluate potential construction vibration impacts related to potential building damage from construction (FTA 2018). Construction vibration impacts from development would be significant if vibration levels exceed the FTA criteria shown in Table 4 above.

B. Methodology

a. Construction Noise

Construction noise levels were estimated by noise level data for construction equipment as published in the Transit Noise and Vibration Impact Assessment Manual published by the FTA (2018). Potential noise levels are identified for off-site locations that are sensitive to noise factoring in distance attenuation and attenuation resulting from barriers that block the line of sight between the noise source and the noise receptor.

The construction equipment noise emission levels and usage factors were based on the FHWA Roadway Construction Noise Model (RCNM). Construction equipment can be considered to operate in the following two modes for Construction Noise Assessments: stationary or mobile. Stationary equipment operates in one location for one or more days at a time, with either a fixed power operation (pumps, generators, compressors) or variable noise operation (pile drivers, pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). Movement around the site is considered in the construction noise prediction procedure. The construction activities for the proposed Project would be dominated by mobile noise sources. As such the distance between the noise source and the receptor was based on the center of the Project Site to the property line of the noise receptors.

b. Stationary On-Site Operational Noise

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources, such as building mechanical equipment and the activities anticipated to occur within the loading areas and calculating the hourly L_{eq} noise level from each noise source at sensitive receptor property lines.

c. Mobile Off-Site Operational Noise

Under ambient conditions, people generally do not perceive that noise has clearly changed until there is an increase of 3 dB; thus, a threshold of 3 dB is commonly used to define a "substantial increase" with respect to traffic noise. Based on the principles of roadway noise, it would take a doubling of the roadway's traffic to generate a perceptible increase (3 dB) in the ambient roadway noise volume. Therefore, projects that generate less than double of the existing traffic volumes are presumed to result in a less than significant impact.

d. Groundborne Vibration

Construction activities have the greatest potential to generate groundborne vibration affecting nearby structures and noise-sensitive receptors. Construction vibration levels that could occur due to development carried out under the proposed Project are based on reference vibration levels published by the FTA.

C. Project Impacts

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

1. Construction Noise

Construction of the Proposed Project would require the use of construction equipment for grading/earthwork, building construction, paving, and architectural coatings. During each construction phase, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Construction noise impacts were estimated for nearby sensitive receptors, which occur at varying distances from the Project Site. Noise sensitive land uses within 500 feet of the Project Site include the following land uses: (1) the Maple Estates Mobile Home Park, (2) the single family residences east of the Project Site (east side of Taylor Avenue), (3) the Villa Capri Mobile Home Park, (4) the Welcome Garden Trailer Park, and (5) the single family residences east of the Project Site (west of Taylor Avenue).

Table 11, below, provides the estimated construction noise levels at the nearby sensitive receptors based on distance attenuation and sound attenuation resulting from existing structures that block the line of sight between the receptor and the noise source. These solid barriers would provide noise attenuation of 10-20 dBA for the receptors surrounding the Project Site. As shown in the Table 9, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, exterior construction noise levels at each of the sensitive receptors would reach a maximum of 79.6 dBA L_{eq}.

Table 9
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

ID	Land Uses	Noise Level (dBA L_{eq}) By Phase					Significant Impact?
		Demo	*Grading*	*Building Const.*	*Paving*	*Finishing*	
1	Maple Estates Mobile Homes	79.3	77.9	75.3	78.7	72.2	No
2	Single-Family Residential Homes on the west side of Taylor Avenue	70.4	69.0	65.4	69.7	63.2	No
3	Villa Capri Mobile Home Park	60.9	59.5	55.9	60.2	53.7	No
4	Welcome Garden Trailer Park	55.2	53.7	50.1	54.5	48.0	No
5	Single-Family Residential Homes east of Taylor Avenue	61.3	59.9	56.3	60.7	54.2	No

See Figure 3, Noise Monitoring and Sensitive Receptor Location Map.
[a] *Attenuation for Receptors No. 2 and 5 factor a 10-dBA reduction due to the land uses that block the line of sight between the construction activity and the source.*
[b] *A significant impact would occur if any phase results in an 80 dBA L_{eq} or greater noise level.*
Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, September, 2018.

As stated above under the Thresholds of Significance subheading, based on the provisions set forth in the MMC, impacts associated with construction-related noise levels would not be considered a significant impact, so long as the construction activities do not exceed 80 dBA between the permissible hour of construction (i.e., 7:00 A.M. and 6:00 P.M during any weekday and between 9:00 A.M. and 6:00 P.M. on Saturday or Sunday). As such, temporary construction-related noise impacts would be considered less than significant.

2. Operational Noise

a. Outdoor Activity Noise Levels

The staffed hours of operation will be from 8:30 am to 6:30 pm with customer access available from 6:00 am to 10:00 pm via a smartphone app and/or a physical keypad with a unique code assigned to each customer. The facility is designed with the majority of storage units accessible from secured, interior corridors, with the remainder available as drive-up units. The Project Site will be gated with control-access only, and no windows will be facing south onto the adjacent residential lots. Based on these project characteristics, noise levels from loading and unloading storage units would be relatively low, as the storage units are interior to the structure. As such, noise from operational activities would be less than significant.

b. Mechanical Equipment and HVAC Noise

Heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure and the mechanical equipment within the self-storage facility would contribute to exterior operational noise. However, the noise levels generated by this type of equipment is not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing industrial building operating on site and other buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. As stated in Section II, Project Description, the designated trash area will be enclosed by a view-obscuring wall and all mechanical equipment and utilities will be fully screened. Additionally, no mechanical or maintenance equipment would be operated after 10:00 p.m., as there would be no need to condition the units after hours. Therefore, the mechanical noise levels from the Proposed Project would not exceed the thresholds set by the MMC and would therefore meet the noise ordinance. Noise impacts from the mechanical equipment and HVAC equipment would be less than significant.

c. Traffic Noise

The proposed Project's operational noise impacts from mobile sources were analyzed quantitatively by comparing the net increase in estimated daily vehicle trips generated by the proposed Project to the daily vehicle trips generated by the current light industrial uses. The Project Site is currently developed with 31,000 square feet of light industrial uses. Based on a comparison of trip rates published by the ITE Trip Generation Manual (11th Edition, 2021), the proposed Project is estimated to generate a net increase of 76 daily trips, representing an approximate 51 percent increase in daily traffic over current conditions. Under Caltrans' screening methodology it would take a doubling of traffic volumes to generate a 3-dBA increase in ambient noise levels. Thus, since the proposed Project would not result in a doubling of roadway traffic, the proposed Project's mobile source noise levels would be less than significant.

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

Earthwork activities for the proposed Project would have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels.

Table 10, Vibration Source Levels for Construction Equipment, identifies various peak particle velocity (PPV) and RMS velocity (in VdB) levels for typical types of construction equipment. The nearest sensitive receptors are the residential buildings located immediately adjacent to the Project Site along the northern property line. As shown in Table 12, vibration velocities could range from 0.003 to 0.089 inch/sec PPV within 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB, depending on the type of construction equipment in use. Thus, the vibration levels for the Proposed Project would be less than the 0.3 in/sec PPV threshold for causing building damage for older residential structures. Therefore, the Proposed Project's potential to generate groundborne vibration impacts during construction would be less than significant.

