



**PLANNING COMMISSION
MEETING AGENDA**

TUESDAY, AUGUST 5, 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
NOAH LOPEZ, PLANNING COMMISSIONER**

CITY STAFF

**JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
VIVIANA ESPARZA, PLANNING MANAGER
JILLIAN PICADO, SENIOR ADMINISTRATIVE ASSISTANT**

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 **Jillian Picado** at (323) 887-1218 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 **Jillian Picado** 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, August 05, 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 June 17, 2025.**

CONTINUED PUBLIC HEARING

2. **DRAFT ORDINANCE FOR A ZONE CODE AMENDMENT ("ZCA") TO MODIFY MONTEBELLO MUNICIPAL CODE ("MMC") CHAPTER 17 AND ESTABLISH A VIEWSHED PRESERVATION OVERLAY**

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

- ADOPT Resolution No. 08-25 recommending the City Council approve Zone Code Amendment (Case No. PC-2025-0006-ZCA) amending Chapter 17 of the Montebello Municipal Code adding Chapter 17.41 - Viewshed Preservation Overlay to protect and preserve significant public and private views; and
- DETERMINE AND FIND that the project is exempt from the California Environmental Quality Act ("CEQA") pursuant to the "Common Sense" exemption set forth under Section 15061(b)(3), which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment, considering that it can be seen with certainty that there is no possibility that adding a viewshed preservation overlay will have a significant effect on the environment and pursuant to CEQA Section 15303 related to construction and location of limited numbers of new, small facilities or structures, and the conversion of existing small structures that are consistent with the City's general plan policies and zoning regulations.

PUBLIC HEARING

3. **MODIFICATION TO CONDITIONAL USE PERMIT ("CUP") NO. 07-71 TO AUTHORIZE THE RECONFIGURATION OF THE EXISTING FORD OF MONTEBELLO AUTOMOBILE DEALERSHIP LOCATED AT 2747 VIA CAMPO, INCLUDING THE CONSTRUCTION OF AN APPROXIMATELY 21,850 SQUARE FOOT FIRST FLOOR ADDITION CONSISTING OF APPROXIMATELY 30 NEW INDOOR SERVICE BAYS, A VEHICLE DISPLAY AREA, RESTROOMS, A LUNCH ROOM, AN ELEVATOR, AND AN EQUIPMENT ROOM FOR THE ELEVATOR, AS WELL AS AN APPROXIMATELY 29,300 SQUARE FOOT ROOF TOP PARKING AREA CONSISTING OF 57 STANDARD PARKING SPACES AND A SEPARATE INVENTORY PARKING AREA ("PROPOSED PROJECT")**

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

- ADOPT Resolution No. 09-25 conditionally approving the construction of approximately 30 new indoor service bays and related appurtenant structures within a new 21,850 square foot first floor addition along with an approximately 29,300 square foot roof top parking and inventory area for the property located at 2747 Via Campo, and make related findings that the Proposed Project is consistent with the Montebello General Plan; and
- DETERMINE and FIND that the foregoing actions will not include substantial changes and/or cause significant effects to the environment as described in Section 15162 of the California Environmental Quality Act ("CEQA") Guidelines, nor result in any new impacts or increase the significance of environmental impacts beyond those identified in the previously approved Initial Study/Mitigated Negative Declaration ("IS/MND") (Case No. CUP 07-71, MOD 02-16), and therefore approval of the attached Addendum to the MND is appropriate.

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 **August 19, 2025 at 6:30 p.m.** at City Hall Council Chambers located at 1600 W. Beverly Boulevard, Montebello, CA 90640.

I, **Jillian Picado, Senior Administrative Assistant** for the City of Montebello, hereby certify that a copy of this agenda has been posted on or before **Thursday, July 31, 2025, 5:30 p.m.**



Senior Administrative Assistant



CITY OF MONTEBELLO

PLANNING COMMISSION MEETING AGENDA

MINUTES

TUESDAY, JUNE 17, 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 6:31 p.m.

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

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

Director Palombi acknowledged the City's 2025 Award of Excellence – the Daniel Burnham Award for a Comprehensive Plan Award, which was presented to the City by the American Planners Association of Los Angeles on Thursday, June 26, 2025.

MINUTES

1. Approval of the Minutes from the Planning Commission meeting held on May 6, 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 4-0. Commissioner Cuevas abstained as he was not present at the meeting.

PUBLIC HEARING

1. CONDITIONAL USE PERMIT (“CUP”) CASE NO. PC-2025-0004-CUP TO ALLOW A NEW MASSAGE ESTABLISHMENT LOCATED WITHIN AN EXISTING MULTI-UNIT, MIXED-USE BUILDING AT 492 N. GARFIELD AVENUE, MONTEBELLO, CALIFORNIA 90640 (“PROJECT SITE”).

Director Palombi introduced the item, followed by a presentation from Assistant Planner, Ms. Grace Hayashi, regarding the adoption of Resolution No. 07-25, which approves Conditional Use Permit (Case No. PC-2025-0004-CUP), to allow a new massage establishment located within an existing multi-unit, mixed-use building at 492 N. Garfield Avenue, Montebello, California 90640. Following Ms. Hayashi’s presentation, Ms. Hayashi responded to questions from the commission regarding zoning, feedback from the surrounding properties, and the purpose of the CUP. The Public Hearing was opened at 6:35 p.m. Chair Medina called upon the applicant, Thomas Chu, and asked him about his experience running massage facilities as well as the proposed establishment’s hours of operation. Commissioner Cuevas asked the applicant follow-up questions and made comments. Chair Medina and Commissioner Cuevas inquired further about hours of operation. Chair Medina also inquired about Conditions of Approval. Vice-Chair Lomeli motioned to adopt Resolution No. 07-25, which conditionally approves the Conditional Use Permit for the establishment of a new massage business located within an existing multi-unit, mixed-used building at 492 N. Garfield Avenue, Montebello, and make the associated findings that the proposed project is consistent with the Montebello General Plan, as well as determining and finding that the project (ENV No. 07-25) is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 – Existing Facilities. Chair Medina seconded the motion. Ms. Esparza conducted a roll call vote, and the item was approved unanimously 5-0. The Public Hearing was closed at 6:52 p.m.

2. DRAFT ORDINANCE FOR A ZONE CODE AMENDMENT (“ZCA”) TO MODIFY MONTEBELLO MUNICIPAL CODE (“MMC”) CHAPTER 17 AND ESTABLISH A VIEWSHED PRESERVATION OVERLAY

Director Palombi introduced the item, following by a presentation from Assistant Planner, Ms. Emilie Fernandez, regarding the adoption of Resolution No. 08-25, which recommends the City Council approve Zone Code Amendment (Case No. PC-2025-0006-ZCA) amending Chapter 17 of the Montebello Municipal Code adding Chapter 17.41 – Viewshed Preservation Overlay to protect and preserve significant public and private views. Following Ms. Fernandez’s presentation, Chair Medina asked the Deputy City Attorney for clarification regarding the need to recuse himself from an ethical standpoint since his primary residence, which he owns, is within the viewshed zone. The Deputy City Attorney confirmed that Chair Medina would not need to recuse himself. Chair Medina inquired if the protected views, and what is defined as protected views, would change over time. Ms. Fernandez clarified that the viewshed areas would be addressed on a case-by-case basis. Commissioner Lopez inquired about new housing in the area and having to adhere to a specific architectural style. Commissioner Cuevas asked a follow-up question regarding disagreements, appeals, and existing non-conforming structures and enforcement. Commissioner Lopez asked a follow-up question regarding fencing requirements. Chair Medina inquired about the financial hardships that may be associated with adhering to the ordinance. Chair Medina commented on creating a guidance document with the best practices and definitions for residents and stakeholders to follow. Chair Medina further recommended developing a Viewshed committee to review applications, clarifying the Right to Action language and appeal period, and engaging the community. Commissioner Morales seconded the importance of community engagement. The Public Hearing was opened at 7:16 p.m. Three (3) members of the public spoke in support of the ordinance. The Public Hearing was closed at 7:23 p.m. Chair Medina advised the ordinance needs to be applied in a fair and reasonable way and inquired if the item could be brought before the Planning Commission again at a later date. Director Palombi confirmed the item could be brought before the Planning Commission at a later date and factor in the changes that were discussed during today’s meeting. Director Palombi advised that staff also prepare a fact sheet to help guide the public, to be included in the staff report. Commissioner Lopez further recommended a document to provide guidelines and limitations to avoid financial hardships. Chair Medina motioned to continue the item to draft an ordinance for a zone code amendment (“ZCA”) to modify Montebello Municipal Code (“MMC”) Chapter 17 and establish a Viewshed Preservation Overlay and bring it back before the Planning Commission on August 5th. Vice-Chair Lomeli seconded the motion. Ms. Esparza conducted a roll call vote, and the commissioners voted unanimously 5-0 to continue the item on August 5th, 2025.

PLANNING COMMISSION ORALS – None.

ADJOURNMENT

The meeting was adjourned at 7:34 p.m. to the next regularly scheduled meeting that will be held on July 1, 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: Emilie Fernandez, Assistant Planner

SUBJECT: **DRAFT ORDINANCE FOR A ZONE CODE AMENDMENT ("ZCA") TO MODIFY MONTEBELLO MUNICIPAL CODE ("MMC") CHAPTER 17 AND ESTABLISH A VIEWSHED PRESERVATION OVERLAY**

DATE: August 5, 2025

RECOMMENDATION(S):

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

- ADOPT Resolution No. 08-25 recommending the City Council approve Zone Code Amendment (Case No. PC-2025-0006-ZCA) amending Chapter 17 of the Montebello Municipal Code adding Chapter 17.41 - Viewshed Preservation Overlay to protect and preserve significant public and private views; and
- DETERMINE AND FIND that the project is exempt from the California Environmental Quality Act ("CEQA") pursuant to the "Common Sense" exemption set forth under Section 15061(b)(3), which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment, considering that it can be seen with certainty that there is no possibility that adding a viewshed preservation overlay will have a significant effect on the environment and pursuant to CEQA Section 15303 related to construction and location of limited numbers of new, small facilities or structures, and the conversion of existing small structures that are consistent with the City's general plan policies and zoning regulations.

BACKGROUND:

In an effort to enhance community livability and celebrate Montebello's unique visual character, the City is taking steps to protect the scenic views that contribute to its identity and quality of life. Views of mountainous areas, ridgelines, skyline vistas, city lights, and culturally significant landmarks are valued by residents and visitors alike. As the City continues to grow and evolve, it is important to ensure that these visual assets are preserved for current and future generations.

To support this vision, staff is proposing a Viewshed Preservation Overlay Ordinance ("proposed Ordinance") that establishes specific requirements for properties located within designated viewshed protection areas. The focus is maintaining the community's aesthetic character and safeguarding access to important scenic views through thoughtful planning and limitations on improvements that include, but are not limited to, new structures or additions that block views, unmanaged vegetation that grows into existing view corridors.

Pursuant to state and local regulations, the Planning Commission is authorized to act on Zone Code Amendments as follows:

- Section 65855 of the California Government Code states that the Planning Commission shall make a written recommendation on the adoption or amendment of the Zoning Ordinance.
- Section 17.76.020 of the Montebello Municipal Code ("MMC") authorizes the City Council or Planning Commission to initiate an amendment to Chapter 17 – *Zoning*.
- Section 17.76.040 of the MMC authorizes the Planning Commission to hold at least one public hearing for a proposed amendment.
- Section 17.76.070 of the MMC stipulates that the Planning Commission render its recommendation on an amendment by resolution, including the reasons for the recommendation, to the City Council.

On June 17, 2025, the Planning Commission considered the proposed Zone Code Amendment. 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 persons of the public, the Planning Commission unanimously voted to continue the item to August 5, 2025.

ENVIRONMENTAL:

Pursuant to the provisions of the California Environmental Quality Act ("CEQA") Section 15061(b)(3), the project is considered covered by the common sense exemption. The common sense CEQA exemption section states that "CEQA applies only to projects which have the potential for causing a significant effect on the environment" and also states that "where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." The proposed Ordinance amending MMC Chapter 17 does not have the potential to degrade the quality of the environment or have a significant effect on the environment. Actions proposed in the Zone Code Amendment are not considered a "project" under

CEQA Guidelines Section 15378 in that there is no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

ANALYSIS:

The purpose of the proposed Ordinance is to establish regulations that protect and preserve significant public and private views of natural features such as ridgelines, mountains, and valleys, as well as culturally and visually important landmarks. The proposed Ordinance includes definitions, identifies protected views and designated viewshed protection areas, and sets forth regulations and design standards intended to preserve and minimize obstruction of scenic views.

The proposed Ordinance is consistent with the City's General Plan and is intended to enhance the City's visual character and maintain community aesthetics. Particularly, the proposed Ordinance is consistent with key goal No. 6 of the City's General Plan regarding Hillside Neighborhood, which states: *"Maintain views of city lights."*

The proposed Ordinance supports this goal by implementing design standards that minimize obstruction of the visual landscape, including distant views, skyline views of distant cityscapes like downtown LA, city lights canopies, mountain vistas, ridgelines, and other natural features, contributing to the quality of life, economic vitality and well-being of the citizens of Montebello. Additionally, any city trees or public improvements are not included in this ordinance.

PROPOSED ZONE CODE AMENDMENT

Chapter 17.41 Viewshed Prevention Overlay

17.41.010 PURPOSE AND INTENT

The purpose of this ordinance is to establish regulations that protect and preserve significant views from public and private vantage points in the City of Montebello (the "City"). This ordinance aims to maintain the visual character of the community, enhance the aesthetics of the urban and natural environment, and preserve the public's access to important views, particularly those of mountainous areas, ridgelines, skyline views of cityscapes or city lights, and other key natural features.

17.41.020 DEFINITIONS

For the purposes of this ordinance, the following definitions apply:

1. **Viewshed:** The area visible from a specific location, such as a public street, park, or residential property, including natural features like ridgelines, hills, mountains, and valleys, as well as urban landmarks.
2. **Protected View:** A view from a hillside area deemed significant due to its scenic, cultural, historical, or environmental importance, as determined by the City's planning and community development department or designated review body.
3. **Building Height:** The vertical distance measured from the finished grade to the highest point of the structure, including roof structures, chimneys, and antennae.

4. **City Lights:** The skyline canopy of city lights seen from a distance.
5. **Obstruction:** Any physical structure, including fences and walls, vegetation, or other elements that may obstruct or diminish a protected view.
6. **Viewshed Protection Area:** Geographic zones or areas defined by the City, where significant views are identified and subject to protection under this ordinance.
7. **Visual or Landscape Character:** An impartial description of what the landscape consists of, defined by the relationships between existing, visible natural and built landscape features.
8. **Visual Resource:** Components of the visible natural, cultural, or project environments. A visual resource is any visible site, object, or feature of the landscape.
9. **Visual Quality:** Visual quality is a result of the interactive experience viewers and their environment.

17.41.030 DESIGNATION OF PROTECTED VIEWS AND VIEWSHED PROTECTION AREAS

1. The City Council shall, from time to time, adopt and amend a map designating protected views and viewshed protection areas within the City. The map shall be maintained by the Planning & Community Development Department and available for public inspection.
2. Protected views shall include, but are not limited to:
 - Views of significant ridgelines, skyline views of cityscapes or city lights, mountains, valleys, and other natural features.
 - Views of landmarks and culturally important sites.
 - Views from public spaces, such as parks, trails, and streets.
 - Visual character defining resources and features include landforms, vegetation, land uses, buildings, transportation facilities, overhead utility structures and lighting, open space, viewpoints, and views to visual resources, waterbodies and historic structures.

17.41.040 REVIEW PROCEDURE FOR DEVELOPMENT AND/OR IMPROVEMENTS AFFECTING PROTECTED VIEWS

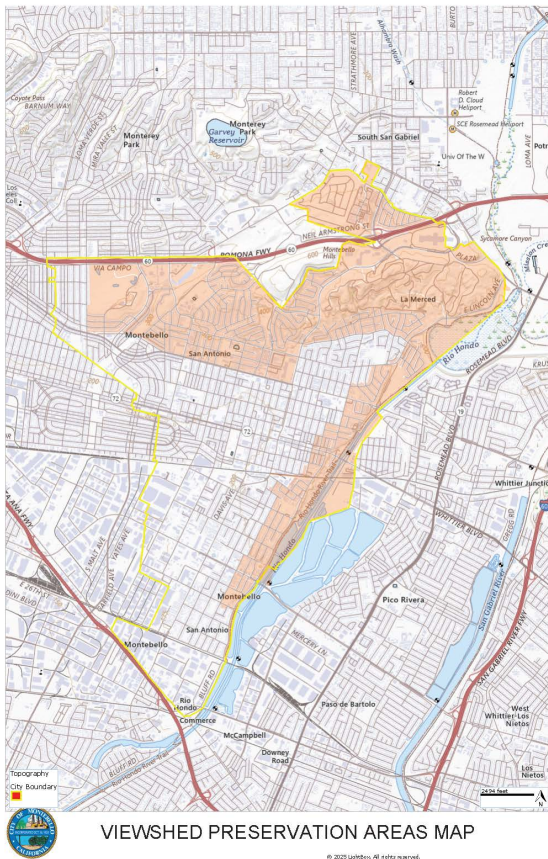
1. **Development Review:** Any proposed development, including, but not limited to, new construction, additions, or alterations to existing structures, installation of fencing and/or walls, within or near designated viewshed protection areas, shall undergo a review process as part of the development application process to determine potential impacts to protected views.
2. **Application Requirements:** Developers shall submit a visual impact analysis as part of the development application, which demonstrates how the project will maintain or enhance the integrity of protected views.
3. **Mitigation Measures:** If a proposed development is found to significantly obstruct or diminish a protected view, the applicant may be required to:

- Adjust the height, size, color, bulk, or placement of the structure to minimize impact.
- Incorporate landscaping, screening, or other elements to reduce visual intrusion.
- Explore alternative site designs or building configurations that better preserve the protected view.

4. **Variance:** If the proposed development cannot be reasonably modified to avoid impact to a protected view, the applicant may request a variance, subject to approval by the Planning Commission, based on findings of exceptional circumstances.

17.41.050 VISUAL IMPACT ANALYSIS

Visual impact analysis shall be required for any property in any viewshed area as designated on Exhibit 17.41.050, Viewshed Preservation Areas Map.



17.41.060 HEIGHT LIMITATIONS IN VIEWSHED PROTECTION AREAS

1. In designated viewshed protection areas, maximum building heights shall be regulated to prevent the obstruction of protected views.
2. The specific height limits for development projects within viewshed protection areas shall be determined by the City Council and outlined in the City's zoning code.

3. Any building or structure that exceeds these height limits may be required to incorporate measures that minimize visual impact, such as stepped-back facades, lower profiles, or architectural features that blend with the natural environment.

17.41.070 EXTERIOR COLOR AND MATERIAL LIMITATIONS IN VIEWSHED PROTECTION AREAS

1. In the designated viewshed protected areas, colors of residence, fences, walls, and all other exterior structures should complement or be consistent with the colors of the natural environment. Visible roof coverings and deck surfaces shall not be reflective.
2. For exterior surfaces, the materials should be natural such as stone and unfinished wood. Reflective exterior material finishes or glazing should not be utilized.

17.41.080 PUBLIC ENGAGEMENT AND NOTIFICATION

1. Property owners, residents, and other stakeholders within the viewshed protection areas shall be notified of proposed developments that may impact protected views. Public hearings and input shall be encouraged during the review process.
2. The City shall ensure that all decisions regarding viewshed protection are transparent and that stakeholders have an opportunity to voice concerns.

17.41.090 ENFORCEMENT AND PENALTIES

1. The City shall enforce the provisions of this ordinance through its Planning & Community Development Department. Unauthorized development that causes significant harm to protected views may be subject to fines, penalties, or removal of the offending structures or obstructions.
2. The City may also issue notices of violation to property owners who fail to comply with view protection requirements.
3. The City shall provide a right to action for property owners who suffer losses (e.g., reduced property value) to either demand for the removal of the obstruction or monetary damages.

17.41.100 EXCEPTIONS AND SPECIAL CIRCUMSTANCES

1. Pursuant to a determination by the Director of Planning and Community Development, exceptions to the provisions of this ordinance may be granted under specific circumstances, including but not limited to:
 - Projects that provide substantial public benefits that outweigh the visual impact.
 - Emergency situations or critical infrastructure needs that require modifications to the existing development rules.

- Projects that satisfy the findings required for Variances pursuant to MMC Section 17.72.060 as determined by the Director of Planning and Community Development.

17.41.110 CEQA.

Pursuant to the provisions of the California Environmental Quality Act (“CEQA”) Section 15061(b)(3), the project is considered covered by the common sense exemption. The common sense CEQA exemption section states that “CEQA applies only to projects which have the potential for causing a significant effect on the environment” and also states that “where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” The Viewshed Prevention Overlay does not have the potential to degrade the quality of the environment or have a significant effect on the environment. Furthermore, the Viewshed Prevention Overlay is not considered a “project” under CEQA Guidelines Section 15378 in that there is no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

17.41.120 SEVERABILITY

If any action, subsection, line, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid or unconstitutional, either facially or as applied, by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each and every individual section, subsection, line, sentence, clause, phrase, or word without regard to any such decision.

17.41.130 EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days after approval by the City Council.

17.41.140 PUBLICATION

The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published or posted according to law.

SUMMARY:

The proposed Viewshed Preservation Overlay Ordinance conforms with the Montebello General Plan as it will preserve and protect the visual landscape of the City’s natural features as well as culturally important landmarks. The proposed Ordinance establishes definitions, identifies protected views and designated viewshed protection areas, and sets forth regulations and design standards intended to minimize obstruction of scenic views. Therefore, it is recommended that the Planning Commission adopt Resolution No. 08-25 recommending adoption of an ordinance of the City Council approving Zone Code Amendment (PC-2025-0006-ZCA) amending Chapter 17 of the Montebello Municipal Code adding Chapter 17.41 - *Viewshed Preservation Overlay* related to the protection

and preservation of significant public and private views as provided in Attachment B, hereto and incorporated by reference.

PUBLIC NOTIFICATION

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

- On June 5, 2025, the Public Hearing Notice was published in the Daily Journal (Whittier Daily News) for the Planning Commission.

ATTACHMENT(S)

1. Resolution No. 08-25 for ZCA No. PC-2025-0006-ZCA
2. Draft Viewshed Ordinance
3. ENV-09-25-CE CEQA Notice of Common Sense Exemption (State CEQA Guidelines Section § 15061(b)(3))

**CITY OF MONTEBELLO
PLANNING COMMISSION
RESOLUTION NO. 08-25**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTEBELLO,
CALIFORNIA RECOMMENDING TO THE CITY COUNCIL TO ADOPT AN ORDINANCE
AMENDING CHAPTER 17 OF THE MONTEBELLO MUNICIPAL CODE TO ESTABLISH
CHAPTER 17.41 "VIEWSHED PROTECTION OVERLAY"**

WHEREAS, pursuant to Government Code section 65853, a zoning ordinance or an amendment to a zoning ordinance which imposes any regulations for the use of buildings, structures, and land as between industry, business, residences, and open space shall be adopted in the manner set forth in Sections 65854 to 65857 of the Government Code; and

WHEREAS, section 65854 of the Government Code requires that the planning commission hold a public hearing on the proposed zoning ordinance or amendment to a zoning ordinance; and

WHEREAS, after such hearing, the planning commission shall render its decision in the form of a written recommendation to the legislative body including reasons for the recommendation, the relationship of the proposed ordinance or amendment to applicable general and specific plans, pursuant to Government Code section 65855; and

WHEREAS, pursuant to Montebello Municipal Code (MMC) Chapter 17.76, the Planning Commission must recommend a specific course of action to the City Council after a public hearing has been conducted on any proposed zone change or amendment; and

WHEREAS, Staff is proposing Zone Code Amendment (PC-2025-0006-ZCA) amending Chapter 17 of the MMC adding Chapter 17.41 - Viewshed Preservation Overlay a Viewshed Preservation Overlay to establish regulations that will preserve the visual landscape including distant views, skyline views of distance cityscape like downtown Los Angeles, city light canopies, mountain vistas, ridgelines, and other natural features, contributing to the quality of life, economic vitality, and well-being of the citizens of Montebello; 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, Planning Commission of the City of Montebello hereby finds, declares and resolves as follows:

SECTION 1. The above Recitals are true and correct and are hereby incorporated as substantive findings in this Resolution.

SECTION 2. Pursuant to Montebello Municipal Code (MMC) Section 17.76.020, the Planning Commission does hereby initiate the proposed zone code amendment amending Chapter 17 of the MMC to establish Chapter 17.41 as set forth in the draft Ordinance attached to this Resolution's Staff Report with any amendments or modifications made thereto by the Planning Commission (the "Ordinance").

SECTION 3. The Planning Commission hereby finds that amending Chapter 17 of the MMC to add Chapter 17.41 - Viewshed Protection Overlay is consistent with the objectives and policies of the General Plan seeks to propose and implement practices which are responsible to the needs of the community. There will be no change in zones or zoning boundaries, all permitted uses in the Viewshed Protection Overlay areas are suitable and consistent with the areas within the City. Additionally, the proposed amendments are not likely to cause any serious public health or welfare problems and will not conflict with any other uses within the City.

SECTION 4. The proposed Zone Code Amendment to Chapter 17 of the MMC has been reviewed with respect to applicability and the Planning Commission hereby recommends that the City Council of the City of Montebello find and determine that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to the "Common Sense" exemption set forth under Section 15061(b)(3), which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment, and also states that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 5. Based on the Recitals, staff's report and presentation, and all oral and written testimony, the Planning Commission of the City of Montebello hereby recommends that the City Council of the City of Montebello adopt an Ordinance approving Zone Code Amendment (PC-2025-0006-ZCA) amending Chapter 17 of the Montebello Municipal Code adding Chapter 17.41 - *Viewshed Preservation Overlay* related to the protection and preservation of significant public and private views as provided in Exhibit A, attached hereto and incorporated by reference.

SECTION 6. The Planning Commission Secretary shall certify the adoption of this Resolution, and it shall go into effect immediately upon its adoption.

PASSED AND ADOPTED this 5th day of August 2025 by the Planning Commission.

Armando Medina, Chair
Montebello Planning Commission

ATTEST:

I, _____, Secretary of the City of Montebello Planning Commission, **DO HEREBY CERTIFY** that the foregoing Resolution, being Resolution No. 08-25 has been duly signed by the Chair, and attested by the Secretary, all at a meeting of the Montebello Planning Commission, held August 5, 2025, and that same was approved and adopted by the following vote to wit:

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

Joseph A. Palombi, Secretary
Montebello Planning Commission

EXHIBIT A

ZONE CODE AMENDMENT

Chapter 17.41 Viewshed Prevention Overlay

17.41.010 PURPOSE AND INTENT

The purpose of this ordinance is to establish regulations that protect and preserve significant views from public and private vantage points in the City of Montebello (the “City”). This ordinance aims to maintain the visual character of the community, enhance the aesthetics of the urban and natural environment, and preserve the public’s access to important views, particularly those of mountainous areas, ridgelines, skyline views of cityscapes or city lights, and other key natural features.

17.41.020 DEFINITIONS

For the purposes of this ordinance, the following definitions apply:

1. **Viewshed:** The area visible from a specific location, such as a public street, park, or residential property, including natural features like ridgelines, hills, mountains, and valleys, as well as urban landmarks.
2. **Protected View:** A view from a hillside area deemed significant due to its scenic, cultural, historical, or environmental importance, as determined by the City’s planning and community development department or designated review body.
3. **Building Height:** The vertical distance measured from the finished grade to the highest point of the structure, including roof structures, chimneys, and antennae.
4. **City Lights:** The skyline canopy of city lights seen from a distance.
5. **Obstruction:** Any physical structure, including fences and walls, vegetation, or other elements that may obstruct or diminish a protected view.
6. **Viewshed Protection Area:** Geographic zones or areas defined by the City, where significant views are identified and subject to protection under this ordinance.
7. **Visual or Landscape Character:** An impartial description of what the landscape consists of, defined by the relationships between existing, visible natural and built landscape features.
8. **Visual Resource:** Components of the visible natural, cultural, or project environments. A visual resource is any visible site, object, or feature of the landscape.
9. **Visual Quality:** Visual quality is a result of the interactive experience viewers and their environment.

17.41.030 DESIGNATION OF PROTECTED VIEWS AND VIEWSHED PROTECTION AREAS

1. The City Council shall, from time to time, adopt and amend a map designating protected views and viewshed protection areas within the City. The map shall be maintained by the Planning & Community Development Department and available for public inspection.
2. Protected views shall include, but are not limited to:
 - Views of significant ridgelines, skyline views of cityscapes or city lights, mountains, valleys, and other natural features.
 - Views of landmarks and culturally important sites.
 - Views from public spaces, such as parks, trails, and streets.
 - Visual character defining resources and features include landforms, vegetation, land uses, buildings, transportation facilities, overhead utility structures and lighting, open space, viewpoints, and views to visual resources, waterbodies and historic structures.

17.41.040 REVIEW PROCEDURE FOR DEVELOPMENT AND/OR IMPROVEMENTS AFFECTING PROTECTED VIEWS

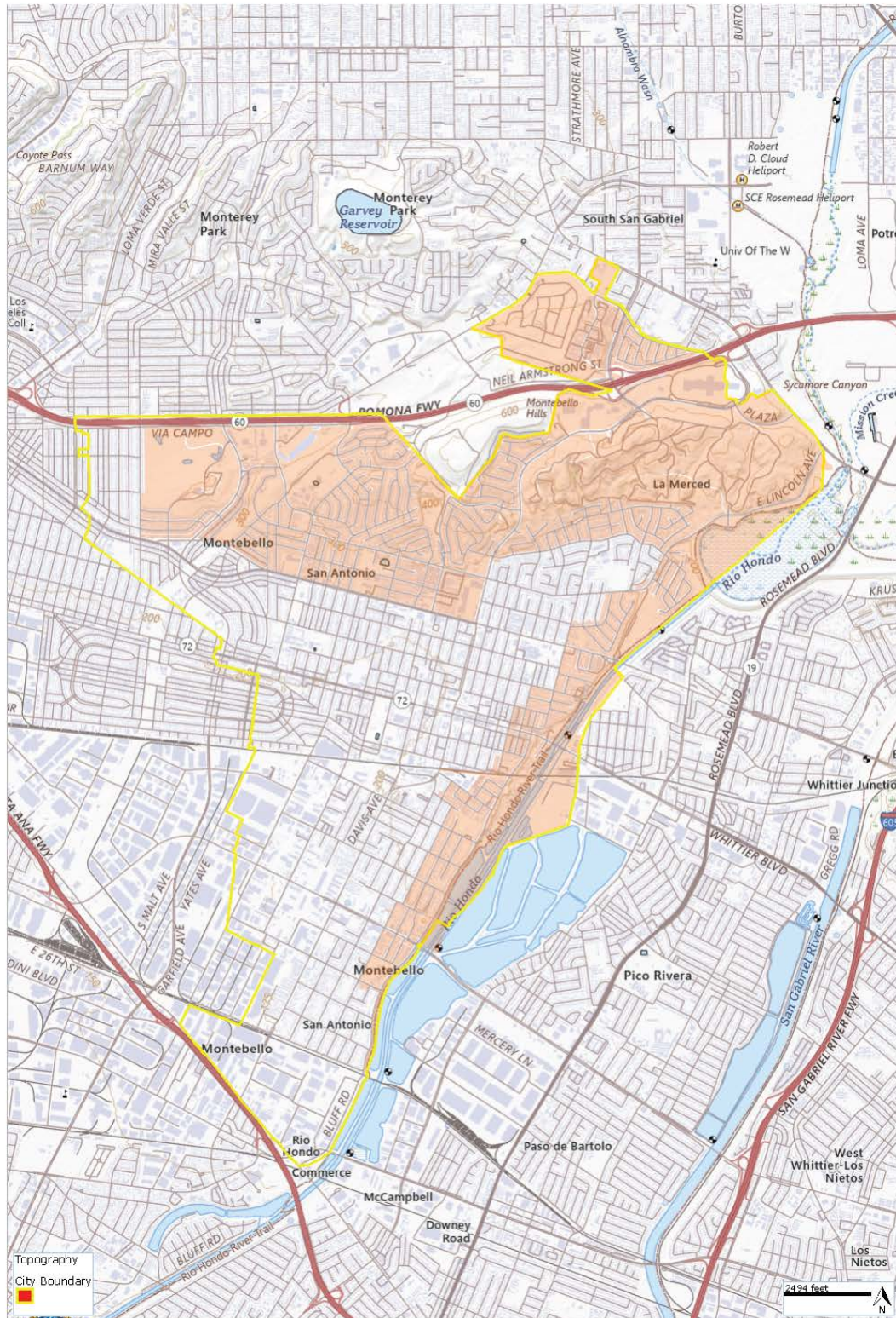
1. **Development Review:** Any proposed development, including, but not limited to, new

construction, additions, or alterations to existing structures, installation of fencing and/or walls, within or near designated viewshed protection areas, shall undergo a review process as part of the development application process to determine potential impacts to protected views.

2. **Application Requirements:** Developers shall submit a visual impact analysis as part of the development application, which demonstrates how the project will maintain or enhance the integrity of protected views.
3. **Mitigation Measures:** If a proposed development is found to significantly obstruct or diminish a protected view, the applicant may be required to:
 - Adjust the height, size, color, bulk, or placement of the structure to minimize impact.
 - Incorporate landscaping, screening, or other elements to reduce visual intrusion.
 - Explore alternative site designs or building configurations that better preserve the protected view.
4. **Variance:** If the proposed development cannot be reasonably modified to avoid impact to a protected view, the applicant may request a variance, subject to approval by the Planning Commission, based on findings of exceptional circumstances.

17.41.050 VISUAL IMPACT ANALYSIS

Visual impact analysis shall be required for any property in any viewshed area as designated on Exhibit 17.41.050, Viewshed Preservation Areas Map.



VIEWSHED PRESERVATION AREAS MAP

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17.41.060 HEIGHT LIMITATIONS IN VIEWSHED PROTECTION AREAS

1. In designated viewshed protection areas, maximum building heights shall be regulated to prevent the obstruction of protected views.
2. The specific height limits for development projects within viewshed protection areas shall be determined by the City Council and outlined in the City's zoning code.
3. Any building or structure that exceeds these height limits may be required to incorporate measures that minimize visual impact, such as stepped-back facades, lower profiles, or architectural features that blend with the natural environment.

17.41.070 EXTERIOR COLOR AND MATERIAL LIMITATIONS IN VIEWSHED PROTECTION AREAS

1. In the designated viewshed protected areas, colors of residence, fences, walls, and all other exterior structures should complement or be consistent with the colors of the natural environment. Visible roof coverings and deck surfaces shall not be reflective.
2. For exterior surfaces, the materials should be natural such as stone and unfinished wood. Reflective exterior material finishes or glazing should not be utilized.

17.41.080 PUBLIC ENGAGEMENT AND NOTIFICATION

1. Property owners, residents, and other stakeholders within the viewshed protection areas shall be notified of proposed developments that may impact protected views. Public hearings and input shall be encouraged during the review process.
2. The City shall ensure that all decisions regarding viewshed protection are transparent and that stakeholders have an opportunity to voice concerns.

17.41.090 ENFORCEMENT AND PENALTIES

1. The City shall enforce the provisions of this ordinance through its Planning & Community Development Department. Unauthorized development that causes significant harm to protected views may be subject to fines, penalties, or removal of the offending structures or obstructions.
2. The City may also issue notices of violation to property owners who fail to comply with view protection requirements.
3. The City shall provide a right to action for property owners who suffer losses (e.g., reduced property value) to either demand for the removal of the obstruction or monetary damages.

17.41.100 EXCEPTIONS AND SPECIAL CIRCUMSTANCES

1. Pursuant to a determination by the Director of Planning and Community Development, exceptions to the provisions of this ordinance may be granted under specific circumstances, including but not limited to:
 - Projects that provide substantial public benefits that outweigh the visual impact.
 - Emergency situations or critical infrastructure needs that require modifications to the existing development rules.
 - Projects that satisfy the findings required for Variances pursuant to MMC Section 17.72.060 as determined by the Director of Planning and Community Development.

17.41.110 CEQA.

Pursuant to the provisions of the California Environmental Quality Act ("CEQA") Section 15061(b)(3), the project is considered covered by the commonsense exemption. The common sense CEQA exemption section states that "CEQA applies only to projects which have the potential for causing a significant effect on the environment" and also states that "where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity

is not subject to CEQA.” The Viewshed Prevention does not have the potential to degrade the quality of the environment or have a significant effect on the environment. Furthermore, the Viewshed Prevention Overlay is not considered a “project” under CEQA Guidelines Section 15378 in that there is no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

17.41.120 SEVERABILITY

If any action, subsection, line, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid or unconstitutional, either facially or as applied, by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each and every individual section, subsection, line, sentence, clause, phrase, or word without regard to any such decision.

17.41.130 EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days after approval by the City Council.

17.41.140 PUBLICATION

The City Clerk shall certify the adoption of this Ordinance and shall cause the same to be published or posted according to law.

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, AMENDING TITLE 17 OF THE MONTEBELLO MUNICIPAL CODE TO ESTABLISH CHAPTER 17.41 – VIEWSHED PRESERVATION

WHEREAS, the City of Montebello (“City”) is a general law city, incorporated under the laws of the State of California, with the power to make and enforce within its jurisdictional limits all local, police, sanitary, land use, and other ordinances and regulations not in conflict with general laws of the state; and

WHEREAS, the City Council of the City of Montebello recognizes the importance of preserving the natural and scenic views that contribute to the character and identity of the community; and

WHEREAS, the City of Montebello’s General Plan, the City’s guiding policy document created to carry out the community’s goals and vision on the physical structure of the City, states that a key goal of the community is to “maintain views of city lights for its hillside neighborhoods”; and

WHEREAS, the preservation of the visual landscape, including distant views, skyline views of distant cityscapes like downtown Los Angeles, city lights canopies, mountain vistas, ridgelines, and other natural features, contributes to the quality of life, economic vitality, and well-being of the citizens of Montebello; and

WHEREAS, the City Council is committed to ensuring that future development does not detract from the visual quality of the City and the surrounding landscape by establishing regulations for viewshed protection; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO HEREBY ORDAINS AS FOLLOWS:

SECTION 1. RECITALS. The above recitals are true and correct and hereby incorporated into this Ordinance.

SECTION 2. AMENDMENT. Chapter 17.41 of the Montebello Municipal Code is hereby established to read as follows:

Sections:

17.41.010 PURPOSE AND INTENT

The purpose of this ordinance is to establish regulations that protect and preserve significant views from public and private vantage points in the City of Montebello (the "City"). This ordinance aims to maintain the visual character of the community, enhance the aesthetics of the urban and natural environment, and preserve the public's access to important views, particularly those of mountainous areas, ridgelines, skyline views of cityscapes or city lights, and other key natural features.

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For the purposes of this ordinance, the following definitions apply:

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3. **Building Height:** The vertical distance measured from the finished grade to the highest point of the structure, including roof structures, chimneys, and antennae.
4. **City Lights:** The skyline canopy of city lights seen from a distance.
5. **Obstruction:** Any physical structure, including fences and walls, vegetation, or other elements that may obstruct or diminish a protected view.
6. **Viewshed Protection Area:** Geographic zones or areas defined by the City, where significant views are identified and subject to protection under this ordinance.
7. **Visual or Landscape Character:** An impartial description of what the landscape consists of, defined by the relationships between existing, visible natural and built landscape features.
8. **Visual Resource:** Components of the visible natural, cultural, or project environments. A visual resource is any visible site, object, or feature of the landscape.
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17.41.030 DESIGNATION OF PROTECTED VIEWS AND VIEWSHED PROTECTION AREAS

1. The City Council shall, from time to time, adopt and amend a map designating protected views and viewshed protection areas within the City. The map shall be maintained by the Planning & Community Development Department and available for public inspection.
2. Protected views shall include, but are not limited to:

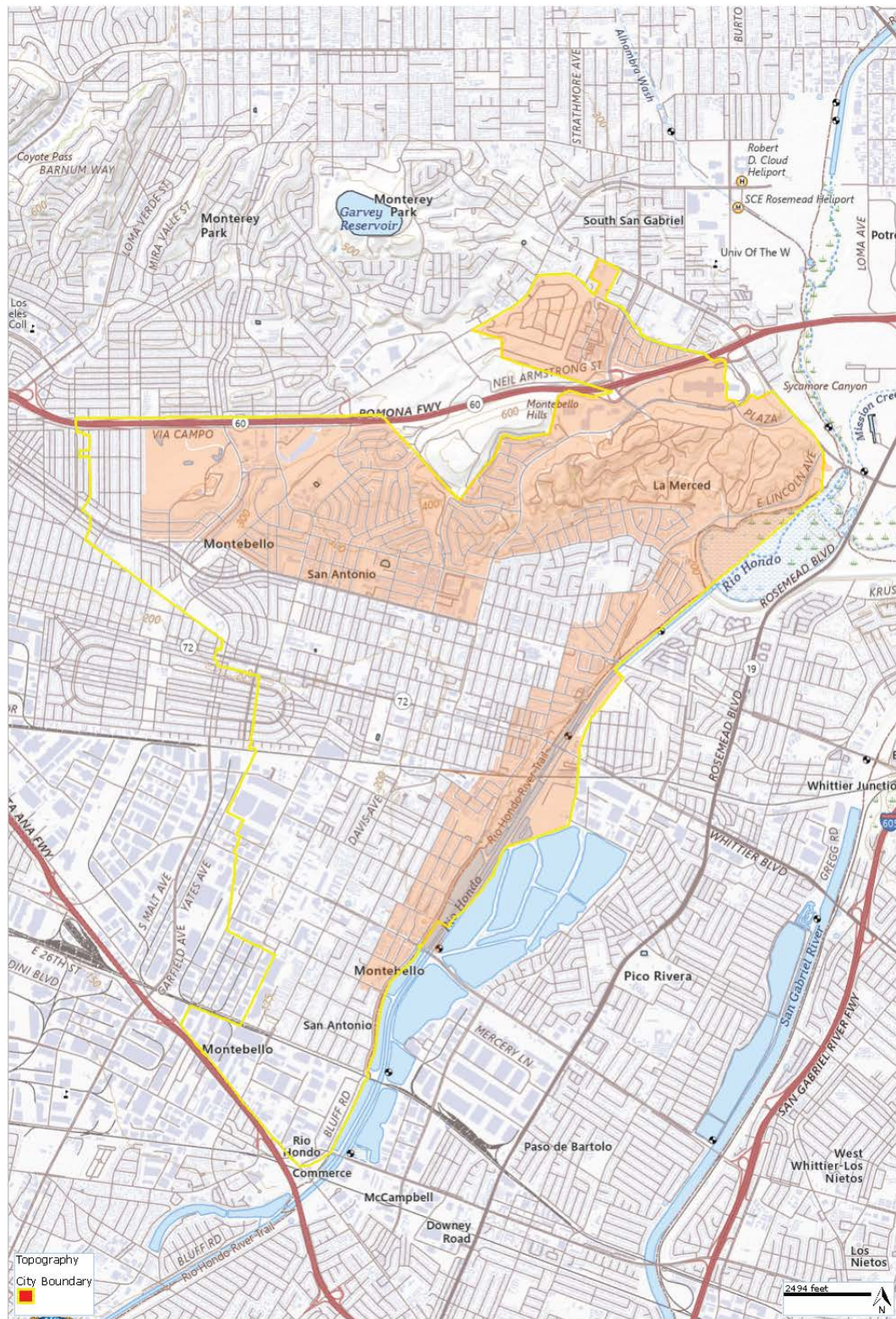
- Views of significant ridgelines, skyline views of cityscapes or city lights, mountains, valleys, and other natural features.
- Views of landmarks and culturally important sites.
- Views from public spaces, such as parks, trails, and streets.
- Visual character defining resources and features include landforms, vegetation, land uses, buildings, transportation facilities, overhead utility structures and lighting, open space, viewpoints, and views to visual resources, waterbodies and historic structures.