Table 10
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

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

The Project Site is not located within the vicinity of a private or public airstrip or within any airport land use plan. The nearest airstrip is the San Gabriel Valley Airport, which is located over 7 miles to the north of the Project Site. As such, the Proposed Project would not expose future employees or visitors to the Project Site to excessive noise levels, and no impact would occur.

D. Mitigation Measures

No mitigation measures are required.

E. Cumulative Impacts

Sections 15126 and 15130 of the State CEQA Guidelines require EIRs to consider the significant cumulative environmental effects of a project. As defined in CEQA Guidelines Section 15355,

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

Cumulative impacts may be analyzed by considering growth assumptions in adopted plans or a list of past, present, and probable future projects producing related or cumulative impacts [CEQA Guidelines Section 15130 (b)(1)(A)]. In order to assess the potential for the proposed Project to result in or contribute to cumulative impacts, a list of development projects within the City of Montebello was generated based on the City's list of active, pending or recently approved projects within the City. As shown in Table 11, below, there are 5 projects within the City located between 0.72 miles (3,080 feet) and 1.56 miles (8,325 feet) away from the Project Site.

Table 11
Cumulative Projects in the City of Montebello

	Address	Project Description	Distance to Project Site
1	121 E. Madison Avenue	Installation of Water Well 15	1.13
2	1701 Gage Road	Solid Waste Transfer Station	1.56
3	301 Jacmar Drive	31 Residential Townhomes	0.72
4	501-525 Whittier Blvd.	Mixed-Use Affordable Housing and Retail	0.91
5	116-136 N. Poplar Avenue	156 Unit Residential	1.19

Source: City of Montebello, Planning Division website, CEQA Documents and Projects list, https://www.montebelloca.gov/departments/planning_community_development/planning_division/ceqa_documents, accessed February 2025.

Noise from on-site construction and operational activities is typically localized and has the greatest potential to affect adjacent land uses within 500 feet from the construction site. In urban areas, noise from a particular source becomes less discernable at distances over 1,000 feet due to distance attenuation, barriers (such as buildings and structures that block the line of site between the noise source and the receptor), and other noise sources within the vicinity such as roadway traffic noise. Therefore, since there are no related projects within proximity to the Project Site, there would be no potential for the proposed Project to result in cumulative noise impacts from construction or operational noise impacts.

B. REFERENCES

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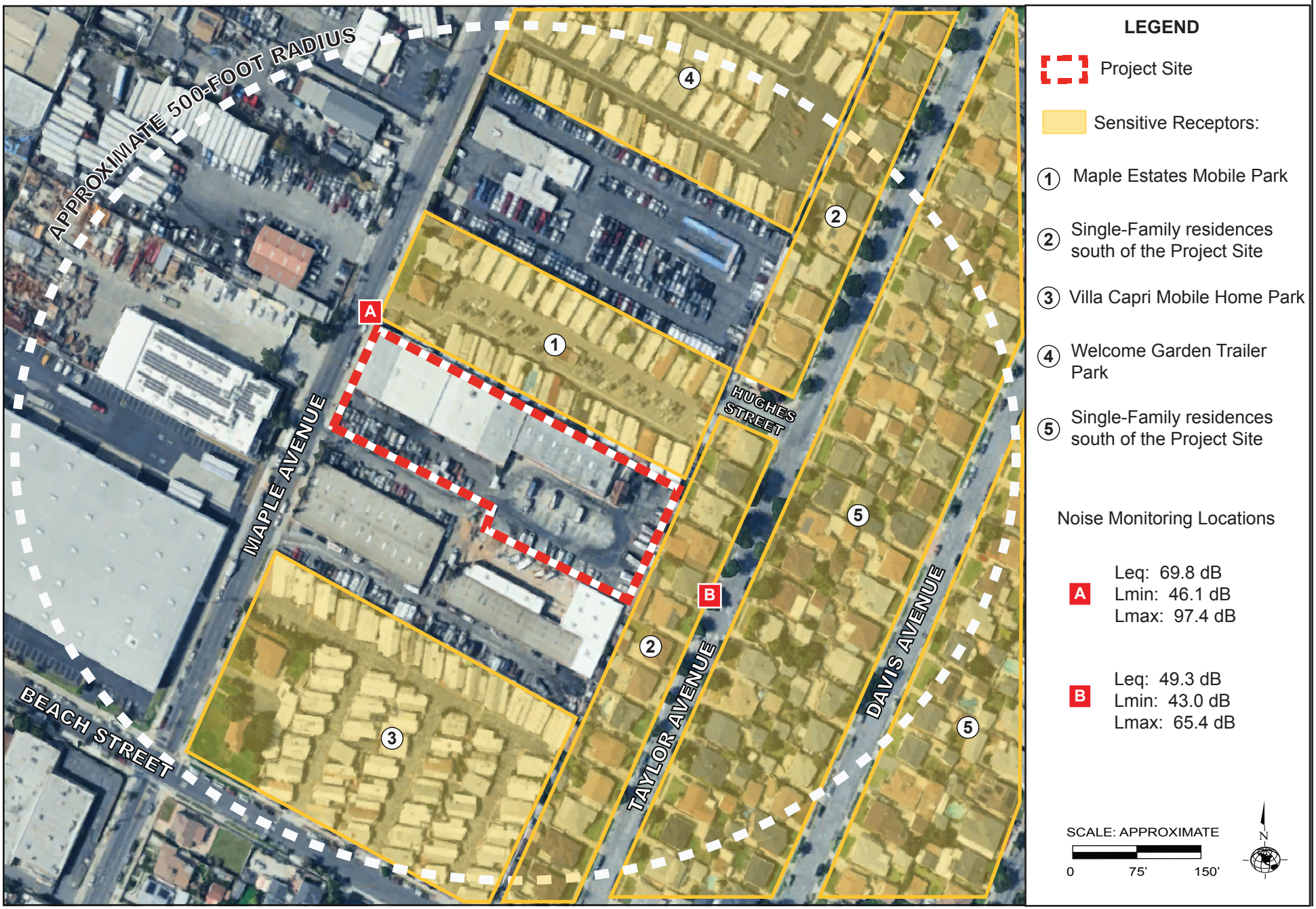
United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

APPENDIX A

NOISE MONITORING DATA AND MODELING WORKSHEETS



Source: Google Earth, Aerial View, 2024.

Figure 3
Noise Monitoring and Sensitive Receptors

Measurement Report

Report Summary

Meter's File Name	831_Data.192.s	Computer's File Name	831C_10304-20250220 125902-831_Data.192.ldbin
Meter	831C 10304		
Firmware	04.5.1R0		
User	Elise Lorenzana Cronkrite	Location A:	Adjacent to the Project Site, along Maple Avenue
Job Description	718-730 S. Maple Ave		
Note	GoStoreIt		

Start Time	2025-02-20 12:59:02	Duration	0:15:00.0		
End Time	2025-02-20 13:14:02	Run Time	0:15:00.0	Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	69.8 dB		
LAE	99.3 dB	SEA	--- dB
EA	949.4 µPa²h	LAFTM5	80.2 dB
LZ_{peak}	112.4 dB	2025-02-20 13:01:40	
LAS_{max}	94.7 dB	2025-02-20 13:01:40	
LAS_{min}	46.1 dB	2025-02-20 12:59:28	
LA_{eq}	69.8 dB		
LC_{eq}	76.6 dB	LC_{eq} - LA_{eq}	6.8 dB
LAI_{eq}	77.0 dB	LAI_{eq} - LA_{eq}	7.2 dB

Exceedances	Count	Duration
LAS > 65.0 dB	28	0:05:33.6
LAS > 85.0 dB	3	0:00:07.5
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	69.8 dB	69.8 dB	0.0 dB

	LDEN	LDay	LEve	LNight
	69.8 dB	69.8 dB	--- dB	--- dB

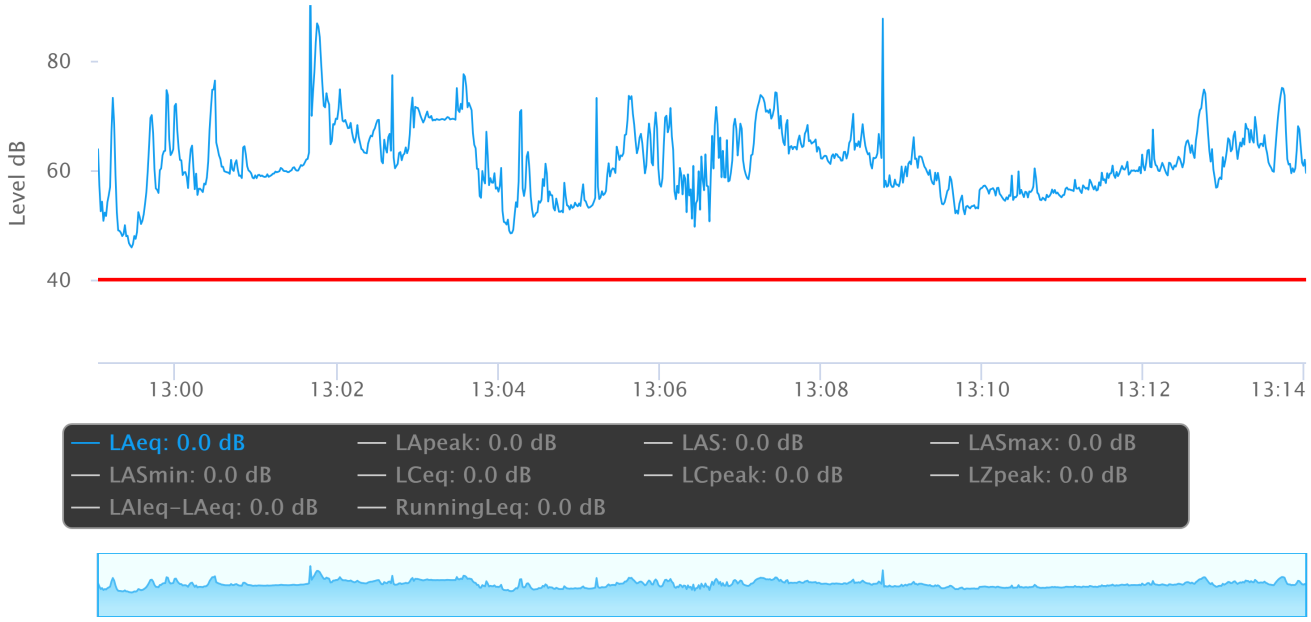
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	69.8 dB		76.6 dB		80.1 dB	
$Ls_{(max)}$	94.7 dB	2025-02-20 13:01:40	94.0 dB	2025-02-20 13:01:40	94.2 dB	2025-02-20 13:01:40
$LF_{(max)}$	101.5 dB	2025-02-20 13:01:40	100.7 dB	2025-02-20 13:01:40	100.9 dB	2025-02-20 13:01:40
$LI_{(max)}$	103.3 dB	2025-02-20 13:01:40	102.5 dB	2025-02-20 13:01:40	102.7 dB	2025-02-20 13:01:40
$LS_{(min)}$	46.1 dB	2025-02-20 12:59:28	63.8 dB	2025-02-20 13:04:10	67.6 dB	2025-02-20 13:04:10
$LF_{(min)}$	45.5 dB	2025-02-20 12:59:26	61.5 dB	2025-02-20 13:04:28	64.4 dB	2025-02-20 13:04:28
$LI_{(min)}$	45.8 dB	2025-02-20 12:59:26	64.4 dB	2025-02-20 13:04:10	68.6 dB	2025-02-20 13:04:09
$L_{Peak(max)}$	110.9 dB	2025-02-20 13:01:40	112.1 dB	2025-02-20 13:01:40	112.4 dB	2025-02-20 13:01:40

Overloads	Count	Duration
	0	0:00:00.0

Statistics

LAS 5.0	72.5 dB
LAS 10.0	70.0 dB
LAS 33.3	64.2 dB
LAS 50.0	61.2 dB
LAS 66.6	59.0 dB
LAS 90.0	54.6 dB

Time History



Measurement Report

Report Summary

Meter's File Name	831_Data.193.s	Computer's File Name	831C_10304-20250220 131922-831_Data.193.ldbin
Meter	831C 10304		
Firmware	04.5.1R0		
User	Elise Lorenzana Cronkrite	Location B:	South of the Project Site, along Taylor Avenue
Job Description	718-730 S. Maple Ave.		
Note	GoStoreIt		

Start Time	2025-02-20 13:19:22	Duration	0:15:00.0		
End Time	2025-02-20 13:34:22	Run Time	0:15:00.0	Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	49.3 dB		
LAE	78.8 dB	SEA	--- dB
EA	8.4 µPa²h	LAFTM5	54.3 dB
LZ_{peak}	91.2 dB	2025-02-20 13:27:08	
LAS_{max}	65.4 dB	2025-02-20 13:25:23	
LAS_{min}	43.0 dB	2025-02-20 13:19:25	
LA_{eq}	49.3 dB		
LC_{eq}	60.5 dB	LC_{eq} - LA_{eq}	11.2 dB
LAI_{eq}	51.8 dB	LAI_{eq} - LA_{eq}	2.5 dB

Exceedances	Count	Duration
LAS > 65.0 dB	1	0:00:01.5
LAS > 85.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	49.3 dB	49.3 dB	0.0 dB