17.41.040 REVIEW PROCEDURE FOR DEVELOPMENT AND/OR IMPROVEMENTS AFFECTING PROTECTED VIEWS

1. **Development Review:** Any proposed development, including, but not limited to, new construction, additions, or alterations to existing structures, installation of fencing and/or walls, within or near designated viewshed protection areas, shall undergo a review process as part of the development application process to determine potential impacts to protected views.
2. **Application Requirements:** Developers shall submit a visual impact analysis as part of the development application, which demonstrates how the project will maintain or enhance the integrity of protected views.
3. **Mitigation Measures:** If a proposed development is found to significantly obstruct or diminish a protected view, the applicant may be required to:
 - Adjust the height, size, color, bulk, or placement of the structure to minimize impact.
 - Incorporate landscaping, screening, or other elements to reduce visual intrusion.
 - Explore alternative site designs or building configurations that better preserve the protected view.
4. **Variance:** If the proposed development cannot be reasonably modified to avoid impact to a protected view, the applicant may request a variance, subject to approval by the Planning Commission, based on findings of exceptional circumstances.

17.41.050 VISUAL IMPACT ANALYSIS

Visual impact analysis shall be required for any property in any viewshed area as designated on Exhibit 17.41.050, Viewshed Preservation Areas Map.



VIEWSHED PRESERVATION AREAS MAP

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17.41.060 HEIGHT LIMITATIONS IN VIEWSHED PROTECTION AREAS

1. In designated viewshed protection areas, maximum building heights shall be regulated to prevent the obstruction of protected views.
2. The specific height limits for development projects within viewshed protection areas shall be determined by the City Council and outlined in the City's zoning code.
3. Any building or structure that exceeds these height limits may be required to incorporate measures that minimize visual impact, such as stepped-back facades, lower profiles, or architectural features that blend with the natural environment.

17.41.070 EXTERIOR COLOR AND MATERIAL LIMITATIONS IN VIEWSHED PROTECTION AREAS

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17.41.080 PUBLIC ENGAGEMENT AND NOTIFICATION

1. Property owners, residents, and other stakeholders within the viewshed protection areas shall be notified of proposed developments that may impact protected views. Public hearings and input shall be encouraged during the review process.
2. The City shall ensure that all decisions regarding viewshed protection are transparent and that stakeholders have an opportunity to voice concerns.

17.41.090 ENFORCEMENT AND PENALTIES

1. The City shall enforce the provisions of this ordinance through its Planning & Community Development Department. Unauthorized development that causes significant harm to protected views may be subject to fines, penalties, or removal of the offending structures or obstructions.
2. The City may also issue notices of violation to property owners who fail to comply with view protection requirements.
3. The City shall provide a right to action for property owners who suffer losses (e.g., reduced property value) to either demand for the removal of the obstruction or monetary damages.

17.41.100 EXCEPTIONS AND SPECIAL CIRCUMSTANCES

1. Pursuant to a determination by the Director of Planning and Community Development, exceptions to the provisions of this ordinance may be granted under specific circumstances, including but not limited to:
 - Projects that provide substantial public benefits that outweigh the visual impact.
 - Emergency situations or critical infrastructure needs that require modifications to the existing development rules.
 - Projects that satisfy the finding required for Variances pursuant to MMC Section 17.72.060 as determined by the Director of Planning and Community Development.

17.41.110 CEQA.

Pursuant to the provisions of the California Environmental Quality Act ("CEQA") Section 15061(b)(3), the project is considered covered by the commonsense exemption. The common sense CEQA exemption section states that "CEQA applies only to projects which have the potential for causing a significant effect on the environment" and also states that "where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." The Viewshed Prevention Overlay does not have the potential to degrade the quality of the environment or have a significant effect on the environment. Furthermore, the Viewshed Prevention Overlay is not considered a "project" under CEQA Guidelines Section 15378 in that there is no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

17.41.120 SEVERABILITY

If any action, subsection, line, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid or unconstitutional, either facially or as applied, by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each and every individual section, subsection, line, sentence, clause, phrase, or word without regard to any such decision.

17.41.130 EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days after approval by the City Council.

17.41.140 PUBLICATION

The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published or posted according to law.

PASSED, APPROVED, AND ADOPTED XXTH DAY OF [MONTH] 2025.

Salvador Melendez, Mayor

ATTEST:

Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

Arnold M. Alvarez-Glasman, City Attorney

I HEREBY CERTIFY that the foregoing Ordinance was introduced at the regular meeting of the City Council on the XXth day of [Month], 2025, and was adopted by the City Council of the City of Montebello at its meeting held on the XXth day of [Month], 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Christopher Jimenez, City Clerk

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: Establishment Viewshed Protection Overlay

Project Location: Citywide

Case Number(s): PC-2025-0006-ZCA & ENV No. 09-25-CE

Description of Nature, Purpose, and Beneficiaries of Project: A Zone Code Amendment (“ZCA”) to modify the Montebello Municipal Code (“MMC”) to establish Chapter 17.41 Viewshed Protection Overlay, and adoption of a CEQA Exemption under § 15061(b)(3)

Name of the Public Agency Approving the Project: City of Montebello

Name of Person or Agency Carrying Out the Project: City of Montebello

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:
☒ Statutory Exemptions. State code number: 15061(b)(3)

Justification for Project Exemption:

Pursuant to the California Environmental Quality Act (CEQA), this project is exempt from CEQA under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Because it can be seen with certainty that there is no possibility that this project will have a significant effect on the environment, the project is not subject to CEQA pursuant to State CEQA Guidelines Section 15061(b)(3).

Lead Agency Contact Person: Emilie Fernandez, Assistant Planner

Area Code/Telephone/Extension: (323) 887-1480

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: **MODIFICATION TO CONDITIONAL USE PERMIT ("CUP") NO. 07-71 TO AUTHORIZE THE RECONFIGURATION OF THE EXISTING FORD OF MONTEBELLO AUTOMOBILE DEALERSHIP LOCATED AT 2747 VIA CAMPO, INCLUDING THE CONSTRUCTION OF AN APPROXIMATELY 21,850 SQUARE FOOT FIRST FLOOR ADDITION CONSISTING OF APPROXIMATELY 30 NEW INDOOR SERVICE BAYS, A VEHICLE DISPLAY AREA, RESTROOMS, A LUNCH ROOM, AN ELEVATOR, AND AN EQUIPMENT ROOM FOR THE ELEVATOR, AS WELL AS AN APPROXIMATELY 29,300 SQUARE FOOT ROOF TOP PARKING AREA CONSISTING OF 57 STANDARD PARKING SPACES AND A SEPARATE INVENTORY PARKING AREA ("PROPOSED PROJECT")**

DATE: August 5, 2025

RECOMMENDATION(S):

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

- ADOPT Resolution No. 09-25 conditionally approving the construction of approximately 30 new indoor service bays and related appurtenant structures within a new 21,850 square foot first floor addition along with an approximately 29,300 square foot roof top parking and inventory area for the property located at 2747 Via Campo, and make related findings that the Proposed Project is consistent with the Montebello General Plan; and
- DETERMINE and FIND that the foregoing actions will not include substantial changes and/or cause significant effects to the environment as described in Section 15162 of the California Environmental Quality Act ("CEQA") Guidelines, nor result in any new impacts or increase the significance of environmental

impacts beyond those identified in the previously approved Initial Study/Mitigated Negative Declaration (“IS/MND”) (Case No. CUP 07-71, MOD 02-16), and therefore approval of the attached Addendum to the MND is appropriate.

BACKGROUND:

The existing Ford of Montebello automobile sales and service facility located at 2747 Via Campo was originally approved on July 6, 1971, under CUP 07-71 (Planning Commission Resolution PC-43-71). CUP 07-71 was approved “to conduct an automobile agency for the sale of new and used automobiles and mechanical and auto body repair work” at the Project Site. Subsequently, a modification to the CUP was approved in 1972 to allow for a 60-foot-tall pole sign and a modification was approved in 1973 to allow for the construction of a service building on the site.

In 2005, the Planning Commission approved a modification to the site to allow a new office/showroom/parts department totaling 16,444 square feet to be constructed within the same footprint as the existing 11,312 square foot one story building (CUP 7-71, Modification 1-04). These modifications reflect the current layout and configuration of the Ford of Montebello automobile dealership.

In 2016, CUP modification No. CUP 07-71, MOD 02-16 was approved by the Planning Commission to allow the construction of a new three-level structure consisting of a total of 112,480 square feet that included an expansion of the sales area, service area, and inventory, but ultimately these modifications to the site were not made.

On March 19, 2024, the Planning Commission adopted Resolution No. 03-24 approving a modification to CUP 07-71 to demolish 16 outdoor service bays and to allow the construction of 25 new indoor service bays with rooftop parking at 2747 Via Campo (the “Project Site”). Subsequently, the applicant chose not to proceed with the project proposal as approved of under Resolution No. 03-24.

On May 21, 2025, Robert Plant of Roar Architecture, the representative for the Ford of Montebello (the “Applicant”), filed an application for a modification to CUP No. 07-71 to add approximately 30 service bays and various appurtenant structures at the Project Site within a new 21,850 square foot first floor addition and to construct a new 29,300 square foot roof top parking area above the structure for the service bays.

On May 22, 2025, staff issued a deemed complete letter to the Applicant.

ENVIRONMENTAL:

The modification to CUP 07-71 is considered a “project,” per the California Environmental Quality Act (CEQA) definition of a “project.” Pursuant to CEQA Guidelines section 15063, an Initial Study/Mitigated Negative Declaration was approved by the Planning Commission on August 2, 2016, finding that, with mitigation, the potential environmental impacts of the original project could be reduced to a significance threshold of Less than

PLANNING COMMISSION AGENDA REPORT - MEETING OF AUGUST 5, 2025

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Significant. Pursuant to CEQA Guidelines Section 15162(b), an addendum to an adopted negative declaration should be prepared where none of the conditions described in CEQA Guidelines Section 15162(a) apply which would otherwise call for preparation of a subsequent environmental impact report. The Proposed Project as amended does not call for substantial changes and/or the involvement of new significant environmental effects as described in Section 15162(a), therefore, only an addendum to the previously approved Mitigated Negative Declaration has been prepared for consideration under this Project. The proposed Addendum concludes that approving the Project would not result in any new or increased significant impacts on the environment.

ANALYSIS:

PROJECT /APPLICANT INFORMATION

Project Location: 2747 Via Campo
Project Applicant: Ford of Montebello
Property Owner: Draneb Properties 2 LLC
General Plan Designation: Neighborhood
Zoning: C-2 (General Commercial)
Existing Use on Property: Commercial (Automobile Dealership)

PROJECT SITE

The surrounding zoning and land uses are listed as follows:

Direction	Zone	Land Use Designation
North	N/A	California State Highway 60 (Pomona Freeway)
South	R-1	Civic (Church/School)
East	C-2	Neighborhood
West	C-2	Neighborhood

PROJECT DESCRIPTION

The Proposed Project seeks modification to CUP No. 07-71 for approval to permit the construction of approximately 30 new indoor service bays, a vehicle display area, restrooms, a lunchroom, an elevator, and an equipment room for the elevator within an approximately 21,850 square foot first floor addition as well as to construct a new approximately 29,300 square foot roof top parking area above the proposed first floor addition.

If this CUP request is approved, the previous CUP entitlements and modifications for the Project Site will remain in effect, unless they conflict with the current CUP proposal. The case number associated with this request is PC-2025-0005-CUP.

The existing Ford of Montebello Automobile Dealership at the Project Site consists of

PLANNING COMMISSION AGENDA REPORT - MEETING OF AUGUST 5, 2025

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34,827 square feet of building area including 15,657 square feet for the first and second floor showroom, 5,420 square feet for the first and second floor parts area, and 13,750 square feet of service area. Under this project request, a new 21,850 square foot service area would be added to the existing building at the Project Site, which would consist of approximately 30 new indoor service bays, a vehicle display area, restrooms, a lunchroom, an elevator, and an equipment room for the elevator. Separate from the proposed first floor addition, an approximately 29,300 square foot roof top parking and inventory area will be constructed above the first-floor addition. The rooftop parking area as proposed includes a total of 57 parking spaces dedicated to the auto dealership along with a separate inventory parking area. Combined, the gross square footage of the existing structures at the Project Site along with the square footage of the newly proposed service and parking area addition is approximately 85,977 square feet.

The proposed hours of operation for the new service structure are from 8:00 am to 6:00 pm, consistent with the hours of operation of the existing service building. The maximum proposed height of the new service and parking structure is 34 feet and 10 inches for the elevator tower with the height of the roof top area ranging from approximately 22 to 25 feet, depending on which elevation the height is measured from. The addition will be constructed of grey concrete blocks with metal composite panels as reflected in the project plans (Attachment D).

The proposed project is consistent with the development standards found within Chapter 17.22 (Commercial Zones Generally) of the Montebello Municipal Code ("MMC"). Specifically, the project meets all applicable requirements related to minimum lot size, maximum building height, maximum lot coverage, maximum floor area ratio, setbacks, and all other relevant standards of the MMC, as shown in the table below.

<u>C-2 Commercial Development Standards</u>		
	Requirement within MMC	Provided by Project
Minimum Lot Area	2,500 square feet	117,900 square feet
Minimum Lot Width	25 feet	300 feet (front lot line); 195 feet (rear property line)
Minimum Lot Depth	100 feet	520 feet
Maximum Building Height	35 ft. where common lot line with R-1 (25 ft. for any portion of building within 15 ft. of R-1 property)	34 Feet 10 Inches (Top of proposed elevator structure) 22 Feet 4 inches (Top of rooftop parking structure from front/Northern Elevation) 25 Feet 4 Inches (Top of

PLANNING COMMISSION AGENDA REPORT - MEETING OF AUGUST 5, 2025

Page 5 of 10

		rooftop parking structure from rear/southern elevation) 23 Feet 6 Inches (Side/West Elevation)
Maximum Floor Area Ratio	3:1 353,700 square feet (3x117,900)	72.6% of lot area (85,597/117,900)
Maximum Lot Coverage	Unlimited except for required yard areas	31% (36,517/117,900)
Minimum Front Setback	5 feet; 0 feet with a decorative facade. 10 feet if abutting an R-zone. 20 feet in C-R if side abuts an R-zone.	15' – 7" provided
Minimum Side Setback	5 feet (15 feet if abutting R-zone); or 0 feet if no windows or doors (and decorative if abutting an R-zone). 5 feet minimum in first 20 feet back from the street if abutting an R-zone and has a decorative facade.	0 feet (no windows or doors provided)
Minimum Rear Setback	5 feet (15 feet if abutting R-zone); or 0 feet if no windows or doors (and decorative if abutting R-zone). 5 feet minimum in first 20 feet back from street if a reverse corner lot abutting an R-zone and has a decorative facade.	280+ feet provided for new addition

Number of Parking Spaces	1 per 1,000 sq. ft. used for open display or sales—if area exceeds 10,000 sq. ft., then 1 space per 5,000 sq. ft. in excess of first 10,000 85,597 square feet (10 spaces required for first 10,000 square feet, 15 spaces required for next 75,597 square feet)	247 Parking Spaces
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GENERAL PLAN CONSISTENCY

The City’s General Plan Land Use category for the Project Site is “Neighborhood”. The Neighborhood land use designation is intended to offer the needs of daily life in proximity including providing transit, employment, shopping, civic, and leisure activities. Additionally, it is expected that the land uses present within the Neighborhood designation will provide residents with diversity in the type, size, and disposition of buildings, streets, and open spaces to create the availability of different environments, experiences, functions, and uses. The following General Plan Goals and Policies are applicable to the modification proposed to the auto dealership at the Project Site:

General Plan “Our Prosperous Community” Element policy 2.5 (P2.5) is to “nurture the local business community.”

General Plan “Our Prosperous Community” Element action 2.5b (A2.5b) is to “support local business operations.”

General Plan “Our Prosperous Community” Element action 2.5d (A2.5d) is to “create pathways to high-quality jobs for residents.”

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 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 5.5 (P5.5) is to “minimize

excessive construction-related noise and vibrations.”

The Project conforms with the City of Montebello General Plan “Our Prosperous Community” element policies and actions P2.5, A2.5b, and A2.5d related to the city nurturing the local business community, supporting local business operations, and creating pathways to high-quality jobs. Allowing the proposed expansion at the site will allow the Ford of Montebello to expand the level of service provided at its dealership while simultaneously allowing the dealership to add additional jobs for those with mechanical and computer experience. The proposed expansion would also allow Ford of Montebello the opportunity to better utilize the space at the Project Site by moving some of its current inventory to the roof top parking area while using the ground floor for completing additional vehicle services. The expanded service area proposed as a part of this project will allow for an improved quality of service while simultaneously providing additional taxable revenues for the city.

Additionally, the Project conforms with the City of Montebello’s General Plan actions 3.3a and 3.3b related to residents having access to non-residential uses that are conveniently accessible and to the city protecting adjoining properties from potential adverse impacts through the incorporation of proper mitigation measures. Mitigation measures are incorporated to address possible air quality impacts, hazardous materials impacts, hydrology and water quality impacts, noise impacts, public services impacts, and traffic and circulation impacts as identified within the Addendum prepared to the previously approved Mitigated Negative Declaration. Related to noise specifically, the mitigation measures also comply with the General Plan “Our Healthy Community” Element policies 5.4 and 5.5 related to new project developments minimizing excessive construction-related noise and vibrations to ensure that noise does not detract from Montebello’s quality of life.

CONDITIONAL USE PERMIT

Pursuant to Chapter 17.70 (Conditional Use Permits) and Appendix A of the MMC, the approval of a CUP is required for “Automobile Sales, New & Used” in the C-2 (General Commercial) 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 C-2 (General Commercial) Zone which allows for uses with higher traffic and longer hours such as retail sales, medical and professional offices, general offices, as well as service stations and automobile sales yards. The subject site is physically suitable for the type of land use proposed on the subject property given that it is already developed with an automobile dealership on a site consisting of approximately 117,900 square feet or 2.7 acres, with ample room

available for the proposed service station area expansion. 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. There is no impact anticipated for the current traffic flow along Via Campo. The Proposed Project meets all the development standards of the City's Zoning Code for commercial zones including the requirements for minimum lot size, maximum building height, minimum setbacks, minimum parking requirements, and all other commercial development standards.

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 will continue to have direct vehicular access from Via Campo. The site is located adjacent to the 60 Freeway (Pomona Freeway) allowing for greater accessibility to the site. The streets and highways are adequate in width and pavement to carry the quantity of traffic generated by the proposed service area expansion and the CEQA addendum prepared for the proposal specifies that there will not be any additional traffic generation directly related to the construction of the new service building or proposed modifications.

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

The subject site has been developed with the Ford of Montebello automobile dealership since 1972. The expanded service use is compatible with existing and future land uses within the general area in which the proposed use is to be located. The granting of this modification to the CUP will not adversely affect the adjacent uses, nor will it be detrimental to the public health, safety, or welfare. Mitigation measures are also included as a part of this proposal to limit air quality impacts, traffic impacts, public service impacts, and other potential impacts.

*D. That the proposed use meets the general purpose and intent of the Zoning Code and is consistent with the purpose and intent of the General Plan.*¹¹

The proposed modification to the Ford of Montebello Automobile dealership is consistent with the City's General Plan and Zoning Code. The General Plan Land Use classification of the site is "Neighborhood", which is consistent and compatible with the current zoning designation of C-2 (General Commercial). "Automobile Sales, New & Used" is a conditionally permitted use in the C-2 zone. Additionally, Chapter 17.28 of the MMC ("C-2 General Commercial Zone") specifies that automobile service and garages are permitted as an accessory use within the C-2 zone when the repair is incidental to the operation of a permitted automobile service station or auto sale use.

Furthermore, the proposed expansion is consistent with the General Plan "Our Prosperous Community" Element policies and actions regarding the city nurturing the local business community, supporting local business operations, and creating pathways to high-quality jobs. The project is also consistent with the General Plan's "Our Well Planned Community" and "Our Healthy Community" elements in that the

project allows for non-residential services to be conveniently accessible by residents while at the same time incorporating mitigation measures to protect from the project's adverse impact on surrounding businesses and residences.

[1] Finding D within MMC Section 17.70.070 references the proposed use being consistent with the objectives of the community redevelopment project area in which the site is located. "Community redevelopment project" areas are identified within the City's previous 1973 General Plan but are not included within the General Plan which was updated as of April 2024. Since there is no "community redevelopment project area" for the proposed project to be consistent with, the language for finding D included reflects the project meeting the purpose and intent of the City's General Plan and Zoning Code consistent with the City's CUP application.

SUMMARY:

Staff believes the necessary findings can be made to approve this modification to CUP No. 07-71 to allow the reconfiguration of the existing Ford of Montebello automobile dealership located within the City's C-2 zoning district. The existing dealership is compatible with surrounding land uses, therefore aligns with the intent of both the City's Zoning Ordinance and General Plan. Furthermore, the proposed project, as amended, would not adversely impact or impair the integrity or character of the C-2 zone.

Therefore, it is recommended that the Planning Commission adopt Resolution No. 09-25, approving Conditional Use Permit No. PC-2025-0005-CUP (Modification to CUP 07-71) and determine that the proposed project will not include substantial changes and/or cause significant effects to the environment as described in Section 15162 of the California Environmental Quality Act ("CEQA") Guidelines, nor result in any new impacts or increase the significance of environmental impacts beyond those identified in the previously approved Initial Study/Mitigated Negative Declaration ("IS/MND") (Case No. CUP 07-71, MOD 02-16), and therefore approval of the attached Addendum to the MND is appropriate and consistent with CEQA requirements.

REPORTS RECEIVED

On May 22, 2025, the application materials for Case Number PC-2025-0005-CUP were forwarded to the Building Division as well as the following departments for review, comments, and conditions: 1) Public Works Department; 2) Montebello Fire Department; 3) Recreation and Community Services Department; and 4) Montebello Police Department. The conditions of approval that were provided are included in "Attachment A."