	LDEN	LDay	LEve	LNight
	49.3 dB	49.3 dB	--- dB	--- dB

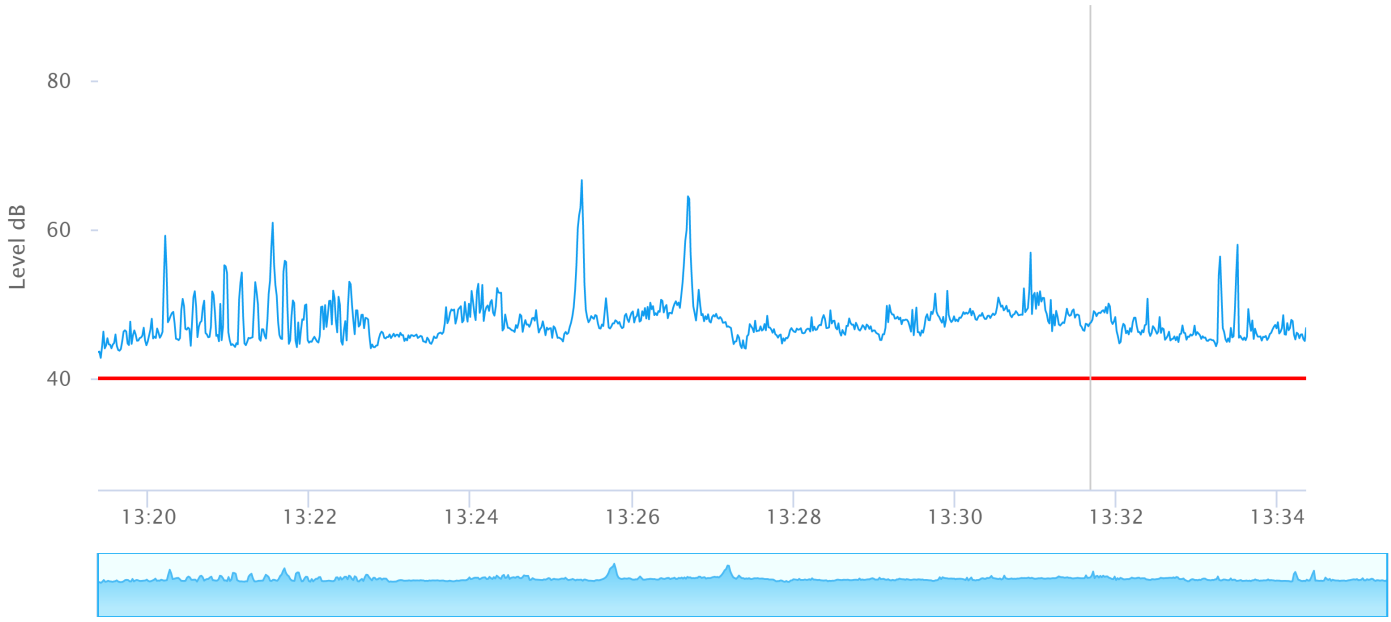
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	49.3 dB		60.5 dB		69.8 dB	
$Ls_{(max)}$	65.4 dB	2025-02-20 13:25:23	71.7 dB	2025-02-20 13:26:42	81.6 dB	2025-02-20 13:27:08
$LF_{(max)}$	67.8 dB	2025-02-20 13:25:22	73.9 dB	2025-02-20 13:26:42	87.2 dB	2025-02-20 13:27:08
$LI_{(max)}$	69.1 dB	2025-02-20 13:25:22	75.0 dB	2025-02-20 13:26:42	89.3 dB	2025-02-20 13:27:08
$LS_{(min)}$	43.0 dB	2025-02-20 13:19:25	54.2 dB	2025-02-20 13:27:25	58.8 dB	2025-02-20 13:29:02
$LF_{(min)}$	41.7 dB	2025-02-20 13:19:25	52.4 dB	2025-02-20 13:32:02	56.6 dB	2025-02-20 13:31:35
$LI_{(min)}$	43.4 dB	2025-02-20 13:19:39	54.8 dB	2025-02-20 13:27:53	60.4 dB	2025-02-20 13:29:11
$L_{Peak(max)}$	82.2 dB	2025-02-20 13:26:42	84.6 dB	2025-02-20 13:26:42	91.2 dB	2025-02-20 13:27:08

Overloads	Count	Duration
	0	0:00:00.0

Statistics

LAS 5.0	51.9 dB
LAS 10.0	50.2 dB
LAS 33.3	48.2 dB
LAS 50.0	47.2 dB
LAS 66.6	46.4 dB
LAS 90.0	45.3 dB

Time History



Construction Noise Impact Summary Without Noise Barriers

Address	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase					Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
		Demo	Grading	Building	Paving	Architectural Coating		
RECEPTOR #1 (Maple Estates Mobile Home Park)	69.8	79.3	77.9	75.3	78.7	72.2	80.0	0.0
RECEPTOR #2 (Residences immediately east of the Project Site)	49.3	70.4	69.0	65.4	69.7	63.2	80.0	0.0
RECEPTOR #3 (Villa Capri Mobile Home Park south of the Project Site)	69.8	60.9	59.5	55.9	60.2	53.7	80.0	0.0
RECEPTOR #4 (Welcome Garden Trailer Park north of the Project Site)	69.8	55.2	53.7	50.1	54.5	48.0	80.0	0.0
RECEPTOR #5 (Residences east of the Project Site, east side of Taylor Avenue)	49.3	61.3	59.9	56.3	60.7	54.2	80.0	0.0

* Significance criteria is 80 dBA Leq (8-hr)

Date: 2/22/25
Project: 718-730 S. Maple Avenue
Phase: Demolition/Site Clearing

RECEPTOR #1 (Maple Estates Mobile Home Park)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Maple Estates Mobile Home Park	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	1	87.5	0	85.1	78.1		85.1	78.1
Dozer	No	40	85	82	1	87.5	0	77.1	73.2		77.1	73.2
						Construction Noise Level (dBA Leq)			79.3			79.3
						Noise Level Above 80 dBA Threshold			-0.7			-0.7

RECEPTOR #2 (Residences immediately east of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences immediately south of Project Site	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	1	245	0	76.2	69.2	10	66.2	59.2
Dozer	No	40	85	82	1	245	0	68.2	64.2	10	58.2	54.2
						Construction Noise Level (dBA Leq)			70.4			60.4
						Noise Level Above 80 dBA Threshold			-9.6			-19.6

RECEPTOR #3 (Villa Capri Mobile Home Park south of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Villa Capri Mobile Home Park south of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	145	232	10	66.7	59.7		76.7	69.7
Dozer	No	40	85	82	145	232	10	58.7	54.7		68.7	64.7
						Construction Noise Level (dBA Leq)			60.9			70.9
						Noise Level Above 80 dBA Threshold			-19.1			-9.1

RECEPTOR #4 (Welcome Garden Trailer Park north of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Welcome Garden Trailer Park north of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	360	448	10	61.0	54.0		71.0	64.0
Dozer	No	40	85	82	360	448	10	53.0	49.0		63.0	59.0
						Construction Noise Level (dBA Leq)			55.2			65.2
						Noise Level Above 80 dBA Threshold			-24.8			-14.8

RECEPTOR #5 (Residences east of the Project Site, east side of Taylor Avenue)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences south of the Project Site, east side of Taylor Avenue	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	150	220	10	67.1	60.1		77.1	70.1
Dozer	No	40	85	82	150	220	10	59.1	55.2		69.1	65.2
						Construction Noise Level (dBA Leq)			61.3			71.3
						Noise Level Above 80 dBA Threshold			-18.7			-8.7

Notes:
1. Daytime noise levels are based on noise monitoring surveyed in Project vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.
Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER ENVIRONMENTAL CONSULTANTS

Date: 2/22/25
Project: 718-730 S. Maple Avenue
Phase: Grading

RECEPTOR #1 (Maple Estates Mobile Home Park)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Maple Estates Mobile Home Park	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Grader	No	40	85	85	1	87.5	0	80.1	76.2	20	60.1	56.2
Dozer	No	40	85	82	1	87.5	0	77.1	73.2	20	57.1	53.2
						Construction Noise Level (dBA Leq)			77.9			57.9
						Noise Level Above 80 dBA Threshold			-2.1			-22.1

RECEPTOR #2 (Residences immediately east of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences immediately south of Project Site	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Grader	No	40	85	85	1	245	0	71.2	67.2	20	51.2	47.2
Dozer	No	40	85	82	1	245	0	68.2	64.2	20	48.2	44.2
						Construction Noise Level (dBA Leq)			69.0			49.0
						Noise Level Above 80 dBA Threshold			-11.0			-31.0

RECEPTOR #3 (Villa Capri Mobile Home Park south of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Villa Capri Mobile Home Park south of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Grader	No	40	85	85	145	232	10	61.7	57.7	20	51.7	47.7
Dozer	No	40	85	82	145	232	10	58.7	54.7	20	48.7	44.7
						Construction Noise Level (dBA Leq)			59.5			49.5
						Noise Level Above 80 dBA Threshold			-20.5			-30.5

RECEPTOR #4 (Welcome Garden Trailer Park north of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Welcome Garden Trailer Park north of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Grader	No	40	85	85	360	448	10	56.0	52.0	30	36.0	32.0
Dozer	No	40	85	82	360	448	10	53.0	49.0	30	33.0	29.0
						Construction Noise Level (dBA Leq)			53.7			33.7
						Noise Level Above 80 dBA Threshold			-26.3			-46.3

RECEPTOR #5 (Residences east of the Project Site, east side of Taylor Avenue)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences south of the Project Site, east side of Taylor Avenue	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Grader	No	40	85	85	150	220	10	62.1	58.2	30	42.1	38.2
Dozer	No	40	85	82	150	220	10	59.1	55.2	30	39.1	35.2
						Construction Noise Level (dBA Leq)			59.9			39.9
						Noise Level Above 80 dBA Threshold			-20.1			-40.1

Notes:
1. Daytime noise levels are based on noise monitoring surveyed in Project vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.
Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER ENVIRONMENTAL CONSULTANTS

Date: 2/22/25
Project: 718-730 S. Maple Avenue
Phase: Building Construction

RECEPTOR #1 (Maple Estates Mobile Home Park)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Maple Estates Mobile Home Park	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Welder	No	40	85	80	1	87.5	0	75.1	71.2	20	55.1	51.2
Generator	No	50	82	81	1	87.5	0	76.1	73.1	20	56.1	53.1
							Construction Noise Level (dBA Leq)		75.3			55.3
							Noise Level Above 80 dBA Threshold		-4.7			-24.7

RECEPTOR #2 (Residences immediately east of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences immediately south of Project Site	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Roller	No	20	85	80	1	245	0	66.2	59.2	20	46.2	39.2
Generator	No	50	82	81	1	245	0	67.2	64.2	20	47.2	44.2
							Construction Noise Level (dBA Leq)		65.4			45.4
							Noise Level Above 80 dBA Threshold		-14.6			-34.6

RECEPTOR #3 (Villa Capri Mobile Home Park south of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Villa Capri Mobile Home Park south of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Roller	No	20	85	80	145	232	10	56.7	49.7	20	46.7	39.7
Generator	No	50	82	81	145	232	10	57.7	54.7	20	47.7	44.7
							Construction Noise Level (dBA Leq)		55.9			45.9
							Noise Level Above 80 dBA Threshold		-24.1			-34.1

RECEPTOR #4 (Welcome Garden Trailer Park north of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Welcome Garden Trailer Park north of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Roller	No	20	85	80	360	448	10	51.0	44.0	30	31.0	24.0
Generator	No	50	82	81	360	448	10	52.0	48.9	30	32.0	28.9
							Construction Noise Level (dBA Leq)		50.1			30.1
							Noise Level Above 80 dBA Threshold		-29.9			-49.9

RECEPTOR #5 (Residences east of the Project Site, east side of Taylor Avenue)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences south of the Project Site, east side of Taylor Avenue	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Roller	No	20	85	80	150	220	10	57.1	50.1	30	37.1	30.1
Generator	No	50	82	81	150	220	10	58.1	55.1	30	38.1	35.1
							Construction Noise Level (dBA Leq)		56.3			36.3
							Noise Level Above 80 dBA Threshold		-23.7			-43.7

Notes:
1. Daytime noise levels are based on noise monitoring surveyed in Project vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.
Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER ENVIRONMENTAL CONSULTANTS

Date: 2/22/25
Project: 718-730 S. Maple Avenue
Phase: Paving

RECEPTOR #1 (Maple Estates Mobile Home Park)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Maple Estates Mobile Home Park	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Pavers	No	50	N/A	77.0	1	87.5	0	72.1	69.1	20	52.1	49.1
Paving Equipment	No	20	N/A	90.0	1	87.5	0	85.1	78.1	20	65.1	58.1
							Construction Noise Level (dBA Leq)		78.7			58.7
							Noise Level Above 80 dBA Threshold		-1.3			-21.3

RECEPTOR #2 (Residences immediately east of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences immediately south of Project Site	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Pavers	No	50	N/A	77.0	1	245	0	63.2	60.2	20	43.2	40.2
Paving Equipment	No	20	N/A	90.0	1	245	0	76.2	69.2	20	56.2	49.2
							Construction Noise Level (dBA Leq)		69.7			49.7
							Noise Level Above 80 dBA Threshold		-10.3			-30.3

RECEPTOR #3 (Villa Capri Mobile Home Park south of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Villa Capri Mobile Home Park south of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Pavers	No	50	N/A	77.0	145	232	10	53.7	50.7	20	43.7	40.7
Paving Equipment	No	20	N/A	90.0	145	232	10	66.7	59.7	20	56.7	49.7
							Construction Noise Level (dBA Leq)		60.2			50.2
							Noise Level Above 80 dBA Threshold		-19.8			-29.8

RECEPTOR #4 (Welcome Garden Trailer Park north of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Welcome Garden Trailer Park north of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Pavers	No	50	N/A	77.0	360	448	10	48.0	44.9	20	38.0	34.9
Paving Equipment	No	20	N/A	90.0	360	448	10	61.0	54.0	20	51.0	44.0
							Construction Noise Level (dBA Leq)		54.5			44.5
							Noise Level Above 80 dBA Threshold		-25.5			-35.5

RECEPTOR #5 (Residences east of the Project Site, east side of Taylor Avenue)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences south of the Project Site, east side of Taylor Avenue	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Pavers	No	50	N/A	77.0	150	220	10	54.1	51.1	20	44.1	41.1
Paving Equipment	No	20	N/A	90.0	150	220	10	67.1	60.1	20	57.1	50.1
							Construction Noise Level (dBA Leq)		60.7			50.7
							Noise Level Above 80 dBA Threshold		-19.3			-29.3

Notes:
1. Daytime noise levels are based on noise monitoring surveyed in Project vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.
Source: Roadway Construction Noise Model (RCNM),Version 1.1