PUBLIC NOTIFICATION

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

- On July 24, 2025, the Public Hearing Notice was published in the Montebello News; and

- On July 21, 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. Resolution No. 09-25 with conditions and Mitigation Monitoring and Reporting Program (MMRP)
2. CEQA Addendum to CUP 07-71 (Dated June 20, 2025)
3. Public Hearing Notification
4. Project Plans

**CITY OF MONTEBELLO
PLANNING COMMISSION**

RESOLUTION NO. 09-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTEBELLO, CALIFORNIA, APPROVING THE MODIFICATION TO CONDITIONAL USE PERMIT NO. 07-71 (“CUP 07-71”) WITH CONDITIONS TO ALLOW THE RECONFIGURATION OF THE EXISTING AUTOMOBILE DEALERSHIP LOCATED AT 2747 VIA CAMPO, INCLUDING THE CONSTRUCTION OF APPROXIMATELY 30 NEW INDOOR SERVICE BAYS AND RELATED APPURTENANT STRUCTURES WITHIN A NEW 21,850 SQUARE FOOT FIRST FLOOR ADDITION ALONG WITH AN APPROXIMATELY 29,300 SQUARE FOOT ROOF TOP PARKING AND INVENTORY AREA, AND ADOPTING AN ADDENDUM TO A MITIGATED NEGATIVE DECLARATION IN CONNECTION WITH THE PROPOSED PROJECT PURSUANT TO SECTION 15162(A) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

WHEREAS, the City of Montebello (“City”) received an application from ROAR Architecture on behalf of Ford of Montebello (“Applicant”) for a modification to Conditional Use Permit No. 07-17 (“CUP”) to allow the reconfiguration of the existing automobile dealership, including the construction of an approximately 21,850 square foot first floor addition consisting of approximately 30 new indoor service bays, a vehicle display area, restrooms, a lunch room, an elevator, and an equipment room for the elevator, as well as an approximately 29,300 square foot roof top parking area consisting of 57 standard parking spaces and a separate inventory parking area (“Proposed Project”) within the existing Ford of Montebello automobile dealership located at 2747 Via Campo (“Project Site”); and

WHEREAS, the planning commission has the authority to grant a conditional use permit pursuant to Montebello Municipal Code (“MMC”) Section 17.70.020; and

WHEREAS, the approval of a conditional use permit for “Automobile Sales, New & Used” in the C-2 (General Commercial) zone is required per MMC Appendix A (Index of Primary Uses); and

WHEREAS, the approval of a conditional use permit requires four (4) findings to be made in accordance with the City’s Conditional Use Permit Application; and

WHEREAS, the CUP modification (Case No. PC-2025-0005-CUP) is considered a "Project," as per the CEQA definition of a "Project"; 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 modification to CUP 07-71 is considered a "project," per the California Environmental Quality Act (CEQA) definition of a "project." Pursuant to CEQA Guidelines section 15063, an Initial Study/Mitigated Negative Declaration was approved by the Planning Commission on August 2, 2016, finding that, with mitigation, the potential environmental impacts of the original project could be reduced to a significance threshold of Less than Significant. Pursuant to CEQA Guidelines Section 15162(b), an addendum to an adopted negative declaration should be prepared where none of the conditions described in CEQA Guidelines Section 15162(a) apply which would otherwise call for preparation of a subsequent environmental impact report. The Proposed Project as amended does not call for substantial changes and/or the involvement of new significant environmental effects as described in Section 15162(a), therefore, only an addendum to the previously approved Mitigated Negative Declaration has been prepared for consideration under this project. The proposed Addendum concludes that approving the project would not result in any new or increased significant impacts on the environment; 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.

A. Per MMC 17.70.070, before any CUP is granted, the following findings must be

made:

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

The subject site is located within the C-2 (General Commercial) Zone which allows for uses with higher traffic and longer hours such as retail sales, medical and professional offices, general offices, as well as service stations and automobile sales yards. The subject site is physically suitable for the type of land use proposed on the subject property given that it is already developed with an automobile dealership on a site consisting of approximately 117,900 square feet or 2.7 acres with ample room available for the proposed service station area expansion. 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. There is no impact anticipated for the current traffic flow along Via Campo. The Proposed Project meets all the development standards of the City's Zoning Code for commercial zones including the requirements for minimum lot size, maximum building height, minimum setbacks, minimum parking requirements, and all other commercial development standards.

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 will continue to have direct vehicular access from Via Campo. The site is located adjacent to the 60 Freeway (Pomona Freeway) allowing for greater accessibility to the site. The streets and highways are adequate in width and pavement to carry the quantity of traffic generated by the proposed service area expansion and the CEQA addendum prepared for the proposal specifies that there will not be any additional traffic generation directly related to the construction of the new service building or proposed modifications.

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

The subject site has been developed with the Ford of Montebello automobile dealership since 1972. The expanded service use is compatible with existing and future land uses within the general area in which the proposed use is to be located. The granting of this modification to the CUP will not adversely affect the adjacent uses, nor will it be detrimental to the public health, safety, or welfare. Mitigation

measures are also included as a part of this proposal to limit air quality impacts, traffic impacts, public service impacts, and other potential 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.*

The proposed modification to the Ford of Montebello Automobile dealership is consistent with the City's General Plan and Zoning Code. The General Plan Land Use classification of the site is "Neighborhood", which is consistent and compatible with the current zoning designation of C-2 (General Commercial). "Automobile Sales, New & Used" is a conditionally permitted use in the C-2 zone. Additionally, Chapter 17.28 of the MMC ("C-2 General Commercial Zone") specifies that automobile service and garages are permitted as an accessory use within the C-2 zone when the repair is incidental to the operation of a permitted automobile service station or auto sale use.

Furthermore, the proposed expansion is consistent with the General Plan "Our Prosperous Community" Element policies and actions regarding the city nurturing the local business community, supporting local business operations, and creating pathways to high-quality jobs. The project is also consistent with the General Plan's "Our Well Planned Community" and "Our Healthy Community" elements in that the project allows for non-residential services to be conveniently accessible by residents while at the same time incorporating mitigation measures to protect from the project's adverse impact on surrounding businesses and residences.

SECTION 3. CEQA. Pursuant to the California Environmental Quality Act ("CEQA"), a Mitigated Negative Declaration was approved by the Planning Commission on August 2, 2016 ("MND"), finding that the Original Project would not have a significant effect on the environment subject to compliance with the mitigation measures specified therein, and the City has conducted an analysis of the environmental impacts of the Project and concluded that the proposed Project does not include substantial changes that require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes have occurred with respect to the circumstances under which the Project is proposed to be undertaken that require major revisions due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; there is no new

information of substantial importance showing the proposed Project will have a significant environmental impact that is more severe or new when compared to the MND's evaluation of the Original Project; and no mitigation measures identified in the MND are rendered infeasible or considerably different by the proposed Project; and therefore, analyzing and disclosing the potential environmental impacts of the Project by way of an addendum to the previously prepared MND is deemed appropriate by the Planning Commission pursuant to Section 15162 of the CEQA Guidelines. The Planning Commission hereby adopts the Mitigated Monitoring and Reporting Program attached as Exhibit A to this Resolution, setting forth the agencies / persons responsible for monitoring the conditions of approval and when such must be implemented to reduce Project impacts to Less Than Significant.

SECTION 4. APPROVALS. The Planning Commission hereby approves the CUP modification (Case No. PC-2025-0005-CUP) to allow the reconfiguration of the existing Ford of Montebello automobile dealership, including the construction of an approximately 21,850 square foot first floor addition consisting of approximately 30 new indoor service bays, a vehicle display area, restrooms, a lunch room, an elevator, and an equipment room for the elevator, as well as an approximately 29,300 square foot roof top parking area consisting of 57 standard parking spaces and a separate inventory parking area within 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. Planning Division/ General 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 development of the subject site shall be consistent with all provisions of the MMC, Conditional Use Permit No. 07-71, Case No. PC-2025-0005-CUP/ENV No. 08-25, and the specifications of the City's Planning Division ("Planning Division" or "Planning Department").
3. 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.
4. All applicable conditions of approval from previous entitlements on the property shall remain in full force and effect, unless otherwise specifically noted in this Resolution.
5. The Director of Planning & Community Development ("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 CUP 07-71 (Case No. PC-2025-0005-CUP/ENV No. 08-25) if sufficient cause is given.
6. Any change in ownership, lease, and/or any other change requires a written notice be provided to the Director of Planning and Community Development prior to the change.
7. The Applicant or successor in interest shall meet the applicable MMC requirements and all other City department regulations.
8. Prior to issuance of a building permit, the plans must include adequate loading spaces at the site consistent with the development standards required by MMC Section 17.22.030.
9. 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.

10. 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.
11. 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 and/or the Mitigation Monitoring and Reporting Program.
12. 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.
13. This approval shall not supersede the approval of any other responsible agencies. The Applicant shall comply with all Federal, State and local laws.
14. The approval of the entitlement shall expire if the rights granted are not exercised within one (1) year from the CUP'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.
15. The approval of this CUP can be extended up to and not to exceed an additional two (2) years with a written request by the property owner stating the reason the extension is necessary. The extension request is subject to the review and approval of the Director.
16. A copy of the approved Resolution shall be attached to the construction plans for any site improvement at the submittal of plans for plan check.
17. No signs shall be installed on the site until a sign permit has been approved by the Planning Division and the Building & Safety Division in conformance with the provisions set forth in the MMC.
18. A landscape and irrigation plan prepared by a licensed landscape architect shall be submitted to the Planning Division during the plan check process and must be approved prior to the issuance of building permits.

19. The property owner shall have all on-site graffiti removed within 24 hours of its appearance.
20. The operation of the said use shall always be conducted in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking, or other actions.
21. All business operators shall take the necessary steps to ensure the orderly conduct of employees, patrons, and visitors on the premises.
22. All employees of the businesses on-site shall be out of the premises no later than one (1) hour after closing. No "after-hours" operations shall be permitted.
23. The premises shall be kept clean, and the operator 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.
24. Exterior storage of any kind shall be prohibited unless explicitly allowed by the MMC.
25. The parking area shall be sufficiently lit and secured to discourage loitering and/or late-night activity.
26. The project will be subject to the Art in Public Places Program and the requirements specified in Chapter 17.79 of the MMC.
27. The Planning Commission shall have the right to impose additional conditions for the protection of the public health, safety, and welfare.

B. Building Division Conditions

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 current Building Code shall be submitted to the Building Division for review prior to permit issuance.
3. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

4. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.
5. 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 of drainage devices.
6. 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 another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.
7. 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.
8. 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=zr7tu632u2staheexj6vqvxxvg&dl=0>
9. Service garage of Group S-1 occupancy shall comply with Section 406.2 and 406.8 of the California Building Code. Mechanical ventilation system shall be provided in accordance with the California Mechanical Code.
10. Open parking garages of Group S-2 Occupancy shall be of Type I, II or IV construction and be separated from the existing dealership of Group B occupancy and from the new enclosed service garage of Group S-1 occupancy per Table 508.4 of the California Building Code. This may cause the existing window and door openings of the dealership adjacent to the new parking garage to be altered, either to fully enclosed with fire resistance construction or to be modified to achieve the required fire resistance rating.

11. Allowable Building Area analysis considering the effect of the proposed addition to the existing dealership building shall be provided to justify compliance with Section 506 and 508 of the California Building Code.
12. Fire-resistance rating requirements for exterior walls based on fire separation distance of 0 to 10 feet shall comply with Table 705.5 of the California Building Code.
13. Maximum area of exterior wall openings and degree of open protection based on fire separation distance of 0 to 10 feet shall comply with Table 705.8 of the California Building Code.
14. All State of California disability access regulations for accessibility shall be complied with. Parking spaces provided for customers or employees, whether on ground floor of the parking garage or on rooftop of the service garage shall comply with accessible parking space provisions per Section 11B-208 of the California Building Code.
15. 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>
16. Foundation inspection will not be made until setback of the addition 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.
17. Separate application and plan review is required for Electrical plans.
18. Separate application and plan review is required for Mechanical plans.
19. Separate application and plan review is required for Plumbing plans.
20. Plumbing fixtures shall be provided as required by Chapter 4 of the California Plumbing Code. Additional fixtures may be required if not in compliance.
21. Project shall comply with the CalGreen Code Nonresidential mandatory requirements.
22. All additions conducted within a 12-month period under single or multiple permits, resulting in an increase of 30 percent or more in floor area, shall provide recycling areas on site per Section 5.410.1.1 of the CalGreen Code.

23. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
24. 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).
25. 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 issuance of the building permit.
26. Separate permit is required for fire sprinklers.

C. Fire Department Conditions

The Montebello Fire Department will require the following:

1. Fire access plan for new development;
2. Fire flow report based on 2022 Edition California Fire Code;
3. Fire sprinklers based on 2022 Edition California Fire Code and National Fire Protection Association ("NFPA") 13;
4. Fire Sprinkler monitoring system based on 2022 Edition California Fire Code and NFPA 72;
5. Knox Box in approved locations; and
6. Additional requirements may be added during the plan check process.

D. Public Works - Engineering Conditions

The following conditions and public improvements will be required to be performed and completed in an acceptable manner to the City in accordance with all applicable rules and laws. Federal, State, County and local laws and regulations for project implementation must be adhere to throughout the duration of the project. The Public Works Department may require other information or may impose additional conditions and requirements as deemed necessary to protect public health and safety.

1. Onsite Groundwater Monitoring Wells, including legally removed, permanent, temporary and active wells, must be depicted on all site plans, grading plans and all other relevant plans. Include a legend that demonstrates ownership, date installed, and type of monitoring well and all other relevant information.
2. Comply with MMC Chapter 8.12 – Refuse Collection and Disposal and any other MMC sections pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Diversion Program form. The Construction & Demolition Debris Diversion Program is also applicable with respect to the grading process.
3. All USA/Dig Alert paint markings must be removed by the contractor from the sidewalk, curb & gutter and/or asphalt pavement (public right-of-way) once offsite improvements are completed.
4. Encroachment permit required to be obtained by a license contractor to work in the public right-of-way.
5. A State of California licensed contractor must grind and overlay the asphalt-concrete pavement along the frontage of the property up to the centerline of the street. AC pavement requires a two-inch (2") grind and overlay. All manholes, water lids, gas lids, etc. must be adjusted to grade. The resurfacing of the street requires restriping based on the existing conditions.
6. Preserve existing survey monuments (property corners, centerline ties, etc.) in the public right-of-way. All disturbed and removed survey monuments in the public right-of-way shall be re-established and record of survey shall be filed with the County surveyor in accordance with applicable provisions of the state law.
7. Alternative engineering methods for filtration and infiltration must be used to defray a percentage of the storm water runoff into the storm drain system.
8. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which established regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.
9. Low Impact Development ("LID") is a requirement of the NPDES Permit No. CAS004004, Order No. ORDER NO. R4-2021-0105 and local Ordinances. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues.

10. Engineer to show the location of the sewer mainline, nearest manholes, lateral serving the project and configuration of the onsite sewer including diameter and material of the onsite sewer.
11. Engineer to show the location of water meters servicing the development and any newly proposed water meter locations.
12. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, and to benefit the public.

E. Police Department Conditions

1. If there is a road closure due to the construction, the Ford of Montebello or the construction company must adhere to the Manual on Uniform Traffic Control Devices (MUTCD).

PASSED AND ADOPTED this 5th day of August, 2025 by the Planning Commission.

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

Armando Medina, Chair

ATTEST:

Joseph A. Palombi, Director
Planning & Community Development Department

RESOLUTION NO. 09-25

EXHIBIT A

**MITIGATION MONITORING AND REPORTING PROGRAM
2747 VIA CAMPO**

INTRODUCTION

California Environmental Quality Act (CEQA) Statute and Guidelines Section 15074(d) states that, when adopting a Mitigated Negative Declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the Project or made a condition of approval to mitigate or avoid significant environmental effects.

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that mitigation measures are successfully implemented. The City of Montebello is the lead agency for the proposed Project and is responsible for implementation of the MMRP.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

The MMRP for the proposed Project will be active through all phases of the proposed Project, including design, construction, and operation.

The attached table identifies those mitigation measures required by the city to mitigate to LESS THAN SIGNIFICANT threshold impacts associated with the implementation of the proposed Project and includes the department responsible for monitoring, the timing of implementation, and completion verification.

Mitigation Measure	Implementation Responsibility	Timing of Implementation	Responsible for Monitoring	Compliance Signature Date
<i>Mitigation Measure 1 (Air Quality Impacts).</i> All unpaved demolition and construction areas must be watered (using non-potable water) at least three times per day during excavation, grading and construction, and temporary dust covers must be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 60 percent.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	

<i>Mitigation Measure 2 (Air Quality Impacts).</i> The building contractors shall ensure that trucks carrying demolition debris are hosed off (using non-potable water) or securely covered before leaving the construction site as approved by the Chief Building Official prior to grading operations.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 3 (Air Quality Impacts).</i> The project contractors will ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 4 (Air Quality Impacts).</i> Construction staging and queuing will be prohibited from taking place on-site. Construction vehicle queuing and staging must take place at a designated area that is at least 1,000 feet from the nearest sensitive receptor at a location approved by the Community Development Department.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 5 (Air Quality Impacts).</i> Via Campo shall be swept as needed upon cessation of daily construction activities to ensure that all dust is removed from the street.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 6 (Hazardous & Hazardous Materials Impacts).</i> The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	

removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.				
<i>Mitigation Measure 7 (Hydrology & Water Quality Impacts).</i> Prior to issuance of any construction permit for the project that would result in soil disturbance of one or more acres of land (the entire dealership occupies a site that has a total land area of two acres), the building contractors shall demonstrate that coverage has been obtained under California's General Permit for Storm water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 8 (Hydrology & Water Quality Impacts).</i> The building contractors shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The building contractors shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 9 (Hydrology & Water Quality Impacts).</i> The building contractors shall be responsible for the construction of all on-site drainage	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	

facilities as required by the City Engineer, which will be enforceable through project permits.				
<i>Mitigation Measure 10 (Noise Impacts).</i> The building contractors shall conduct construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 11 (Noise Impacts).</i> The building contractors shall use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 12 (Noise Impacts).</i> All interior noise levels must comply with the City's noise control requirements. The building contractors shall notify in writing, the Our Lady of Miraculous Medal Parish and School.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 13 (Noise Impacts).</i> To ensure that noise from equipment and vehicles are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes. This mitigation will be enforced through a demolition and building permit.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 14 (Public Services Impacts).</i> The proposed project will undergo review by the City of Montebello Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	

<i>Mitigation Measure 15 (Public Services Impacts).</i> The City of Montebello Police Department shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 16 (Traffic and Circulation Impacts).</i> The unloading of new vehicles from trucks must occur within the existing dealership. No unloading will be permitted within the existing Via Campo public right-of-way.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	
<i>Mitigation Measure 17 (Traffic and Circulation Impacts).</i> The truck(s) that are being unloaded may not obstruct ingress onto the property. (No parking is permitted on Via Campo.) No trucks unloading will be permitted within 90 feet of the curb-cut with Via Campo.	Project Applicant / Contractor	Duration of Construction	Planning & Community Development	



CEQA ADDENDUM

TO: Los Angeles County Registrar-Recorder
County Clerk Main Office
12400 Imperial Highway
Norwalk, California 90650

FROM: City of Montebello
1600 W. Beverly Blvd.
Montebello, California 90640

NAME: Ford of Montebello Addendum to Conditional Use Permit (CUP) 7-71 .

ADDRESS: 2747 Via Campo, Montebello, California 90640

CITY/COUNTY: City of Montebello, Los Angeles County.

APPLICANT: Jim Ross, President. Ford of Montebello. 2747 Via Campo, Montebello, California 90640

PROJECT: The proposed "project" would involve a number of improvements to the existing Ford of Montebello dealership. The new improvements would consists of the following elements:

1. The service area would be expanded by an additional 44,000 square feet of floor area. An additional 44 parking spaces would be required to accommodate the City's parking requirements.
2. The first floor new car display area would be expanded by an additional 4,050 square feet. An additional 4 parking spaces would be required to accommodate the City's parking requirements.
3. The rooftop area of the existing building would be modified to accommodate the storage of new cars. This new car inventory area would total 29,300 square feet. Of this total 7,100 square feet would be used for the inventory of new vehicles. In addition, a total of 22,100 square feet would be devoted to the required parking.

The existing buildings on the site include the 2 story auto dealership showroom building, the 1 story service building, the 8 service bay building, the carwash, and a 16 service bay building. All of the relevant conditions and mitigation measures from the previously approved CUP 7-71 and Modification 1-04 & 02-16 would be applied to the modified project as deemed appropriate by the City Planning Commission. Finally, a new development agreement would further provide and/or address any modifications to the site plan required to meet specified criteria consistent with the previous CEQA.

CITY CONTACT _____
City of Montebello Planning Division
1600 W. Beverly Boulevard
Montebello, California 90640

Signature _____

Date _____



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CEQA ADDENDUM

**FORD OF MONTEBELLO
CEQA ADDENDUM TO CUP 7-71
2747 VIA CAMPO
MONTEBELLO, CALIFORNIA 90640**



LEAD AGENCY:

**CITY OF MONTEBELLO PLANNING DIVISION
1600 W. BEVERLY BLVD.
MONTEBELLO, CALIFORNIA 90640**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 93140**

JUNE 20, 2025

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1. INTRODUCTION

The proposed “project” that is the subject of this Addendum would involve a number of modifications to the existing Ford of Montebello auto dealership and service center. Conditional Use Permit (CUP) 7-71 and Modification 1-04 was originally approved in 2005. Modification 02-16 was approved in 2016. The Ford of Montebello auto dealership is currently in operation. All of the *pertinent and relevant* conditions and mitigation measures from CUP 7-71 and Modification 1-04 and 02-16 would continue to be applied to the proposed project, where pertinent. Finally, a new development agreement would further provide and/or address any modifications to the site plan required to meet specified criteria consistent with the previous CEQA approvals.

2. CEQA AUTHORITY FOR AN ADDENDUM

The California Environmental Quality Act (CEQA) has established the type of environmental documentation that is required when changes to a project occurs after an environmental impact report or mitigated negative certified. Specifically, Section 15164(a) of the CEQA Guidelines states that: The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Section 15162 of the CEQA Guidelines requires a Subsequent EIR when an MND has already been adopted or an EIR has been certified and one or more of the following circumstances exist:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or MND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or MND was certified as complete or the negative declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or MND or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR or MND;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.



California Public Resources Code (CPRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR or MND; or
- New information, which was not known and could not have been known at the time the EIR or MND was certified as complete, becomes available.

As demonstrated by the analysis herein, the consolidated CUP would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts addressed in the Certified EIR or MND and do not constitute a new or substantially increased significant impact. Based on this determination, the CUP does not meet the requirements for preparation of a Subsequent or Supplemental MND pursuant to Section 15162 of the CEQA Guidelines.

3. PROJECT LOCATION & ENVIRONMENTAL SETTING

The project site is located in the northwest portion of the City of Montebello. The City is located in the southwestern portion of the San Gabriel Valley approximately 7.8 miles to the east of Downtown Los Angeles. The City of Montebello is bounded by Monterey Park, Rosemead, and unincorporated County areas to the north; by the Whittier Narrows Dam Recreation Area and Pico Rivera to the east; by Pico Rivera and Commerce to the south; and by Commerce and unincorporated East Los Angeles to the west.¹ Regional access to Montebello is provided by the Pomona Freeway (SR-60), which traverses the northern portion of the City in an east-west orientation, and by the Santa Ana Freeway (I-5), which extends along the southernmost boundary of the City in a north-south orientation. Major physiographic features in the area include the Montebello Hills, located 1.69 miles to the east of the project site; the Rio Hondo River, located approximately 2.52 miles to the southeast of the project site; the Puente Hills, located approximately 5.73 miles to the east of the project site; and the San Gabriel Mountains, located 11.34 miles to the north.²

The project site's legal address is 2747 Via Campo, Montebello, California. Major roadways located in the vicinity of the project site and the Ford of Montebello auto dealership includes Via Campo that extends along the project site's north side. Via Campo provides direct vehicular access to the project. Other arterial roadways that serve the immediate area include North Garfield Avenue (located approximately 900 feet to the west) and North Wilcox Avenue (located approximately 450 feet to the east). The Pomona Freeway (SR-60) is located approximately 120 feet north of the project site. A regional location map is provided in Exhibit 1. The project site's location in the City of Montebello is shown in Exhibit 2. In addition, a local map is provided in Exhibit 3. The site is bounded on the west by 99 Cents Only Stores and restaurants, on the east by a food and retail plaza, on the south by Olmm After School Care and Our Lady of the Miraculous Medal Catholic Church, and north by Via Campo as well as Pomona Freeway (Freeway 60). An aerial view of the

¹ Quantum GIS, Google Maps, and the GIS Community.

² Google Earth. Website accessed June 16, 2016.



project area is provided in Exhibit 4. Some on site photographs of the project site is provided in Exhibit 5. The site plan of the proposed project is shown in Exhibit 6. The project site is currently zoned *General Commercial (C-2)* in the City of Montebello Zoning Map. The land uses and development found within the vicinity of the project area includes the following:

- *North of the project site:* Via Campo extends along the project site's north side. Pomona Freeway (State Route [SR] 60) is located further north of Via Campo. Commercial stores are located north of SR 60.
- *West of the project site:* A shopping plaza which includes a 99 Cents Only Stores, East West Bank, as well as multiple fast food restaurants are located to the west of the project site. This area is zoned as General Commercial (C-2).
- *South of the project site:* Olmm After School Care and Our Lady of the Miraculous Medal Catholic Church are located to the south of the project site. This area is zoned as One-Family Residential (R-1).
- *East of the project site:* Denny's, Paradise Buffet Montebello, as well as other restaurants are located to the east of the project site. This area is zoned as General Commercial (C-2).³

4. PROJECT DESCRIPTION

The proposed "project" would involve a number of improvements to the existing Ford of Montebello dealership. The new improvements would consists of the following elements:

1. The service area would be expanded by an additional 44,000 square feet of floor area. An additional 44 parking spaces would be required to accommodate the City's parking requirements.
2. The first floor new car display area would be expanded by an additional 4,050 square feet. An additional 4 parking spaces would be required to accommodate the City's parking requirements.
3. The rooftop area of the existing building would be modified to accommodate the storage of new cars. This new car inventory area would total 29,300 square feet. Of this total 7,100 square feet would be used for the inventory of new vehicles. In addition, a total of 22,100 square feet would be devoted to the required parking.

The existing buildings on the site include the 2 story auto dealership showroom building, the 1 story service building, the 8 service bay building, the carwash, and a 16 service bay building. All of the relevant conditions and mitigation measures from the previously approved CUP 7-71 and Modification 1-04 & 02-16 would be applied to the modified project as deemed appropriate by the City Planning Commission. Finally, a new development agreement would further provide and/or address any modifications to the site plan required to meet specified criteria consistent with the previous CEQA. All of the relevant conditions and mitigation measures from CUP 7-71 and Modification 1-04 & 02-16 would be applied to the modified project as deemed appropriate by the City Planning Commission. Finally, a new development agreement would further provide and/or address any modifications to the site plan required to meet specified criteria consistent with the previous CEQA.

³ City of Montebello. *Final Official Zoning Map Oct2016.36x48.pdf*. October 2016.

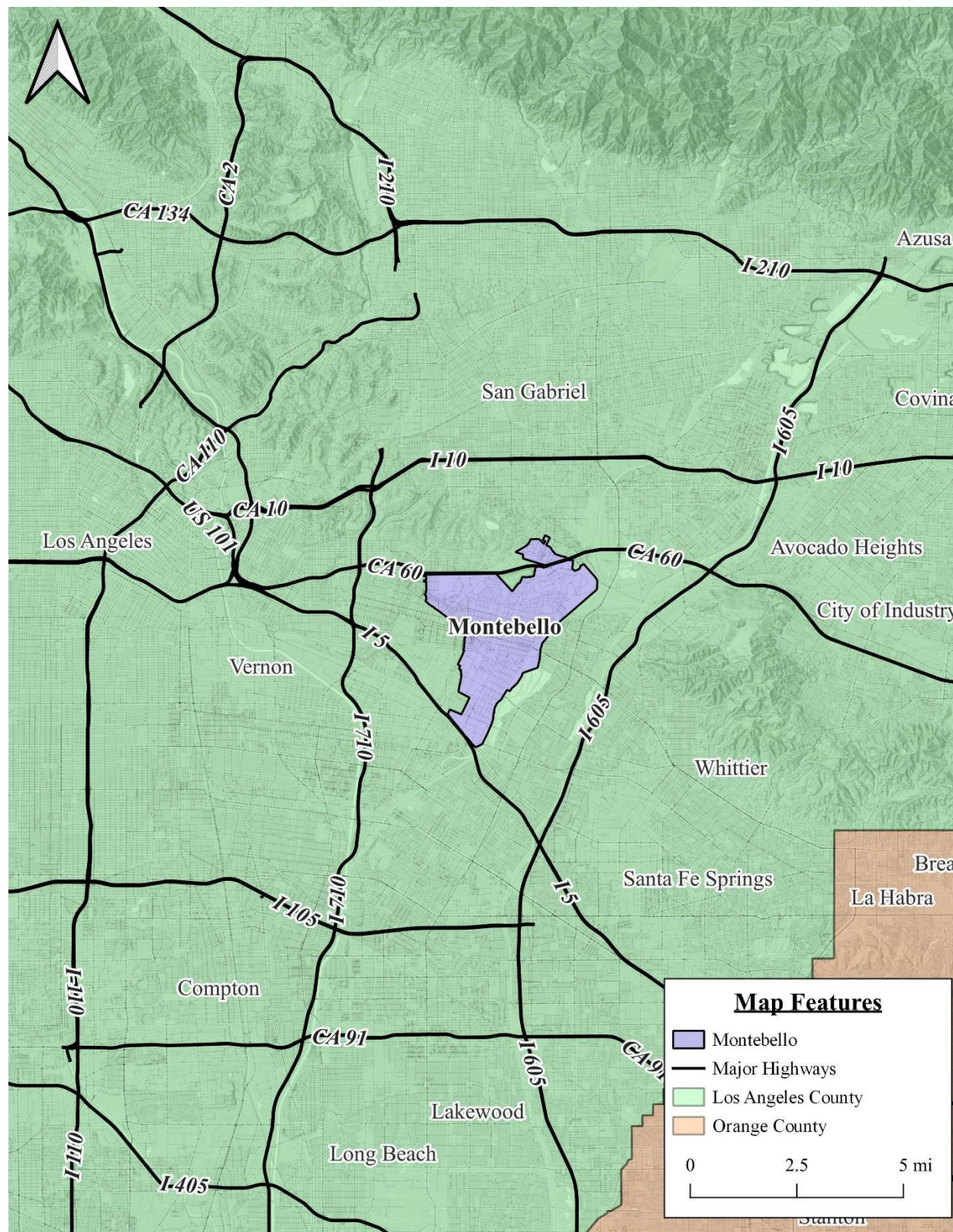


EXHIBIT 1 REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

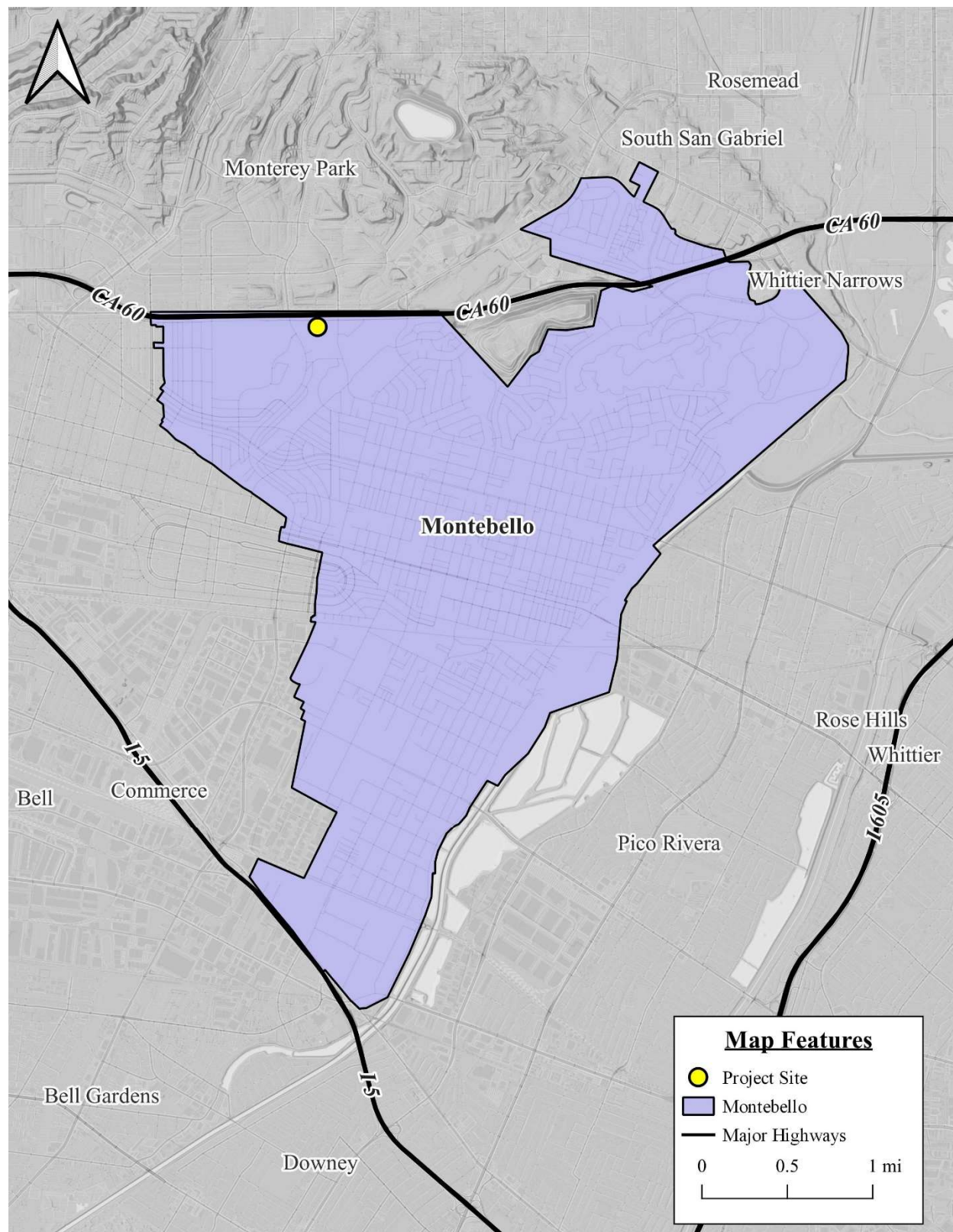


EXHIBIT 2 CITYWIDE MAP
 SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

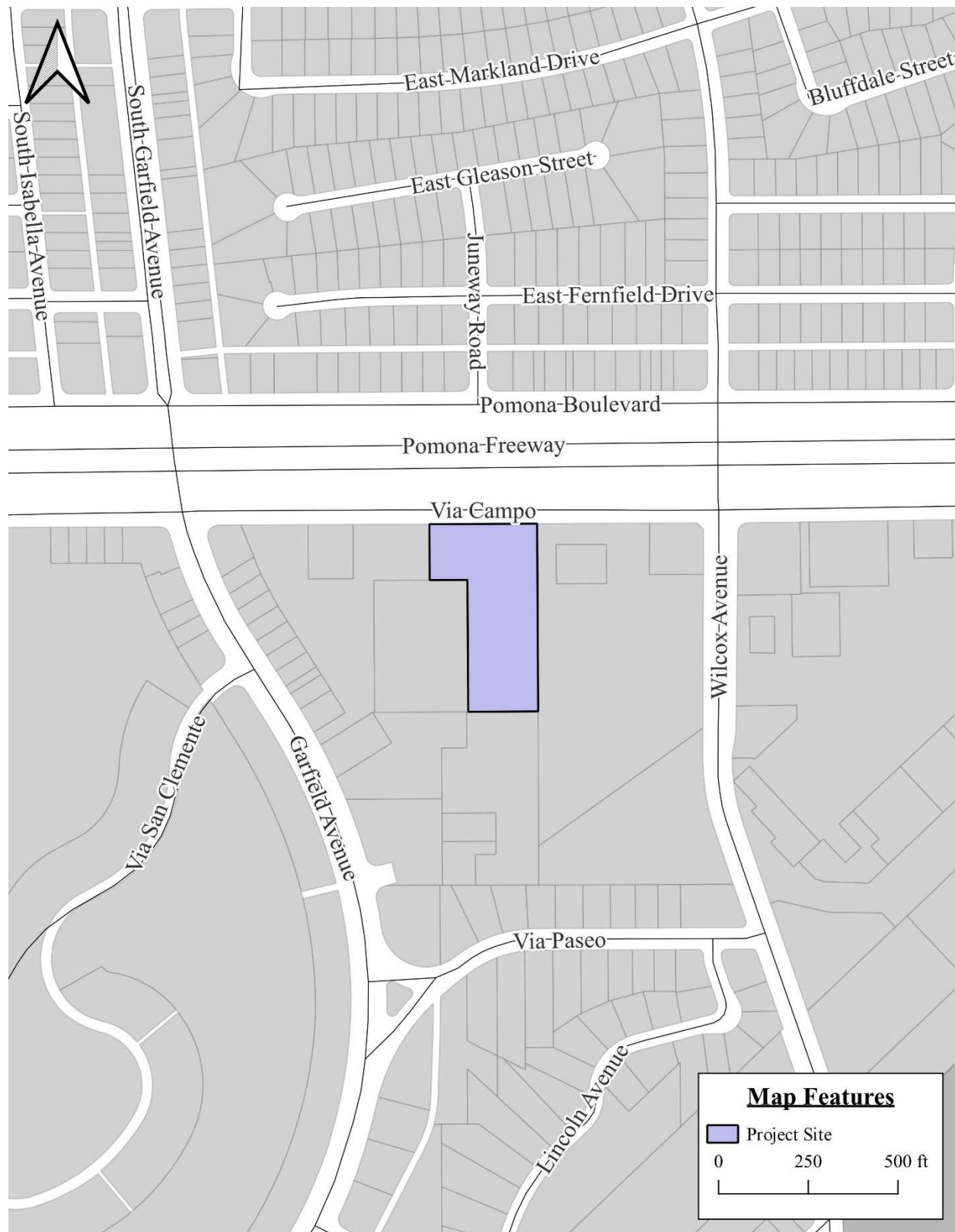


EXHIBIT 3 LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 4 AERIAL VIEW

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



Picture C



Picture D



Picture B



Picture A



Picture E



Picture F

EXHIBIT 5 ON SITE PHOTOGRAPHS

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

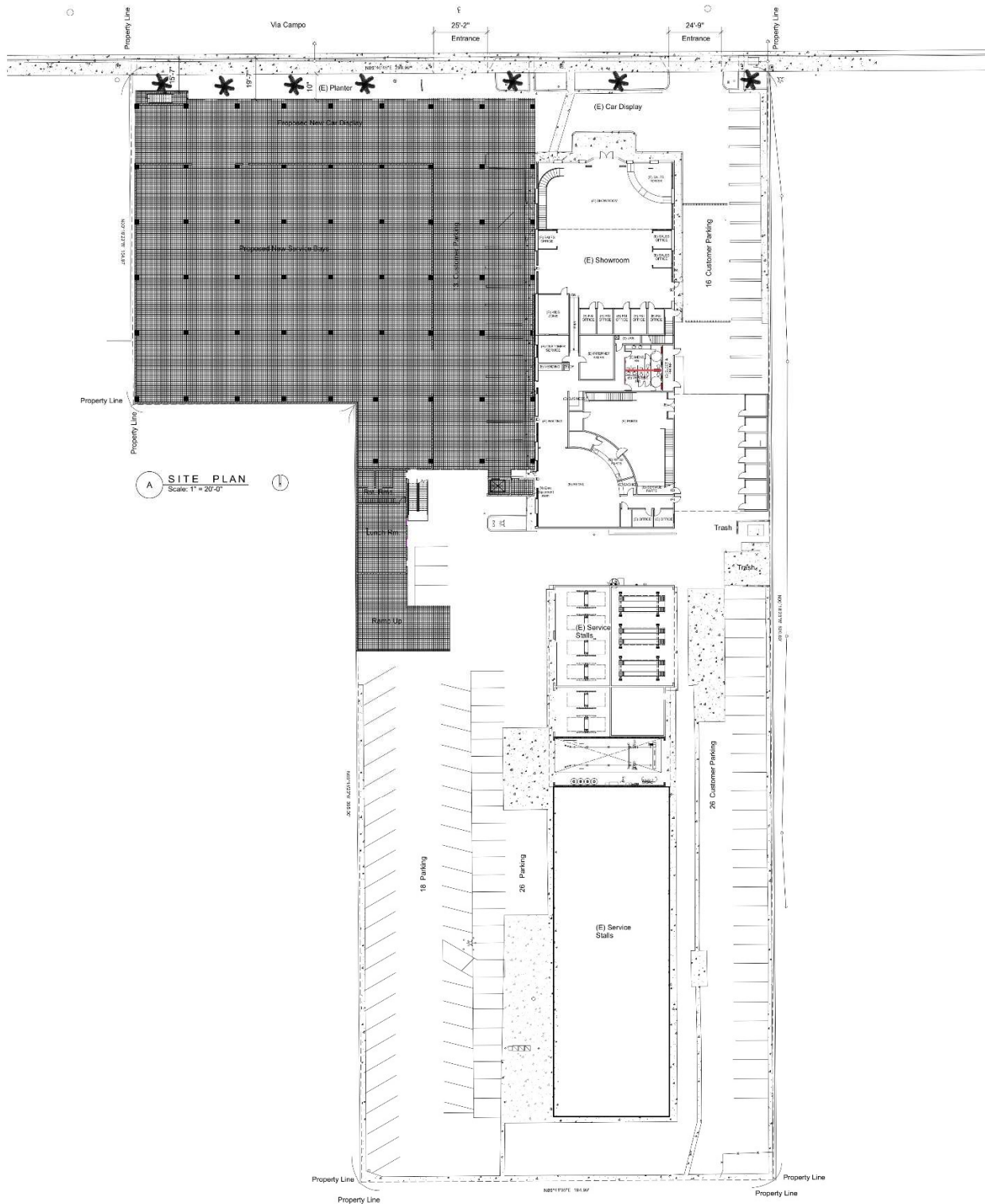


EXHIBIT 6 SITE PLAN

SOURCE: ROAR ARCHITECTURE



5. ENVIRONMENTAL ANALYSIS

AESTHETIC IMPACTS	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No New Impact
A. Would the project have a substantial adverse effect on a scenic vista?				X
B. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?				X
D. Would the project create a new source of substantial light or glare that would adversely affect day or night-time views in the area?				X

ENVIRONMENTAL DETERMINATION

A. *Would the project affect a scenic vista? • No New Impact.*

The project site is located within the boundaries of the existing Ford of Montebello dealership. The new development will occupy an area presently used for surface parking that is located to the west of the existing showroom. Via Campo extends along the project site's north side. The Pomona Freeway (SR-60) right-of-way is located further north of Via Campo. A church and private school are located to the south of the project site. This property is occupied by Our Lady of the Miraculous Medal Parish and the Our Lady of the Miraculous Medal School (pre-school through 8th Grade). A commercial shopping center abuts the project site on the west side. The commercial center extends along the project site's entire west side. A commercial shopping center abuts the project site on the west side. The nearest business located to the west is a Denny's restaurant. Two commercial buildings located within the center, extend along the project site's west side. The proposed project will not affect scenic vistas along Garfield Avenue because views of the San Gabriel Mountains and Puente Hills. The new building will be connected to the existing showroom building located to the east of the project site. Both the existing and new building will be comparable in height. There will be no loss in scenic view-sheds from the single-family homes and apartments located further south. The new 35-foot high structure will not affect views of the San Gabriel Mountains from the residential uses because the building will not be in the direct line-of-sight of the San Gabriel Mountains. Since the project will not result in a loss in scenic view-sheds the impacts will be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? • No New Impact.*



There are no designated State scenic highways located in the vicinity of the project site.⁴ The site's topography was previously modified in order to accommodate the existing dealership and the adjacent commercial uses. There are no remaining natural rock outcroppings present within the existing Ford of Montebello dealerships that will be the location of the new structure.⁵ Lastly, there are no historic buildings present on-site. As a result, no impacts to scenic and historic resources are anticipated to occur since there are none present on-site. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • No New Impact.

The project site is located on the south side of Via Campo within a two-acre site that is currently occupied by the Ford of Montebello new auto dealership and service facility. The project site is located within the boundaries of the existing Ford of Montebello dealership. The new development will occupy an area presently used for surface parking that is located to the west of the existing showroom. Therefore, no impacts will occur with the implementation of the proposed project. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? • No New Impact.