Date: 2/22/25
Project: 718-730 S. Maple Avenue
Phase: Architectural Coatings

RECEPTOR #1 (Maple Estates Mobile Home Park)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Maple Estates Mobile Home Park	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	40	80	78	1	87.5	0	73.1	69.2	20	53.1	49.2
Air Compressor	No	40	80	78	1	87.5	0	73.1	69.2	20	53.1	49.2
							Construction Noise Level (dBA Leq)		72.2		Results	52.2
							Noise Level Above 80 dBA Threshold		-7.8		Noise Level Above Ambient	-27.8

RECEPTOR #2 (Residences immediately east of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences immediately south of Project Site	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	40	80	78	1	245	0	64.2	60.2	20	44.2	40.2
Air Compressor	No	40	80	78	1	245	0	64.2	60.2	20	44.2	40.2
							Construction Noise Level (dBA Leq)		63.2		Results	43.2
							Noise Level Above 80 dBA Threshold		-16.8		Noise Level Above Ambient	-36.8

RECEPTOR #3 (Villa Capri Mobile Home Park south of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Villa Capri Mobile Home Park south of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	40	80	78	145	232	10	54.7	50.7	20	44.7	40.7
Air Compressor	No	40	80	78	145	232	10	54.7	50.7	20	44.7	40.7
							Construction Noise Level (dBA Leq)		53.7		Results	43.7
							Noise Level Above 80 dBA Threshold		-26.3		Noise Level Above Ambient	-36.3

RECEPTOR #4 (Welcome Garden Trailer Park north of the Project Site)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Welcome Garden Trailer Park north of the Project Site	Residential	69.8

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	40	80	78	360	448	10	49.0	45.0	20	39.0	35.0
Air Compressor	No	40	80	78	360	448	10	49.0	45.0	20	39.0	35.0
							Construction Noise Level (dBA Leq)		48.0		Results	38.0
							Noise Level Above 80 dBA Threshold		-32.0		Noise Level Above Ambient	-42.0

RECEPTOR #5 (Residences east of the Project Site, east side of Taylor Avenue)

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residences south of the Project Site, east side of Taylor Avenue	Residential	49.3

Equipment							Without Noise Barriers			With Noise Barriers		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	40	80	78	150	220	10	55.1	51.2	20	45.1	41.2
Air Compressor	No	40	80	78	150	220	10	55.1	51.2	20	45.1	41.2
							Construction Noise Level (dBA Leq)		54.2		Results	44.2
							Noise Level Above 80 dBA Threshold		-25.8		Noise Level Above Ambient	-35.8

Notes:
1. Daytime noise levels are based on noise monitoring surveyed in Project vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.
Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER ENVIRONMENTAL CONSULTANTS

Land Use: 110
General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 30 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:30 and 11:30 a.m. and 1:15 and 2:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876

Project Trip Generation

Land Use	Units		Daily	AM Peak Hour	PM Peak Hour
Trip Rates					
110 General Light Industrial *		TSF	4.8	0.74	0.65
151 Mini Warehouse **		HSU	17.96	1.21	1.68
Existing Uses					
110 General Light Industrial	31	TSF	149	23	20
Proosed Use					
151 Mini Warehouse	12.5	HSU	225	15	21
NET TRIP GENERATION			76	-8	1
NET TRIP GENERATION AS PERCENTAGE			51%	-34%	4%

Notes:

TSF = Thousand Square Feet

HSU = Hundered Storage Units

* Trip Rates from the ITE Trip Generation Manual, 11th Edition, 2021. Land Use Code (110) General Light Indus

** Trip Rates from the ITE Trip Generation Manual, 11th Edition, 2021. Land Use Code (151) Mini Warehouse.

GOStoreIt
SELF STORAGE

Apoyo el proyecto de autoalmacenamiento en 720 S. Maple Avenue. Me reuní con representantes del proyecto y discutimos los beneficios proyecto incluida la revitalización de la propiedad con una nueva y atractiva instalación de almacenamiento. Me gustan las medidas de seguridad para acceder a las unidades de almacenamiento; el acceso limitado a las unidades (sin acceso las 24 horas); los nuevos ingresos fiscales para la ciudad; y su compromiso de informar a los residentes locales sobre el proyecto. Pedimos al Ayuntamiento de Montebello que apruebe este proyecto.

	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Arnold Gonzalez Navarro	845 W Mines Ave Apt A	Montebello 90640	323-726-6924	
2	Maria Barragán	839 W Mines Ave Apt C. Montebello California 90640	Montebello 90640		
3	Paulina Diaz	839 Mines Ave Apt C	Montebello 90640		
4	Geovanni Diaz	839 W Mines Ave Apt C	Montebello 90640		
5	Francisco Diaz	839 W Mines Ave Apt C	Montebello 90640		

GOStoreIt SELF STORAGE

Apoyo el proyecto de autoalmacenamiento en 720 S. Maple Avenue. Me reuní con representantes del proyecto y discutimos los beneficios proyecto incluida la revitalización de la propiedad con una nueva y atractiva instalación de almacenamiento. Me gustan las medidas de seguridad para acceder a las unidades de almacenamiento; el acceso limitado a las unidades (sin acceso las 24 horas); los nuevos ingresos fiscales para la ciudad; y su compromiso de informar a los residentes locales sobre el proyecto. Pedimos al Ayuntamiento de Montebello que apruebe este proyecto.

	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Elena DeLeon	851 W. Mines AVe	Montebello 90640	323-890-0842	
2	Rebecca DeLeon	" "	Montebello 90640		
3	Pablo DeLeon	" "	Montebello 90640		
4	Esteban DeLeon	" "	Montebello 90640	323-890-0842	
5	Karla Paniagua	845 W Mines Ave Apt A	Montebello 90640	323-266-4154	

GOStoreIt SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Adrian Ramo	870 w. Mines Ave.	Montebello 90640		
2	Hermelinda Murillo	865.W MINES AVE	Montebello 90640	323-726-2418	
3	Richard Murillo	865 W MINES AVE	Montebello 90640	323-726-2418	
4	Miguel Murillo	865.W MINES AVE	Montebello 90640	323-726-2418	
5	Michael Murillo	865.W MINES AVE	Montebello 90640		

GOStoreIt SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Emmanuel A	892 W Mines Apt. B	Montebello CA 90640	323-526-6481	
2	Brandon-Arce		Montebello 90640		
3	Steyla Javier		Montebello 90640		
4	Osorio - Family	870 W. Mines #G	Montebello 90640		
5	Brenda Martinez	870 W. Mines Apt, F	Montebello 90640		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Mona Gonzalez	1100 west Mines	Montebello		
2	Jorge Gonzalez	1100 Mines	Montebello 90640		
3	Margarita Trujillo	1112 Mines Av Montebello Calif 90640	Montebello 90640	323-726-1196	
4	Raul Duarte	1112 Mines Av	Montebello 90640		
5	Aurelio Mata	1117 Mines Av. Montebello	Montebello 90640	910-551-0779	