The ambient lighting that currently exists in the area includes street lights, parking area lighting, signage, and freeway-related lighting. Sources of new project lighting will be limited to building and security lighting. Light sensitive land uses in the vicinity of the project are limited to the homes and apartments located more than 800 feet to the south. These residential uses will not have a direct line of sight with the new building. As a result, no light and glare impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 43-71

The analysis determined that the proposed project would not result in any significant adverse aesthetic and/or light and glare impacts. As a result, no mitigation is required.

⁴ California Department of Transportation. *Official Designated Scenic Highways*. http://www.dot.ca.gov/hq/LandArch/scenic_highways/

⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on January 28, 2016.



AGRICULTURE & FORESTRY RESOURCES IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
C. Would the project conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				X
D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use or the conversion of forestland to non-forest land use?				X

ENVIRONMENTAL DETERMINATION

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No New Impact.

According to the California Department of Conservation, the City of Montebello does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁶ The project site is currently occupied by the existing Ford of Montebello new car dealership and does not contain agricultural uses and/or activities. As a result, no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? • No New Impact.

The project site is currently zoned as C-2, General Commercial. According to the City's zoning code, agricultural or horticultural growing grounds are not permitted uses within the C-2 zone district.⁷ The proposed project will not require a zone change and no loss in land zoned for agricultural uses will occur. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.⁸ As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation. *The proposed development*

⁶ California Department of Conservation. *Important Farmland in California*, 2006.
http://www.conservation.ca.gov/dlrp/fmmp/overview/Documents/fmmp2006_08_11.pdf

⁷ City of Montebello Municipal Code. *Appendix A – Index of Primary Uses*. Website accessed February 3, 2016.

⁸ California Department of Conservation. *State of California Williamson Act Contract Land*.
ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf



contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.

C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code § 51104(g))? • No New Impact.

The project site is located in the midst of a larger urban area and no native forest land is located within the City, project site, or in the surrounding properties.⁹ The project site is located on the south side of Via Campo within a two-acre site that is currently occupied by the Ford of Montebello auto dealership and service facility. As a result, no impacts on forest land or timber resources will result from the implementation of the proposed project. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? • No New Impact.

No forest lands are located within Montebello or in the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation and no impact will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? • No New Impact.

As indicated previously, the project site is currently occupied by Ford of Montebello, a car dealership sales and service business. There are no agricultural uses present on-site or within the adjacent properties. No agricultural uses are located in the vicinity of the site. According to the California Department of Conservation, the City of Montebello does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The entire area is designated as Urban and Built-Up Land. As a result, no impacts associated with the conversion of farmland uses in the area. No active agricultural activities are located within or adjacent to the project *The proposed* site. The City's applicable General Plan and Zoning designations do not contemplate agricultural land uses on-site or in the surrounding area. In addition, the project site is not subject to a Williamson Act Contract. As a result, no impacts on existing or future Williamson Act Contracts will result. *The development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

⁹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 15, 2016.



PREVIOUS MITIGATION MEASURES FOR CUP 7-76

The analysis of agriculture and forestry resources indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

AIR QUALITY IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				X
B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				X
D. Would the project expose sensitive receptors to substantial pollutant concentrations?				X
E. Would the project create objectionable odors affecting a substantial number of people?				X

ENVIRONMENTAL DETERMINATION

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* • **No New Impact.**

The City of Montebello is located within the South Coast Air Basin (SCAB). Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:¹⁰ Consistency *Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation. *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.¹¹ In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact. The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Montebello by the SCAG. The proposed project is consistent with the City of Montebello General Plan and Zoning designations. No general plan amendment or zone change will be required to implement the proposed

¹⁰ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

¹¹ Ibid.



project. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), employment within the City is expected to grow by 1,700 new jobs through 2035.¹² The new structure will result in some construction-related jobs though the long-term employment will not be directly related to the project since no growth inducing employment impacts are anticipated. The potential job creation has been accounted for by SCAG. As a result, no impacts related to the implementation of the AQMP will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • No new Impact.

The entire project construction period is expected to take approximately nine months and would include the demolition, site clearance, grading and excavation, erection of the new building, and the finishing of the project (paving, painting, and the installation of landscaping). The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2). The construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant. The estimated daily construction emissions (shown in Table 3-1 in the ISMND) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, watering of the active grading areas and unpaved surfaces at least three times daily, the daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint. Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular and bus traffic and off-site stationary emissions associated with the generation of energy. The analysis of long-term operational impacts also used the CalEEMod computer model. The projected long-term emissions will also be below thresholds considered to be a significant impact. Since the project area is located in a non-attainment area for ozone and particulates, the following measures will be applicable to the proposed project as a means to mitigate potential construction emissions:

- All unpaved demolition and construction areas must be watered (using non-potable water) at least three times per day during excavation, grading and construction, and temporary dust covers must be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 60 percent.
- The building contractors shall ensure that trucks carrying demolition debris are hosed off (using non-potable water) or securely covered before leaving the construction site as approved by the Chief Building Official prior to grading operations.

¹² Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.



The aforementioned mitigation will further reduce the potential construction-related impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? • No New Impact.

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds. The short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. However, the proposed project will contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation. The SCAB is currently non-attainment for ozone, PM₁₀, and PM_{2.5}. The major local sources for long-term emissions associated with the occupancy of the proposed project will be associated with vehicle trips traveling to and from the new building along with limited stationary sources (off-site power generation). The proposed project will not exceed the adopted population, housing, or employment projections used in the preparation of the Regional Transportation Plan. The potential cumulative air quality impacts are deemed to be less than significant regarding the generation of criteria pollutants. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project expose sensitive receptors to substantial pollutant concentrations? • No New Impact.

The nearest sensitive receptors to the project include the Our Lady of the Miraculous Medal Parish located to the south of the project site. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of localized emissions thresholds or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations. Despite the implementation of the mitigation measures outlined in Subsection B, construction activities will still exceed LST thresholds for Construction PM_{2.5}. Therefore, the following mitigation is required to further reduce construction PM_{2.5} emissions:

- The project contractors will ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.
- Construction staging and queuing will be prohibited from taking place on-site. Construction vehicle queuing and staging must take place at a designated area that is at least 1,000 feet from the nearest sensitive receptor at a location approved by the Community Development Department.



- Via Campo shall be swept as needed upon cessation of daily construction activities to ensure that all dust is removed from the street.

The aforementioned mitigation will further reduce impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project create objectionable odors affecting a substantial number of people?

- **No New Impact.**

No odor emissions are anticipated given project will be located within the existing Ford of Montebello auto dealer and service facility. As a result, the proposed project will not result in any odor impacts. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

As indicated previously, the proposed project will not result in any significant adverse operational air quality impacts. However, the following mitigation measures will be effective in further reducing potential air emissions related to construction activities:

Mitigation Measure 1 (Air Quality Impacts). All unpaved demolition and construction areas must be watered (using non-potable water) at least three times per day during excavation, grading and construction, and temporary dust covers must be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 60 percent.

Mitigation Measure 2 (Air Quality Impacts). The building contractors shall ensure that trucks carrying demolition debris are hosed off (using non-potable water) or securely covered before leaving the construction site as approved by the Chief Building Official prior to grading operations.

Mitigation Measure 3 (Air Quality Impacts). The project contractors will ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

Mitigation Measure 4 (Air Quality Impacts). Construction staging and queuing will be prohibited from taking place on-site. Construction vehicle queuing and staging must take place at a designated area that is at least 1,000 feet from the nearest sensitive receptor at a location approved by the Community Development Department.

Mitigation Measure 5 (Air Quality Impacts). Via Campo shall be swept as needed upon cessation of daily construction activities to ensure that all dust is removed from the street.



BIOLOGICAL RESOURCES IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project have a substantial adverse effect either directly or through habitat modifications, have an impact on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
D. Would the project have a substantial adverse effect in interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
E. Would the project have a substantial adverse effect in conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
F. Would the project have a substantial adverse effect by conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X

ENVIRONMENTAL DETERMINATION

A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No New Impact.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the Los Angeles Quadrangle (the western portion of the City of Montebello including the project site is located within the aforementioned quadrangle) indicated that out of a total of 33 native plant and animal species, five are either threatened or endangered.¹³ The proposed project site and the immediate area are fully developed. The construction activities will be located within an area used for vehicle parking as part of the existing Ford of Montebello auto dealership and service facility. There is no suitable riparian or native habitat located within, or in the vicinity of, the project site. In addition, according to the California Department of Fish and Wildlife, the site falls under the category of “urban development.”¹⁴ As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project’s implementation. *The proposed development contemplated as part of the proposed*

¹³ California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

¹⁴ California Department of Fish and Wildlife. *California Vegetation Mapping Projects*. file:///C:/Documents%20and%20Settings/William%20Blodgett/My%20Documents/Downloads/NVCSCurrentAndInProcessandInitialSurveyAug_2014_CASstandardCompliant.pdf



Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.

- B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
• **No New Impact.**

A site survey and a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there are no wetlands or riparian habitat present on-site or in the adjacent properties. In addition, there are no designated “blue line streams” located within the project site. As a result, no impacts on natural or riparian habitats will result from the proposed project’s implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

- C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (33 U.S.C. §§ 1251 et seq.) (including, without limitation, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means?** • **No New Impact.**

As indicated in the previous subsection, the project area and adjacent developed properties are developed and do not contain any natural wetland and/or riparian habitat.¹⁵ As a result, the proposed project will not impact any protected wetland area or designated blue-line stream. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

- D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?** • **No New Impact.**

The project site is located within the boundaries of the existing Ford of Montebello auto dealership sales and service facilities. The project site is surrounded on all sides by urbanization. As a result, no impact to migration corridors will result from the proposed project’s implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

- E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?** • **No New Impact.**

Title 12 (Streets, Sidewalks, and Public Places) Chapter 12.08 –Trees and Shrubs of City of Montebello municipal code serves as the City’s “Tree Ordinance.” The ordinance prohibits the removal and/or cutting of trees located in public sphere. Therefore, the project building contractors will need to conform to Section

¹⁵ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>



12.08.060 of the City's municipal code, which outlines specific instructions regarding the removal and replacement of public trees. There are eight palm trees located along the project's Via Campo frontage. Adherence to the above-mentioned Section of the code will reduce potential impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? • No New Impact.

There are portions of the Montebello Hills that are designated for habitat restoration. These areas are located within the Montebello Hills Conservation Area and have been selected for habitat restoration through the implementation of mitigation provided in the Environmental Impact Report prepared for the Montebello Hills Specific Plan development. The proposed project will be confined to the project site and will not affect the Montebello Hills Conservation Area. As a result, no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis of biological resources indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

CULTURAL RESOURCES IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				X
C. Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?				X
D. Would the project disturb any human remains, including those interred outside of formal cemeteries?				X



ENVIRONMENTAL DETERMINATION

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines? • No New Impact.*

The City of Montebello has several sites of historical significance, including the Mission Viejo site and the Rio San Gabriel battlefield. The Mission Viejo predated the original San Gabriel Mission and the first structures were erected on a site located in the vicinity of San Gabriel Boulevard and North Lincoln Avenue.¹⁶ A second significant historic site, located approximately 2.80 miles to the southeast and is the site of a battle between the United States and the Californians during the Mexican War. On January 8, 1847, American forces commanded by Captain Robert F. Stockton and Brigadier General Stephen W. Kearney, fought Californian forces commanded by General Jose Maria Flores. There are also a number of historically significant sites in the City of Montebello, including the Woman's Clubhouse and the Soto-Sanchez Adobe. The proposed project involves a number of improvements to the existing Ford of Montebello auto dealerships located at 2747 Via Campo. The existing auto dealership is currently in operation. The project will include the demolition of a portion of the existing service building and the construction of a new three-level structure that will be integrated into the existing sales and service area. The existing buildings located within the project site do have any historic value. Therefore, no impacts to historic resources will occur with the implementation of the proposed project. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? • No New Impact.*

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.¹⁷ The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years.¹⁸ Before European contact, approximately 5,000 Gabrieleño-Kizh people lived in villages throughout the Los Angeles Basin.¹⁹ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Three early villages were located in the area including Apachianga, Isantcangna, and Tsungna. Indian gathering activities were most likely concentrated along the Los Angeles and Rio Hondo River channels. Another post-contact Indian village site, referred to as La Jaboneria (the soap factory), was known to have existed on the east bank of the Rio Hondo River in an area located south of Telegraph Road in the City of Commerce. None of the aforementioned village sites are located within the immediate vicinity of the project site. The proposed project involves a number of improvements to the existing Ford of Montebello auto dealerships located at 2747 Via Campo. The existing auto dealership is currently in operation. The project will include the demolition of a portion of the existing service building and the construction of a new three-level structure that will be integrated into the existing

¹⁶ Atkinson, Janet. *Los Angeles County Historical Directory*. 1988.

¹⁷ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html. Website accessed in December 2014).

¹⁸ Ibid.

¹⁹ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>. Website accessed in December 2014.



sales and service area. The project site has been subject to ground disturbance activities in the past. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature? • No New Impact.

The proposed project involves a number of improvements to the existing Ford of Montebello auto dealership that is currently in operation. The project will include the demolition of a portion of the existing service building and the construction of a new three-level structure that will be integrated into the existing sales and service area. As a result, the likelihood of discovering near surface paleontological resources is considered remote. The area, because of its geology, is not considered to be a likely candidate for the discovery of these resources. Much of the topsoil within the area consists of recent alluvium. The underlying bedrock consists of tertiary-aged shales, which may contain marine fossils. However, the likelihood of the discovery of such materials is considered low due to the nature and extent of previous development. Thus, the construction of the proposed development will not disturb any paleontological resources on-site, given the nature and extent of past disturbance and no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project disturb any human remains, including those interred outside of formal cemeteries? • No New Impact.

Resurrection Cemetery is the nearest cemetery to the proposed project site and is located approximately 1.5 miles to the northeast. The proposed project will be restricted to the existing Ford of Montebello dealership and will not affect the aforementioned cemetery. In addition, it is unlikely that any human remains will be encountered during the construction of the proposed project due to the level of disturbance that has occurred in order to accommodate the previous development. Notwithstanding, in the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The environmental analysis in the preceding sections determined that the proposed project would not result in any significant impacts. As a result, no mitigation is required.



GEOLOGY IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project result in or expose people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides?				X
B. Would the project result in or expose people to potential impacts involving substantial soil erosion or the loss of topsoil?				X
C. Would the project result in or expose people to potential impacts involving the location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
D. Would the project result in or expose people to potential impacts involving the location on expansive soil, as defined in California Building Code (2010), creating substantial risks to life or property?				X
E. Would the project result in or expose people to potential impacts involving soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

ENVIRONMENTAL DETERMINATION

- A. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides? • No New Impact.**

The City of Montebello is located in a seismically active region as is the entire Los Angeles Basin. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.²⁰ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.²¹ The nearest Alquist-Priolo Special Studies Zone is the Montebello Fault located 2.8 miles to the northeast.²² The Montebello Fault extends roughly 1.28 miles in a northwest to southeast orientation. The fault's northern terminus is the San Gabriel Boulevard and Garvalia Avenue intersection. The fault's southern terminus is just south of the Pomona Freeway. Furthermore, the City is also underlain by the following blind thrust faults: the Puente Hills Fault, the Elysian Park Earthquake Fault, and the East Los Angeles Fault. Finally, the Puente Hills Blind Thrust Fault is located in the area generally north of the SR-60 Freeway. Despite the project site's location in proximity to the aforementioned faults, the risk of the project sustaining damage related to fault rupture and ground-shaking is no greater in and around the project site than for the rest of

²⁰ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx> Website accessed in December 2014.

²¹ Ibid.

²² Google Earth. Site accessed June 6, 2016.



the area. As a result, the impacts are anticipated to be less than significant. In addition, the project site is not located in an area that is subject to liquefaction. Liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The project site is in an area that is at risk for landslides. As a result, the project will also include the installation of a retaining wall along the south side of the site for additional re-enforcement. The building contractors will be required to conform to the standard conditions outlined by the California Building Code, as adopted by the City of Montebello, regarding the construction of earthquake resistant structures. Adherence to the set of mandatory standard conditions set forth by the City will reduce impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • No New Impact.

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Yolo association. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Yolo soils association was placed into Class I, the class with the fewest restrictions that limit their use.²³ Since the Yolo soils have no specific limitations, soil erosion is not a concern. Therefore, no impacts regarding erosion or the loss of topsoil will occur with the implementation of the proposed project. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • No New Impact.

Soils of the Yolo association underlie the project site and immediate area. Yolo soils are suitable for development because they possess little to no limitations that restrict their use.²⁴ The project site is in an area that is not at risk for landslides. In addition, the project site is not prone to subsidence because subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.²⁵ The soils that underlie the project site are not prone to shrinking and swelling, thus no impacts related to unstable soils and subsidence are expected. Lastly, the project site is not located in an area that is subject to liquefaction. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

²³ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

²⁴ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

²⁵ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.html>



D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Building Code (2012), creating substantial risks to life or property? • No New Impact.

The soils that underlie the proposed project site belong to the Yolo Soils Soil Association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.²⁶ Clay is not present in the composition of Yolo soils.²⁷ The analysis of geological resources indicated that no significant adverse impacts would preclude the site's development. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater New disposal systems where sewers are not available for the disposal of wastewater? • No New Impact.

No septic tanks will be used as part of the future development. The proposed development will be connected to the adjacent sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis of geological resources indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

GREENHOUSE GAS EMISSIONS IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
B. Would the project increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X

²⁶ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*.
http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

²⁷ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California*. Revised 1969.



ENVIRONMENTAL DETERMINATION

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • No New Impact.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 MTCO₂E for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 10,000 MTCO₂E per year for industrial projects. The CO₂E total for the project is 0.02 pounds per day or less than 0.00 MTCO₂E per day. This figure translates into less than 0.00 metric tons per year of CO₂E, which is below the threshold of 1,400 MTCO₂E for commercial projects.²⁸ In addition, the construction emissions are below the SCAQMD's daily and quarterly construction emissions. As a result, the impacts will be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses? • No New Impact.

The proposed project will not be in conflict with the California Environmental Protection Agency Climate Action Team's proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction target, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB-32. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions passed and/or recommended by the State of California, the United States EPA, the Attorney General, and the CARB. As a result, no impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated. The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. The project will also involve the reuse of an existing urban property and "infill development," which is seen as an important strategy in reducing regional GHG emissions. The new building will contain numerous features aimed at reducing water and energy consumption. The new buildings will be required to comply with the City's low impact development (LID) guidelines where applicable. The developer will be required to comply with the City's drought tolerant landscaping requirements. Finally, the project will be consistent with the requirements of AB-1881. As a result, the potential impacts are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

²⁸ Air Quality Management District. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14, Agenda Item #2 – Proposed Residential/Commercial Thresholds-Screening Values (Tier III)*. November 19, 2009.



PREVIOUS MITIGATION MEASURES FOR CUP 7-71

As indicated previously, the proposed project will not result in any significant adverse GHG emissions impacts. As a result, no mitigation is required.

HAZARDOUS MATERIALS IMPACTS	Potentially Significant Impact	Less Than Significant Impact With	Less Than Significant Impact	No New Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
B. Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
F. Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

ENVIRONMENTAL DETERMINATION

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • No New Impact.*

The new building will be located within the existing Ford of Montebello auto dealership and service facility. The project will also involve the demolition of a portion of the existing service building and its overall modernization. The dealership's use of chemical products will not change from those that are presently in use. Some common hazardous substances in auto dealership service areas include: oil, antifreeze, gasoline, brake fluid, cleaning fluids, paints, and solvents. These chemicals can be corrosive, reactive, toxic, or



flammable. Furthermore, the City of Montebello Fire Department will review the project's plans and will continue with periodic safety inspections. Lead based paint and/or asbestos containing materials may be found the buildings on-site due to their age. Buildings constructed up through the 1970's typically contain lead based paint and/or asbestos-containing materials found in insulation and other building materials. As a result, the following mitigation is required:

- The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

Adherence to the aforementioned mitigation and to all pertinent Federal, State, and local regulations will reduce potential impacts to levels that are less than significant with mitigation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • No New Impact.

The project will involve the demolition of a portion of the existing auto service building. During demolition activities, lead and/or asbestos containing materials may be encountered. The future demotion and construction activities must comply with all pertinent requirements of the City of Montebello Fire Department, SCAQMD, Regional Water Quality Control Board, California Department of Toxic Substances Control, and other regulatory agencies. Compliance with the regulations of these agencies will reduce the potential risk to levels that are less than significant. Furthermore, the use of any hazardous materials will be limited to those that are commercially available and typically used in auto service establishments and those typically used for cleaning and maintenance. As a result, the impacts will be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No New Impact.

Our Lady of the Miraculous Medal Parish School is the only school located within one-quarter of a mile from the project site.²⁹ The new building will not introduce any chemicals beyond those currently in use on-site. The majority of these chemicals are lubricants, fluids, and other materials associated with the repair and servicing of vehicles. Additionally, the activities anticipated as part of the proposed project's operation will not result in the emissions of hazardous substances that will potentially impact the aforementioned school. In order to accommodate the construction of the new buildings, a portion of the existing service

²⁹ Google Earth. Website accessed June 6, 2016.



building will be demolished. During demolition activities, lead and/or asbestos containing materials may be encountered. Therefore, the building contractors must adhere to the previous mitigation discussed in Subsection 3.8.2.A. As a result, the potential impacts will be less than significant with mitigation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No New Impact.

A search was conducted through the California Department of Toxic Substances Control Envirostor website to determine whether the project site is not listed in the database as a Cortese site. The project site is not identified on the list.³⁰ Since the proposed project will not be located on a site included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? • No New Impact.

The project site is not located within two miles of an operational public airport. The nearest airport, El Monte Airport, is located approximately 6.4 miles to the northeast.³¹ The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. The proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing any of the aforementioned airports. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? • No New Impact.

The project site is not located within two miles of a private airstrip.³² As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip and no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

³⁰ California Department of Toxic Substances Control. Envirostor. <http://www.envirostor.dtsc.ca.gov/public/>.

³¹ Google Earth. Website accessed June 6, 2016.

³² Tollfreeairline. Los Angeles County Public and Private Airports, California: <http://www.tollfreeairline.com/california/losangeles.htm>



G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? • No New Impact.

At no time will Via Campo be completely closed to traffic during the construction phase. The project contractors will be required to submit a construction and staging plan to the City for approval. No staging areas or construction equipment parking on Via Campo will be permitted. Thus, no impacts on emergency response or evacuation plans will result from the project's construction. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • No New Impact.

The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the land clearance and grading phases of development. As a result, the following mitigation measure is required:

Mitigation Measure 6 (Hazardous & Hazardous Materials Impacts). The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.



HYDROLOGY & WATER QUALITY IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project violate any water quality standards or waste discharge requirements?				X
B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X
D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				X
E. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
F. Would the project substantially degrade water quality?				X
G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
I. Would the project expose people or structures to a significant risk of flooding because of dam or levee failure?				X
J. Would the project result in inundation by seiche, tsunami, or mudflow?				X

ENVIRONMENTAL DETERMINATION

A. Would the project violate any water quality standards or waste discharge requirements? • No New Impact.

The project site is currently developed and covered over in impervious surfaces. As a result, there will not be any significant change in the site's drainage following the construction of the new building. In the absence of mitigation, the new impervious surfaces (internal driveways, parking areas, buildings, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. These pollutants may enter the storm drain system during periods of rainfall in the absence of any required mitigation. The proposed project will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any construction permit for the project that would result in soil disturbance of



one or more acres of land (the entire dealership occupies a site that has a total land area of two acres), the building contractors shall demonstrate that coverage has been obtained under California's General Permit for Storm water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The building contractors shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The building contractors shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts would be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? • No New Impact.

Construction-related activities are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer. According to the boring samples that were taken on-site, no groundwater was found at depths of 70 feet below ground surface. Other than the footings and supports for the new building, grading activities will not extend into the native soils located on-site. In addition, the proposed project will be connected to the City's utility lines and is not anticipated to deplete groundwater supplies through the consumption of the water (water consumption impacts are analyzed in Section D). A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any water wells. According to the Geotracker, no wells are located within the property owned by the Ford of Montebello dealership. As a result, no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? • No New Impact.

The proposed project will not alter the existing drainage pattern of the site since the project site was previously developed and any natural drainage patterns have been altered to accommodate the existing use. Following the construction of the new three-level building, storm water runoff will continue to drain into the existing storm drain located in the center of Via Campo. The proposed project will not alter or otherwise affect the course of major drainage systems in the area (the Rio Hondo and Los Angeles Rivers). As a result,



no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site? • No New Impact.

As indicated previously, the new building will be located in the western portion of the existing Ford of Montebello dealership property. The project will not alter the course of the channelized Rio Hondo River, located 2.4 miles to the southeast, or Los Angeles River, located approximately 3.8 miles to the southwest.³³ In addition, the proposed project will be properly drained and is not expected to result in on or off-site flooding. As a result, no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? • No New Impact.

The proposed project will connect to the existing storm drain located in Via Campo. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.³⁴ The following measure is required as a means to address potential storm water impacts:

- The building contractors shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer, which will be enforceable through project permits.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

F. Would the project otherwise substantially degrade water quality? • No New Impact.

Adherence to the mitigation provided in Sections A and E will reduce potential water quality impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • No New Impact.

³³ Google Earth. Website accessed June 20, 2016.

³⁴ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 15, 2016.



According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-4). This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.³⁵ In addition, the proposed project involves the construction of a three level building within the existing Ford of Montebello dealership. The City never intended to construct housing units as part of the proposed project. As a result, no impacts related to flood flows are associated with the proposed project's implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? • No New Impact.

As indicated previously, the project site is not located within a designated 100-year flood hazard area as defined by FEMA.³⁶ As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows. Therefore, no flood-related impacts are anticipated with the proposed project's implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? • No New Impact.

According to the Army Corps of Engineers, the project area is located outside the inundation areas of the Hansen or Sepulveda Dams, the Rio Hondo River, the Whittier Narrows Dam, or the Garvey Reservoir. As a result, no significant adverse impacts associated with potential dams or levee failure will occur. Since the project area is located outside the potential inundation area of these reservoirs, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

J. Would the project result in inundation by seiche, tsunami, or mudflow? • No New Impact.

A seiche occurs when two waves traveling in opposite directions in an enclosed area collide. The point of contact between the two waves generates a larger standing wave. There are no surface water bodies in the area that could present a potential seiche risk. The project site is also located approximately 18.5 miles inland from the Pacific Ocean. As a result, project area would not be exposed to the effects of a tsunami.³⁷ Lastly, the proposed project will not be affected by mudslides since the project site and the adjacent properties are generally level. As a result, no impacts are expected. *The proposed development*

³⁵ FEMA. Flood Zones, Definition/Description. <http://www.fema.gov/floodplain-management/flood-zones>

³⁶ *Ibid.*

³⁷ Google Earth. Website accessed June 21, 2016.



contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure 7 (Hydrology & Water Quality Impacts). Prior to issuance of any construction permit for the project that would result in soil disturbance of one or more acres of land (the entire dealership occupies a site that has a total land area of two acres), the building contractors shall demonstrate that coverage has been obtained under California's General Permit for Storm water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure 8 (Hydrology & Water Quality Impacts). The building contractors shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The building contractors shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Mitigation Measure 9 (Hydrology & Water Quality Impacts). The building contractors shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer, which will be enforceable through project permits.

LAND USE & PLANNING IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project physically divide an established community, or otherwise result in an incompatible land use?				X
B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?				X

ENVIRONMENTAL DETERMINATION

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? • No New Impact.

The project site is located on the south side of Via Campo within a two-acre site that is currently occupied by the Ford of Montebello new auto dealership and service facility. The new project will occupy an area presently used for surface parking that is located to the west of the existing showroom. Surrounding land



uses are summarized below.³⁸ The project will be located within the two-acre site that is occupied by the existing Ford of Montebello dealership. As a result, no impacts on the division of existing residential neighborhoods will result. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • No New Impact.

The project site is currently zoned as *General Commercial* [C-2]. The project site's General Plan land use designation is *General Commercial*. The project will require a design review approval. The proposed project will conform to site's General Plan land use designations and zoning designations with the approval of the above-mentioned discretionary approvals. The proposed project will not require a General Plan Amendment or a Zone Variance. The discretionary approval that will be required as part of the proposed project's implementation will be a Modification to Conditional Use Permit (CUP) No. PC 43-71 that will permit the new construction. Other permits will also be required including encroachment permits, demolition permits, grading permits, building (construction) permits, and occupancy permits. The proposed project will comply with the City's development standards for the C-2 zone. The proposed project will not require any zone variance. As a result, no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis of land use and development impacts indicated that no significant adverse impacts on land use and development would result from the implementation of the proposed project. As a result, no mitigation measures are required.

MINERAL RESOURCES IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				X
B. Would the project result in the loss or availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

³⁸ Blodgett Baylosis Environmental Planning. *Site Survey* (Site survey was conducted on June 16, 2016).



ENVIRONMENTAL DETERMINATION

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? • No New Impact.

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are multiple abandoned wells located near the project site.³⁹ The nearest well is located approximately 800 feet to the southeast of the project site.⁴⁰ The implementation of the proposed project will not impact this well or any other wells located throughout the City and no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project or other land use plan? • No New Impact.

There is no mineral, oil, or energy extraction and/or generation activities located within the project site. Moreover, the proposed project will not interfere with any well extraction activities. Therefore, no impacts will result from the implementation of the proposed project. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result.

³⁹ California, State of. Department of Conservation. California Oil, Gas, and Geothermal Resources Well Finder. <http://maps.conservation.ca.gov/doggr/index.html#close>

⁴⁰ Google Earth. Website accessed June 21, 2016.



NOISE IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
B. Would the project result in exposure of people to, or generation of, excessive ground-borne noise levels?				X
C. Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?				X
D. Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?				X
E. For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

ENVIRONMENTAL DETERMINATION

A. Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • No New Impact.

A Westward Digital Sound Level Meter Model: 5URG5 was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded along the east side of Via Campo. The measurements were taken on a Monday afternoon at 3:00 PM. As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise level along Via Campo during the measurement period was 71.98 dBA. The average noise level along Via Campo during the measurement period was 71.98 dBA. Once operational, the proposed project will be required to conform to the City's noise standards for commercial uses located adjacent to a residential zone. According to Section 17.22.110 (Development Standards-Noise) of the Montebello Municipal Code, noise generated from the project site must not exceed 60 dBA between 7:00 AM and 9:00 PM. In addition, noise levels within the site must not exceed 55 dBA between 10:00 PM and 7:00 AM. Adherence to the City noise control regulations will ensure that the impacts will be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project result in exposure of people to, or generation of, excessive ground-borne noise levels? • No New Impact.



Adherence to the mitigation provided in the previous subsection will ensure that neighboring properties are not exposed to excessive noise levels. The project will be required to adhere to all pertinent City noise control regulations. In addition, the project site is located more than 600 feet to the northwest of the nearest residential sensitive receptor. Therefore, any noise generated on-site will not impact the nearby residents due to the principals of spreading loss. The traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? • No New Impact.

The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant. Mitigation was required under Section A to mitigate stationary and other operational noise. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project result in a substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project? • No New Impact.

The construction activities related to site preparation and building construction may lead to relatively high noise levels during the construction period. The noise levels that are indicated in the exhibit illustrate the typical noise at a distance of 50 feet from the noise source. However, the construction noise would subside once construction of a particular project is completed. Composite construction noise is best characterized by Bolt, Beranek, and Newman.⁴¹ In this study, the noisiest phases of construction for non-residential development is presented as 89 dBA as measured at a distance of 50 feet from the construction effort. These values take into account both the number of construction equipment and the timing of heavy equipment usage during the construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. The construction noise levels will also decline with increased distance from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. The project site is located within the existing Ford of Montebello dealership, and there are multiple additional sensitive receptors Our Lady of the Miraculous Medal Parish and the single family homes located north of Via Paseo. As a result, the following mitigation measures are required:

⁴¹ USEPA, Protective Noise Levels. 1971.



- The building contractors shall conduct construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.
- The building contractors shall use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- The building contractors shall notify in writing, the Our Lady of Miraculous Medal Parish and School.
- To ensure that noise from equipment and vehicles are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes. This mitigation will be enforced through a demolition and building permit.

The above measures will be effective in reducing the level of noise impacts on the adjacent sensitive receptors. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No New Impact.

The project site is not located within two miles of an operational public airport. The nearest airport, El Monte Airport, is located approximately 6.4 miles to the northeast.⁴² The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. Therefore, the proposed project and its future patrons and employees will not be exposed to excessive noise levels generated by aircraft approaching or taking off from any nearby airports. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? • No New Impact.

The project site is not located within two miles of a private airstrip.⁴³ As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip and no impacts will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

⁴² Google Earth. Website accessed June 21, 2016.

⁴³ Tollfreeairline. *Los Angeles County Public and Private Airports, California*.
<http://www.tollfreeairline.com/california/losangeles.htm>



PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The following measures will further ensure that on-site construction and operational activities do not adversely impact noise sensitive land uses located nearby:

Mitigation Measure 10 (Noise Impacts). The building contractors shall conduct construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure 11 (Noise Impacts). The building contractors shall use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure 12 (Noise Impacts). All interior noise levels must comply with the City's noise control requirements. The building contractors shall notify in writing, the Our Lady of Miraculous Medal Parish and School.

Mitigation Measure 13 (Noise Impacts). To ensure that noise from equipment and vehicles are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes. This mitigation will be enforced through a demolition and building permit.

POPULATION & HOUSING IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

ENVIRONMENTAL DETERMINATION

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • No New Impact.

The proposed project does not include the construction of any new residential units. Therefore, the proposed project will not directly induce any level of population growth. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The proposed development would not result in any growth inducing impacts related to potential population growth. In addition, limited new employment is anticipated and the new jobs that are added are well within the



employment projections contemplated by SCAG. According to the Growth Forecast Appendix prepared by SCAG for the Regional Transportation Plan (RTP), the City of Montebello is projected to add a total of 1,700 new jobs through the year 2035.⁴⁴ Any potential job creation once the project is operational has been accounted for by SCAG. Given the City's current unemployment rate is 5 percent which means that there are 1,400 residents actively seeking work (estimates were generated by the State Employment Development Department for December 2015), no impacts are anticipated to occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? • No New Impact.

There are no residential units located within the project site.⁴⁵ As a result, no impacts related to housing dislocation will occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? • No New Impact.

As indicated in the previous subsection, there are no residential units located within the project site. As a result, the potential population displacement impacts are considered to be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation.

⁴⁴ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.

⁴⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 15, 2016.



PUBLIC SERVICES IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>fire protection services</i> ?				X
B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>police protection services</i> ?				X
C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>school services</i> ?				X
D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in <i>other governmental services</i> ?				X

ENVIRONMENTAL DETERMINATION

A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services? • No New Impact.

The City of Montebello Fire Department provides fire prevention and emergency medical services within the City. The department's organization consists of the Administration, Operations, Fire Prevention, Communications, and Emergency Preparedness divisions. These five divisions coordinate all department activities, and report to, and receive direction from the Fire Chief. The department consists of 67 sworn personnel including the Fire Chief, Administrative Battalion Chief, three Suppression Battalion Chiefs, one Fire Marshal, 15 Fire Captains, 15 Fire Engineers, 22 Firefighter Paramedics, and nine Firefighters. The balance of the departments' 75 personnel include one Fire Inspector, one Emergency Services Coordinator, one Telecommunications Supervisor, one Telecommunications Technician, and four support personnel. The fire department operates from three fire stations located throughout the City. The closest first response station to the project site is Montebello Fire Department Station 57, located 0.47 miles to the southwest of the project site along Via Acosta.⁴⁶ The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access. The proposed project would not place

⁴⁶ Google Earth. Website accessed June 21, 2016.



additional demands on fire services since the project will involve the construction of modern structures that will be subject to all pertinent fire and building codes. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the City of Montebello Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection? • No New Impact.

The City of Montebello Police Department is responsible for management of all law enforcement services within the City. The agency consists of 75 sworn Officers, 17 Reserve Officers, and 45 Civilian personnel organized into three divisions: Field Services, Investigative Services, and Support Services. The police station is located one mile to the southeast of the project site. The proposed project will place an incremental demand on the Department's services. In order to ensure the proposed project adheres to the City's security requirements, the following mitigation will be required:

- The City of Montebello Police Department shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? • No New Impact.

The proposed project will not involve any development and/or uses that could potentially affect school enrollments. Nevertheless, the Applicant will be required to pay any pertinent development fees to the local school districts. As a result, no impacts on schools will result. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*



D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? • No New Impact.

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 43-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The following mitigation measures will further reduce the project's potential impacts on public services:

Mitigation Measure 14 (Public Services Impacts). The proposed project will undergo review by the City of Montebello Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Mitigation Measure 15 (Public Services Impacts). The City of Montebello Police Department shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

RECREATION IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

ENVIRONMENTAL DETERMINATION

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • No New Impact.

The City of Montebello operates eight public parks devoted to active recreation. The project site is located within the existing Ford of Montebello dealership. The nearest park to the project site is Bicknell Park.⁴⁷ Bicknell Park contains the Armenian Genocide Martyrs Memorial Monument, which is located in the center of the park. The monument is surrounded by open space which is enclosed by a drive aisle with parking spaces. The proposed project will not result in an increase in service demands for the existing park facility.

⁴⁷ Google Earth. Website accessed June 15, 2016.



In addition, the project is not anticipated to place an additional demand on other parks and recreation facilities. As a result, the potential impacts are expected to be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? • No New Impact.

The proposed project would not result in any development that would potentially increase the demand for recreational facilities and services. In addition, the replacement facility will place no additional demands on utility services. Therefore, the potential impacts will be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-716

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

TRANSPORTATION IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X
B. Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?				X
D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
E. Would the project result in inadequate emergency access?				X



ENVIRONMENTAL DETERMINATION

A. Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? • No New Impact.

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated. Major east-west regional access to the site is provided by the Pomona Freeway (SR-60) through its interchanges from parallel roadways, namely, Pomona Boulevard and Via Campo, which are located 886 feet to the north of the site, and Beverly Boulevard, which is located 0.5 miles to the south. Major north-south regional access is provided by Garfield Avenue, located 396 feet to the northeast. Immediate access to the site is only possible through driveways located on the south side of Via Campo. Major street and roadway in the area are described below.

- ***Via Campo.*** Via Campo is a one-way westbound collector street in the project area with three travel lanes in each direction. The street is approximately 46 feet wide and posted with a speed limit of 35 miles per hour. Most intersections of Via Campo are signalized. Parking is permitted along the sides of the street. The average daily volume on Via Campo is approximately 20,510 vehicles per day (assuming PM peak hour volume counted on Via Campo represents approximately 10 percent of its average daily traffic volume).
- ***Garfield Avenue.*** Garfield Avenue is a north-south major arterial street in the vicinity of the project, with two travel lanes in each direction. Directional travel is separated by painted median islands along the center in most segments. The street is approximately 68 feet wide and posted with a speed limit of 35 miles per hour. Most of the key intersections along Garfield Avenue, including the intersection at Via San Clemente and Garfield Avenue, Pomona Boulevard and Garfield Avenue, Via Campo and Garfield Avenue, and Beverly Boulevard and Garfield Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is permitted along the sides of the street. Estimated average daily volume on Garvey Avenue in the vicinity is approximately 38,026 vehicles per day (based on 24-hour traffic counts conducted on Beverly Boulevard east of Garfield Avenue in February 2016 using automatic machine counters).
- ***Pomona Boulevard.*** Pomona Boulevard is a one-way westbound collector street in the project area with two travel lanes in each direction. The street is approximately 44 feet wide and posted with a speed limit of 35 miles per hour. Most intersections of Pomona Boulevard are signalized. Parking is permitted along the sides of the street. The average daily volume on Pomona Boulevard in the vicinity of the project is approximately 14,380 vehicles per day (assuming PM peak hour volume counted on Pomona Boulevard represents approximately 10 percent of its average daily traffic volume).
- ***Beverly Boulevard.*** Beverly Boulevard is an east-west arterial street in the project area, with two travel lanes in each direction. Directional travel is separated by raised median islands along the center. The street is approximately 68 feet wide and posted with a speed limit of 35 miles per hour.



Most intersections of Beverly Boulevard are signalized. Parking is permitted along the sides of the street. The average daily volume on Beverly Boulevard in the vicinity of the project is approximately 27,168 vehicles per day (based on 24-hour traffic counts conducted on Beverly Boulevard east of Garfield Avenue in February 2016 using automatic machine counters).

As indicated previously, all of the proposed improvements will be confined to the property that is presently occupied by the Ford of Montebello new vehicle sales and service dealership. The primary element of the proposed project involves the construction of a new three-level structure that will be located immediately west of the existing showroom and sales office building. The new structure will largely be used to provide for a new on-site storage and display area for new vehicles. A portion of the new structure will also be used for a modernized service area. Currently, the dealership maintains an off-site area for the storage of new vehicles. The proposed project will enable the dealership to more efficiently maintain and secure the inventory of new vehicles. Due to the nature of the project, the increased floor area will not result in any direct increase in the dealership's sales volumes. A wide range of variables will typically impact sales volumes and customer patronage that are independent of the proposed improvements. In addition, the proposed improvements will not specifically increase on-site employment due to the improved efficiency that will be realized with the new building. For example, new vehicles currently must be stored at an off-site location and then transported to the dealership. With the construction of the new three-level structure, the need for the off-site new car storage area will be eliminated or reduced. As a result, there will not be any additional traffic generation directly related to the construction of the new three-level building. As a result, no traffic generation or level of service impacts will result. The proposed project will require the transport of new vehicles to the dealership. These new cars may be placed either on display in the existing display area or within the new building where the new inventory will be stored. The following mitigation measures will be required as a means to facilitate the unloading of new cars:

- The unloading of new vehicles from trucks must occur within the existing dealership. No unloading will be permitted within the existing Via Campos public right-of-way.
- The truck(s) that are being unloaded may not obstruct ingress onto the property. (No parking is permitted on Via Campo.) No trucks unloading will be permitted within 90 feet of the curb-cut with Via Campo.

The aforementioned mitigation will reduce the potential traffic impacts to levels that are less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? • No New Impact.

The 2010 Congestion Management Plan (CMP) was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the



CMP system. A traffic impact will not occur when a proposed project will add less than 50 or more vehicle trips at a CMP intersection during either AM or PM weekday peak hours. No impacts at a designated CMP mainline freeway-monitoring location would occur where the project will add less than 150 trips during the either the AM or PM weekday peak hours. According to the adopted CMP there are two CMP intersections located within the City of Montebello. These CMP intersections include Whittier Boulevard and Garfield Avenue (CMP ID: 111) and Montebello Boulevard and Whittier Boulevard (CMP ID: 112). Based on the potential for *limited new direct* trip generation and distribution of the proposed project, it is not expected that 50 or more new project trips per hour would be added at these CMP intersections. The proposed project's trip generation will not result in more than 50 AM and PM peak hour trips at either one of these intersections. Therefore, no impacts on a CMP designated intersection will result from the proposed projects implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? • No New Impact.

The proposed project will not impact any Federal Aviation Administration (FAA) air traffic height restrictions. Finally, the project site is not located within an approach or take-off aircraft safety zone. As a result, no impacts are anticipated. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No New Impact.

The existing roadway configuration of Via Campo will not be altered as part of the project site's development. As a result, no impacts will result. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project result in inadequate emergency access? • No New Impact.

At no time will any designated emergency evacuation route be closed to traffic due to the proposed project. All construction will occur within the project site and equipment staging areas will be located within the project site. The construction activities will not impact the physical operation of Garfield Avenue. As a result, the project will not result in any impacts. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*



F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • No New Impact.

The proposed project will not affect any nearby bicycle lanes or pedestrian facilities because there are none in the vicinity of the project site. In addition, the project will not negatively impact the multiple Montebello Bus Line bus stops located along Garfield Avenue. The nearest MTA bus stop is located along Via Campo adjacent to the Jack in the Box approximately 0.3 miles to northeast. As a result, no impacts will occur. All of the proposed improvements will be confined to the property that is presently occupied by the Ford of Montebello new vehicle sales and service dealership. The primary element of the proposed project involves the construction of a new three-level structure that will be located immediately west of the existing showroom and sales office building. The new structure will largely be used to provide a new on-site storage and display area for new vehicles. A portion of the new structure will also be used for a modernized service area. Currently, the dealership maintains an off-site area for the storage of new vehicles. The proposed project will enable the dealership to maintain and secure the inventory of new vehicles more efficiently. Due to the nature of the project, the increased floor area will not result in any direct increase in the dealership's sales volumes. A wide range of variables will typically impact sales volumes and customer patronage that are independent of the proposed improvements. In addition, the proposed improvements will not specifically increase on-site employment due to the improved efficiency that will be realized with the new building. For example, new vehicles currently must be stored at an off-site location and then transported to the dealership. With the construction of the new three-level structure, the need for the off-site new car storage area will be eliminated or reduced. As a result, there will not be any additional traffic generation directly related to the construction of the new three-level building. As a result, no traffic generation or level of service impacts will result. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis determined that no significant traffic impacts would result from the proposed project's implementation. The following mitigation is required to address potential loading and unloading impacts.