GOStorelt
SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Arcenia Méndez	832 Mines #10	Montebello 90640		
2	[illegible]	840 W Mines #9	Montebello 90640		
3	Teresa Portillo	840 w Mines APT#12	Montebello 90640		
4	Micaela Baez	840 W Mines S	Montebello 90640		
5	Ermilo Zalazar	840 W Mines	Montebello 90640	805-905-1248	

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Gloria Cabrera	812 Mines Ave. Montebello Ca 90640	Montebello 90640		
2	Yolanda Aviles	828 W Mines Ave Montebello CA 90640	90640 Montebello	213-321-3148	
3	Claudia Aviles		90640 Montebello	702-502-3522	
4	Martha O	828 W Mines Ave	90640 Montebello	760-899-2759	
5	Luis Santos	832 - ~~W~~ Mines Ave Apt #4	90640 Montebello		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Richard Mercado	610 Greenwood	Montebello 90640	562-695-3580	
2	Victoria Velasco	"	"	323-726-7625	
3	Janet Zamora	812 W. Minnesota Ave	Montebello 90640	323-972-6969	
4	James Zamora			323-728-4505	
5	Esteban Moreno				

GOStoreIt
SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Evelyn	840 S. Greenwood AVE	Montebello 90640		
2	David Muñoz	840 S. Greenwood Ave Montebello CA 90640 #B	Montebello 90640	626-260-7684	
3	Diana Munoz	840 Greenwood #B	Montebello 90640	626-506-7669	
4	Silvia Torres	840 S. Greenwood Ave. Montebello CA #E	Montebello 90640	323-687-9330	
5	Lorenzo Torres	840 Greenwood #E	Montebello 90640	323-687-9330	

GOStoreIt SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Jose L. Carrillo	544 Montebello Cal.	Montebello 90640		
2	Jimmy Ray	546 Montebello	Montebello 90640		
3	Cecilia Gonzales	540 Montebello Bld.	Montebello 90640		
4	Andy Acosta	542 Montebello Bld.	Montebello 90640		
5	Rebecca Contreras	553 S Montebello Blvd	Montebello 90640	323-571-1595	

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Erika Noriega	5535 Montebello Blvd	Montebello CA 90640	(323) 3967654	
2	Angelica Corral	5535 Montebello Blvd.	Montebello CA 90640	(323) 363-6562	
3	Mayra Acosta	553 Montebello Blvd	Montebello CA 90640	323 3967654	
4	[illegible]	555 Montebello	montebello ca 90640	(323) 7845904	
5	Marlen [illegible]	555 Montebello	montebello CA 90640	723-6802	

GOStorelt
SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Rosalba Chavez	822 S. Greenwood Av. Montebello CA 90640	Montebello 90640	323-838-0719	
2	Veronica Sanchez	828 S. Greenwood Ave Montebello CA 90640	Montebello 90640		
3	Jose Rodriguez	828 S. Greenwood	Montebello 90640		
4	Rubi Loy	828 S. Greenwood Ave. Montebello CA 90640	Montebello 90640		
5	Elder Gonzalez	" "	Montebello 90640		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Anthony Cano	1105 Cabel St Mon	Montebello 90640		
2	Armando Rios	712 Carmelita Pl.	Montebello 90640		
3	Destiny Castaneda	716 Carmelita Pl	Montebello 90640	310-709-0956	
4	Araceli Hernandez	1	Montebello 90640	310-709-2948	
5	Patrick Castillo	820 3/4 S. Greenwood Ave	Montebello 90640		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Ale Corona	117 S. Maple Ave Apt D	Montebello CA	562-203-2795	
2	Ruben Rosales	120 AVENUE Maple AVE	Montebello CA		
3	Carolin Avila	124 S maple	Montebello		
4	Angel Avila	124 S. Maple	Montebello	323-273-8246	
5	Fidel Marquez	128 S Maple AV.	Montebello	323-888-8850	

GOStorelt
SELF STORAGE

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	Name/Nombre	~~209~~ Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Raquel Rojas Estela Rojas	209 maple st	Montebello		
2			Montebello		
3	Diane Medina	209½ S. Maple Ave	Montebello	323-726-0922	
4	Jessica Gandara	211 S. Maple Ave	Montebello	323-726-0767	
5	Francesca Valdivia	215½ S Maple Av	Montebello	323-278-0872	

GOStoreIt SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Erica Garcia	721 S. Taylor Montebello	90640		
2	Lopez, Robert	829 S. Taylor #8	90640		
3	Antonio Mata	845 S Taylor, 5	90640	914-523-5926	
4	Ana Karez		90640		
5	Rocio Velasco	853 S taylor Ave #10 Montebello	90640		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Evodia Palacios	829 S Taylor Ave 6 Montebello ca 90640	90640		
2	Julio Lopez	829 S Taylor	90640		
3	CUAUHTEMOC. O	829 S TAYLOR AVE MONTEBELLO CA 90640 - #11	90640		
4	MAYRA S	" "	90640	323-727-2874	
5	ALEXIS. A	" "	90640		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Mario Martinez	825 S. Montebello Blvd.	90640	661-480-8141	
2	Usbaldo Salas	813 S. Montebello	90640		
3	Stacy James	805 S Montebello Blvd.	90640	323-724-1838	
4	Isabel Rodriguez	817 S. Mtb Bl Mtb CA	90640	323-228-4190	
5	Francisco Rodriguez	832 S. MONTEBELLO BLVD, MTB CA	90640	323-490-7827	

GOStoreIt
SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	[illegible]	749 S. Spruce St Montebello CA. 90640	90640		
2	Alex Pi[illegible]	" " " "	90640	323-695-3412	
3	Jessy Est	753 S Spruce St Montebello CA 90640	90640		
4	Patrick Soto	744 S. Spruce St	90640	323-667-4720	
5	Alvin Robles		90640		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Ancit Pogosyan	148. S. Maple #1 Montebello	90640	323-728-3524	
2	Vasik Kaz.	148 S. 2	90640	323-724-0931	
3	Alfonso Ortega	212 S. Maple Ave ↓	90640	323-888-6971	
4	Laura Ortega		90640	323-888-6971	
5	[illegible]	216 S Maple	90640	323-972-2077	

GOStorelt
SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Leslie Valdez	829 S. SPRUCE st. montebello	Montebello	323-695-7941	
2	margaret valdez MARIA CORONEL	8285 SPRUCE	Montebello	626-641-3730	
3	Enriquet chaps	836 Spruce	Montebello		
4	Maria Sabe	813 S. montebello	Montebello		
5	Maria coronel		Montebello	909-627-2383	

GOStoreIt
SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	CARMEN CHAVEZ	745 S. MONTEBELLO BLVD.	MONTEBELLO	323-728-7442	
2	Aron Jun:	845 taylor avenue	Montebello		
3	Jameson Silva		Montebello		
4	Anthony borrios		Montebello		
5	Miguel ortega	945 Taylor Ave	Montebello	213-748-5377	

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Rebecca Heredia	133 S. Maple Ave #B	Montebello	(213)200-0384	Rheredia40@gmail.com
2	Esteban Lopez	133 Maple Ave	Montebello		
3	Ricardo Garcia	125 S. Maple Av #4	Montebello	562-695-6164	
4	[illegible]	121 S. Maple Ave #4	"	323-727-7029	
5	carolina corona	117 S. Maple Ave Apt. D	Montebello	213-841-1106	

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Alejandro Perez	223 S Maple Av	90640		
2	Jared Perez Maria Perez	221 S. Maple Av	90640		
3	Maria Perez	221 S. Maple Ave	90640	323-477-1784	
4	Azucena Beristain	137 S Maple ave. Montebello	90640.	323-972-2551	
5	Marcos Hernandez.	137 S. Maple Ave.	90640		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	MARY ALICE SERDA	648 S.O. TAYLOR AVE	Montebello	(323) 726-0159	
2	Gilbert Sanchez	644. S. Taylor AVE	MNTBLO	323-5730140	
3	AURORA MÉNIA	636 S TAYLOR	MBLO	323.888.6199	
4	Isabel Zamora	636 S Taylor Ave			
5	Helena Gonzalez	1204 Beach St	Mbt.	323 637 2061	

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Alondra Juarez	809 S. Greenwood Ave #1	Montebello, CA		
2	LAURA Flores	809 S. Greenwood Ave. Apt 8	Montebello CA		
3	Norma Herrera	" #13	CA,		
4	Damon Campos	819 S Greenwood Ave Apt E	Montebello CA		
5					

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	MAYRA V	825 Taylor #3	montebello		
2	Meguei	825 Taylor #3	Montebello		
3	Ryan C	825 S. Taylor #5	Montebello		
4	Precious V.	" "	Montebello		
5	Brianna C.	825 Taylor Ave #11	Montebello		

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SELF STORAGE

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Dan Serradell	725 Davis Ave	Montebello		
2	Frank Castro	717 Davis Ave	Montebello		
3	Elvira C	653 Davis AV	Montebello		
4	Sergio Espinal	852, south taylor	Montebello		
5	Joshua Espinal	"	Montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1		844 c taylor c AV Montebello CA 90640	Montebello		
2		844 S Taylor Ave F	Montebello		
3	Isela Torres	844 S Taylor Ave	Montebello		
4		842 S Taylor AVE	Montebello		
5		832 S Taylor	Montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	EVELYN MALDONAD	832 S TAYLOR AVE	MONTEBELLO 90640	(323) 659 9086	EVELYNMALDONAD 1222@GMAIL
2	Jennifer Dominguez	832 S Taylor Ave	Montebello 90640	323-358-0829	
3	Arturo Zepeda	832 S Taylor Ave	montebello		
4	Yadira Carrera	832 S Taylor Ave	Montebello	323) 674 4827	
5	Daniel Carrera	325 Taylor Ave	montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Isabel Garcia	828 S. Taylor Av.	Montebello.		
2	Kenia Cabrera	820 S. Taylor Av.	Montebello 90640		
3	MARIA F OJEDA	820 S Taylor Ave #13	Montebello CA 90640		
4	Adrianna Trujillo	812 S. Taylor Apt#7 Montebello Ave 90640	90640		
5	George Narvaez	812 S Taylor Ave	90640 Montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Esteban Estrada	613 S. Taylor Ave	90640 Montebello		
2	[illegible]	637 S Taylor	Montebello		
3	Fernando Jimenez	637 S Taylor	Montebello		
4	Yves Potter	644 S Taylor	Montebello		
5	Rosalie Baca	705 S. Taylor Ave	90640 Montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Maria Esther Jimenez	749 S. Taylor Ave.	Montebello	(323) 888-2120	
2	Sahara Montoya	749 S. Taylor	montebello		
3	Elizabeth	749 S. Taylor	montebello		
4	Ximena Ibarra	817 S. Taylor	Montebello, CA	(323) 425 1655	
5	Maria Gomez	825 Taylor	90640 montebello		

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1	Pablo Bonilla	748. Tilley	monte bello		
2	Jennifer Laguna	720 S taylor ave	montebello	(323)392-9612	
3	Sandra Laguna	720 Taylor	montebello		
4	Sandra Chavarin	720 Taylor Ave	montebello		
5	[illegible]	648 S. Taylor Ave	montebello	(323) 726-0159	

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1	Anakaren Vejar	845 Greenwood #14	Montebello	(562) 309-1573	
2	Karla N. Ramirez	845 Greenwood #14	montebello		
3	Rashid Heshmati	845 greenwood #17	montebello		
4	Carly Zabala	845 greenwood #15	montebello	323-869-1714	
5	Casey Zabala	845 greenwood #15	montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Francisco Castro	847 S Greenwood Ave #4.	Montebello	(323) 879-7152	
2	Joanna Sainez	847 S greenwood Ave #20	Montebello		
3	Joval Macias	" "	Montebello		
4	Daniel Lopez	847 S Greenwood Apt. 17	Montebello		
5	Justice Marin	847 S Greenwood Ave #17	montebello	(718) 268-6722	

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	margot A Reyes	827 Greenwood #A	Montebello	323 122 2980	
2	[illegible]	827 Greenwood D	Montebello		
3	[illegible]	827 Greenwood #E	Montebello		
4	[illegible]	825 S Greenwood #"C"	MONTEBELLO	(323) 888-9312	
5	Eduardo D.	825 Greenwood	MNTB		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Blanca E. Tula	Apt. B 825 S. Greenwood AV.	90640		
2	Luis Miranda	" "	90640		
3	DE ~~Ady~~ ~~SENION~~	825 APTA	90640		
4	Gladys Morales	827 APTA.	90640		
5	Maria Valdivia	829. S Greenwood Ap. #3	Montebello		

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	Name/Nombre	Address/Domicilio	City and Zip Code/Ciudad y Zona Postal	Telephone/Telefono	Email/Correo Electronico
1	Marilynn Robles	843 Greenwood Ave	Montebello		
2	Javier Acuña Jr	843 Greenwood	Montebello		
3	Maria Robles	843 Greenwood ave	Montebello		
4	Rene Baires	847 greenwood ave	montebello		
5	Daniel Lopez	847 greenwood ave	Montebello	323 516 6341	

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1	Armando Valdivia	829 Greenwood #3	Montebello		
2	Guisette Valdivia	829 greenwood 3	Montebello	(209)538-9280	
3	Martin Lopez	829 Greenwood Ave	Montebello		
4	CESAR OCAMPO	837 11 APT 12	Montebello		forgottentree.13@Yahoo.com
5	Ciel, torre	841 S Grenwood	Montebello 90640		

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1	Ascención Osuna	1128 Beach St Montebello	Montebello	323 557 3216	
2	Haydee Guerra	8395. Greenwood #22 AV. Montebello Ca	MntB		
3	Gustavo C. Jr.	839 Greenwood #22	MntB		
4	Jose Rafer Tofino	839 Apt 25	Montebello		
5	Noemi Rosales	8335 Greenwood Ave Montebello	Montebello		

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1	Maria Torres	845 S. Greenwood Ave #12 Montebello CA. 90640.	Montebello		
2	Andrea Orozco	845 Greenwood Ave	Montebello	(323) 728-7359	
3	Manuel Orozco	" "	Montebello	(323) 728-7359	
4	Gabriela Orozco	" "	Montebello		
5	Miriam Orozco	845 S. Greenwood Ave #14 Montebello CA 90640	Montebello		