Mitigation Measure 16 (Traffic and Circulation Impacts). The unloading of new vehicles from trucks must occur within the existing dealership. No unloading will be permitted within the existing Via Campos public right-of-way.

Mitigation Measure 17 (Traffic and Circulation Impacts). The truck(s) that are being unloaded may not obstruct ingress onto the property. (No parking is permitted on Via Campo.) No trucks unloading will be permitted within 90 feet of the curb-cut with Via Campo.



UTILITIES IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No New Impact
A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				X
C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
E. Would the project result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste?				X

ENVIRONMENTAL DETERMINATION

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • No New Impact.

The Street Division of the City's Public Works Department is responsible for the maintenance and repairs of streets, alleys, sanitary sewers, storm drains, sidewalks, curbs, and gutters. The division maintains 125 miles of dedicated roadways and approximately 165 miles of sewer and storm drains. Sewage from the area is conveyed through City maintained sewer mains into the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1970, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge. The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over five million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River.⁴⁸ The Los Coyotes

⁴⁸ Los Angeles County Sanitation Districts. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/los_coyotes.asp



WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3.5 million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.⁴⁹ The proposed provide new parking areas for the storage of new vehicles for display as well as a additional service parking areas. The proposed project will be required to connect to the existing sewer line along Via Campo. The existing sewer lines have sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements, no new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project. As a result, the impacts are expected to be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • No New Impact.

The proposed project will connect to existing sewer line located within Via Campo. The future wastewater generation will be within the treatment capacity of the Los Coyotes WRP. Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project and no impacts are anticipated to occur. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • No New Impact.

The project will be required to connect to the existing storm drain located in Via Campo. Storm water runoff will be conveyed into the City storm drains via the existing drain inlets along Via Campo. Once operational, the proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The addition of landscaping will also help water runoff percolate into the ground. As a result, no impacts will result. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • No New Impact.

The City of Montebello is served by four water companies: California Water Service, Montebello Land and Water Company, San Gabriel Valley Water Company, and South Montebello Irrigation District. The

⁴⁹ Ibid.



proposed project is located within the service boundaries of the East Los Angeles District of the California Water Service. California Water Service uses local groundwater and purchased water from the Metropolitan Water District of Southern California (MWD), which is imported from the Colorado River and the State Water Project in northern California. The East Los Angeles water system currently includes ten active wells, 26 booster pumps, 16 storage tanks, and three MWD connections. The proposed project will incorporate several design features that will reduce water consumption. These features include water conserving appliances and fixtures. As a result, the potential impacts will be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

E. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • No New Impact.

As indicated in Subsection A, the proposed project will connect to an existing eight-inch sewer line located along Garfield Avenue. The existing sewer lines have sufficient capacity to accommodate the projected flows and adequate sewage collection and treatment are currently available. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project; as a result, the impacts are expected to be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? • No New Impact.

The City of Montebello contracts with Athens Services for all of its waste removal services. Before taking the City's waste to a landfill for final disposal, the City requires Athens to process Montebello's waste through a materials recovery facility (MRF) sorting center. This program allows the City to meet the 50 percent landfill diversion mandate required by California law while providing the greatest convenience possible to residents and businesses. The Athens MRF and currently processes 1,920 tons per day (TPD) of trash and its maximum permitted capacity is 5,000 TPD.⁵⁰ The proposed project, like all other uses within the City, will be required to comply with the City's solid waste reduction requirements.⁵¹ As a result, the impacts on solid waste generation are considered to be less than significant. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? • No New Impact.

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the state. The Act required cities and counties to identify measures to divert

⁵⁰ City of Montebello Website https://www.montebelloca.gov/departments/finance/accounts_receivable/trash_collection
Websites were accessed on June 20, 2025.

⁵¹ Ibid.



50 percent of the total solid waste stream from landfill disposal. The State has continued to refine program goals and work toward preserving land resources for productive uses, not landfills. The City's Source Reduction and Recycling Element identifies programs that must be implemented to meet waste diversion goals. These measures include curbside collection of recyclables, separation of yard and other "green" waste from non-biodegradable materials.⁵² Future development within the City is required to adhere to all applicable law related to waste reduction and recycling. The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation. *The proposed development contemplated as part of the proposed Addendum would not introduce any new impacts not already contemplated or identified in the Mitigated Negative Declaration prepared for the original CUP 7-71.*

PREVIOUS MITIGATION MEASURES FOR CUP 7-71

The analysis of utility impacts indicated that no significant impacts are anticipated. As a result, no mitigation is required.

⁵² City of Montebello Website https://www.montebellocal.gov/departments/finance/accounts_receivable/trash_collection
Websites were accessed on June 20, 2025.



**NOTICE OF PUBLIC HEARING
CITY OF MONTEBELLO PLANNING COMMISSION**

Modification to Conditional Use Permit (CUP 07-71)
Addendum to IS/MND (Section 15164 "Addendum to an EIR or Negative Declaration")

Location: 2747 Via Campo, Montebello, CA 90640

Case No.: PC-2025-0005-CUP/ENV No. 08-25

Applicant: Jim Ross, Ford of Montebello

Project Description: The Applicant seeks approval of a proposed modification to Conditional Use Permit (CUP) No. 07-71 to authorize the reconfiguration of the existing automobile dealership (Ford of Montebello) located at 2747 Via Campo (the "Project Site"). This request includes the construction of approximately 30 new indoor service bays, a vehicle display area, restrooms, a lunchroom, an elevator, and an equipment room for the elevator which combined measure approximately 21,850 square feet within the first floor of the proposed addition. The project also proposes a new approximately 29,300 square foot roof top parking area above the proposed first floor addition (the "Proposed Project").

Zone: C-2 (General Commercial)

General Plan Designation: Neighborhood

Environmental: The proposal is considered a "Project", and an Initial Study/ Mitigated Negative Declaration (IS/MND) was previously prepared and approved by the Planning Commission on August 2, 2016, for proposed modifications at the Project Site. The IS/MND determined that, with mitigation measures, the potential environmental impacts can be reduced to a significance threshold of Less than Significant. An addendum to the previously approved IS/MND was prepared for the Proposed Project pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 15164(a) and none of the conditions calling for the preparation of a subsequent EIR under section 15162 have occurred.

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

Date: Tuesday, August 5, 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 staff prior to each Public Comment announcement period. Staff will call each speaker card in the order received.

The public may also submit emailed comments via the City's email address: pcpubliccomment@montebellocity.gov where the public can submit written public comments up until the day of the meeting, **Tuesday, August 5, 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.montebellocity.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@montebellocity.gov

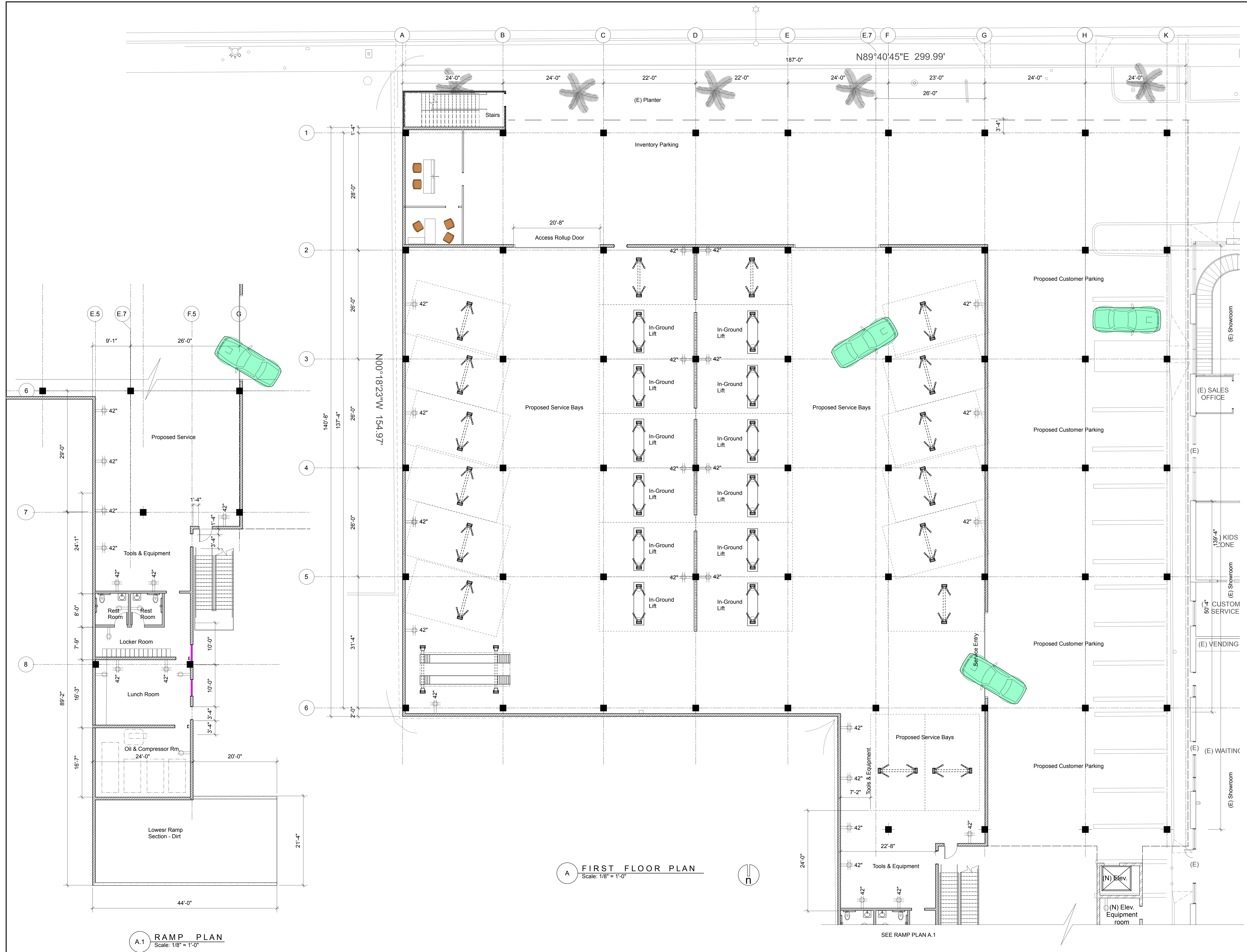
Address: City of Montebello, City Hall, Planning Division, 1600 W. Beverly Blvd, Montebello, CA 90640

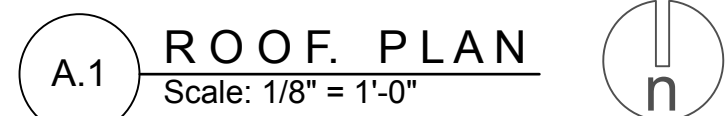
City Website: www.montebellocity.gov

Date of Publication: July 24, 2025

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The drawings and specifications, ideas, designs and arrangements are and shall remain the property of the Architect. No part thereof shall be copied or used in connection with any work or project other than the specific project for which they were prepared without the written consent of the designer. Visual contact with these drawings or specifications shall constitute evidence of acceptance of these restrictions. Written instructions on these drawings shall have precedence over all dimensions; contractor shall verify and be responsible for dimensions and conditions on the job and this office must be notified of any discrepancies from the drawings shown by these drawings. Shop details must be submitted to this office for approval before proceeding with fabrication.

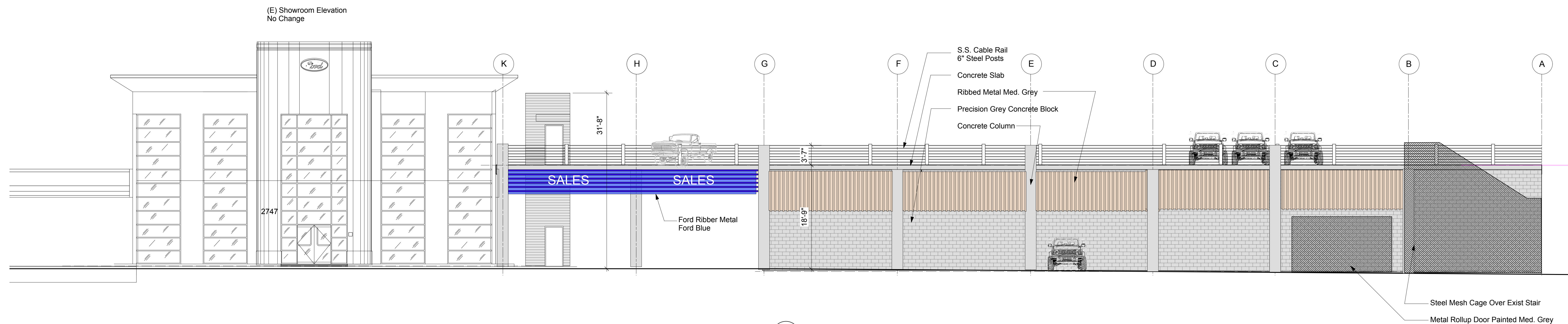




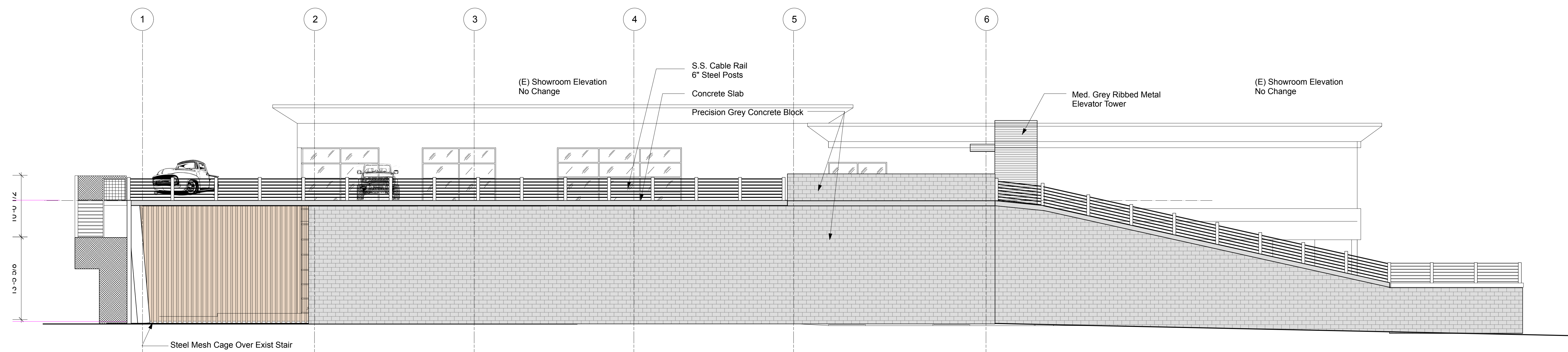
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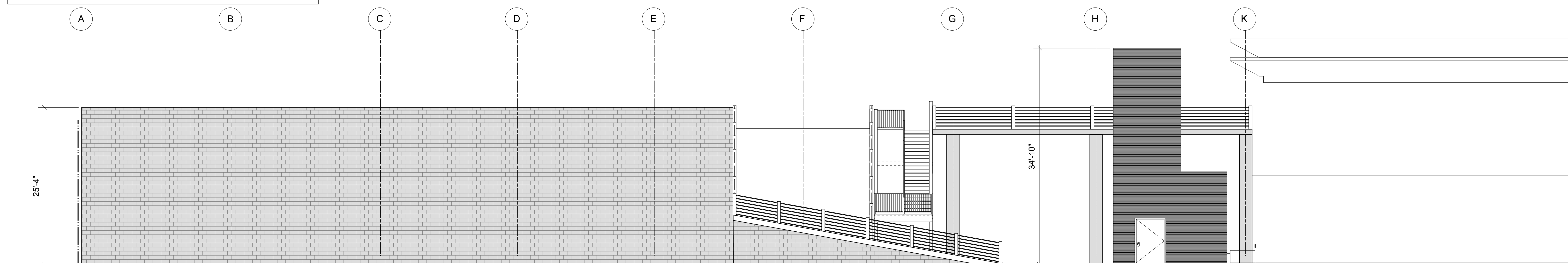
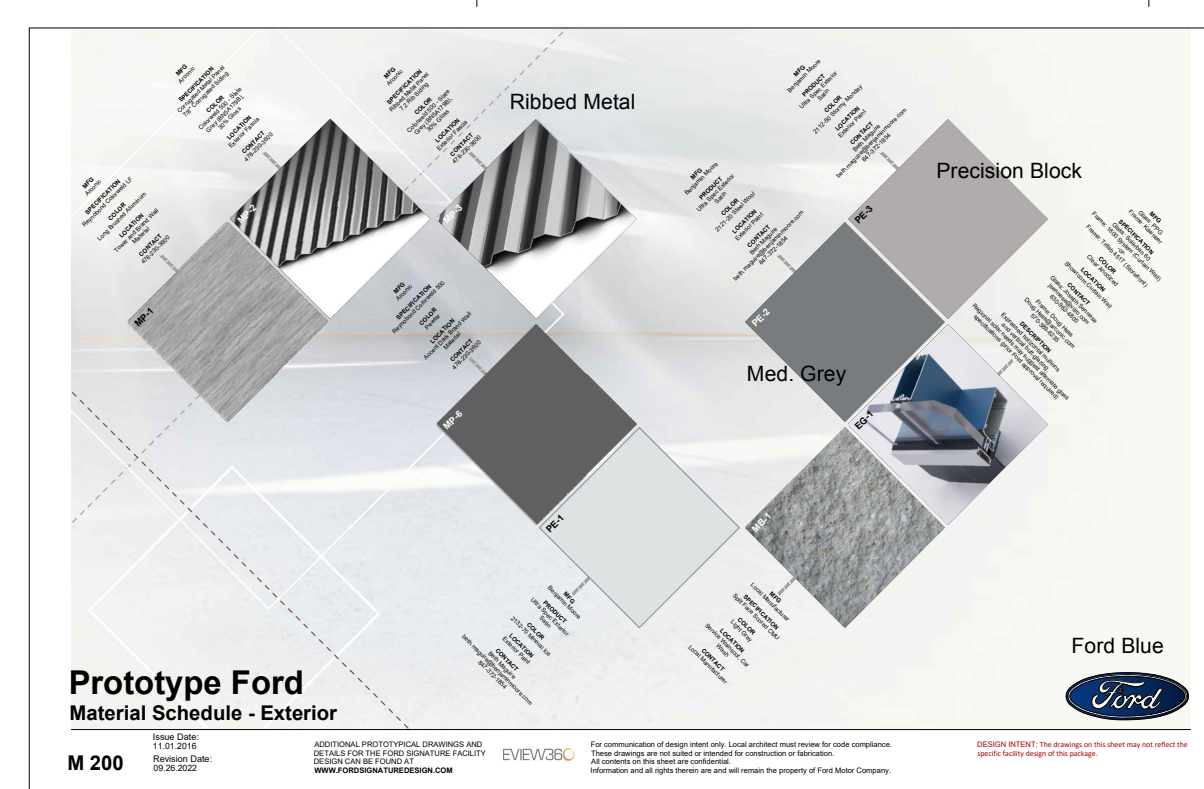
Visual contact with these drawings or specifications shall constitute evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions; contractor shall verify and be responsible for all dimensions and conditions on the job and this office must be notified of any variation from the dimensions and conditions shown by these drawings. All drawings shall be submitted to this office for approval before proceeding with fabrication.



A NORTH ELEVATION
Scale: 1/8" = 1'-0"



1 WEST ELEVATION
Scale: 1/8" = 1'-0"



C SOUTH ELEVATION
Scale: 1/8" = 1'-0"

**Ford of
Montebello
Service
Expansion**

2747 Via Campo
Montebello, CA . 90640



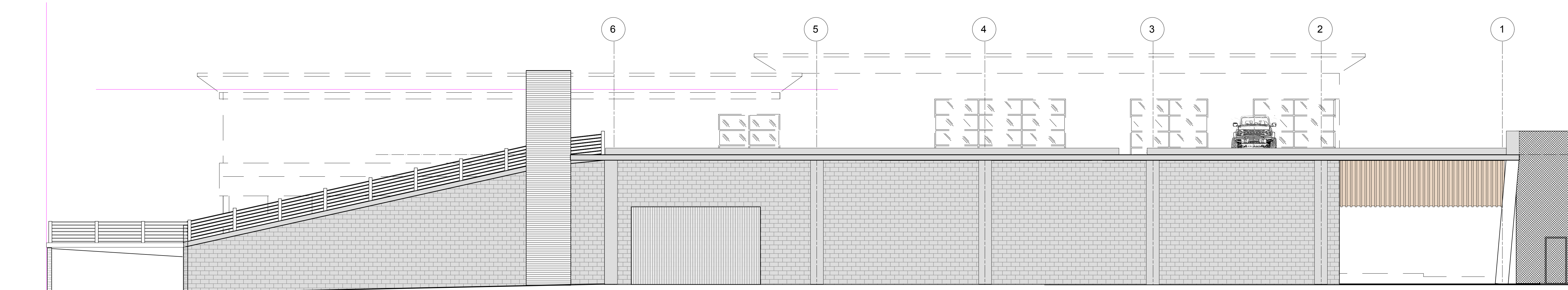
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SOUTH
NORTH
ELEVATIONS

A3.2

The drawings and specifications, ideas, designs and arrangements are and shall remain the property of the Architect: no part thereof shall be copied or used in connection with any work or project other than the specific project for which they have been prepared without the written consent of the designer. Visual contact with these drawings or specifications shall constitute evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions; contractor shall verify and be responsible for all dimensions and conditions on the drawings. This office shall be notified of any variation from the dimensions and conditions shown by these drawings. Shop details must be submitted to this office for approval before proceeding with fabrication.



1 ELEVATION ALONG SHOWROOM
Scale: 1/8" = 1'-0"