

**DRAFT**

**Initial Study and Mitigated Negative Declaration**

**SAXON RESERVOIR AND REPLACEMENT  
WELL PROJECT**

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**San Gabriel, California**

**Lead Agency:**



State Water Resources Control Board  
500 North Central Ave, Suite 500

Glendale, CA 91203

**Prepared For:**

Golden State Water Company  
401 South San Dimas Canyon Road  
San Dimas, CA 91773

**Prepared By:**



2861 Pullman Street  
Santa Ana, CA 92705

**February 2023**

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## **DRAFT MITIGATED NEGATIVE DECLARATION**

**Lead Agency:** State Water Resources Control Board (SWRCB)

**Project Proponent:** Golden State Water Company (GSWC)

**Project Location:** The Proposed Project is located within the existing GSWC Saxon Plant site at 409 E Saxon Ave, San Gabriel, CA 91776, in Los Angeles County (APN #5370-030-800). The 0.7-acre Project Site is located on a fenced, flat, asphalt-covered lot which contains Saxon Well 3, Saxon Well 4, several shed-like buildings, and one office warehouse building. The site is minimally landscaped with two trees and eight shrubs that offer a partial screen along the Denton Avenue side of the lot.

Residential development surrounds the Project Site on all sides. The lot is less than 300 feet north of Interstate 10. The site's land use designation is High-Density Residential, and zoning is R-3 (Multiple Family Residence).

### **Project Description:**

Golden State Water Company (GSWC) proposes to construct a new 750,000-gallon above-ground potable water storage tank, a booster pump station, a stationary emergency 450kW diesel generator, and a disinfection system with associated lighting, control panels, and appurtenances at the Saxon Well site. The Project also includes constructing a new well (Saxon Well 5) onsite that will replace Saxon Well 3. The existing office warehouse building would be demolished to make room for the new components. The facility would not require a crew or staff; therefore, no bathroom facilities would be built.

### **Mitigation Measures Incorporated into the Project to Avoid Significant Effects:**

#### ***Biological Resources***

**BIO-1: Pre-Construction Nesting Bird Survey:** Tree removal shall take place outside of the active nesting bird season (typically February 1 through August 31 for raptors and March 15 through August 31 for the majority of migratory bird species), when feasible, to avoid impacts to nesting birds that are protected under the California Fish and Game Code. If construction or tree removal activities are scheduled to occur during the bird breeding season, a pre-construction nesting-bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed on the Project Site. The survey shall be completed no more than three days prior to the initial ground disturbance or tree work, whichever is first. If an active nest is identified, the biologist shall establish an appropriately sized disturbance limit buffer around the nest using flagging or staking (typically 300-foot circumference for passerines and 500-foot circumference for

raptors and listed species). Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

### ***Cultural Resources***

**CUL-1:** If archaeological materials or artifacts are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, as appropriate, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find is not a historical or unique archaeological resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist recommends that the find is an historical or unique archaeological resource, the professional archaeologist shall immediately notify the lead agency and the landowner. If the resource is a tribal cultural resource, the Lead Agency will notify the Tribe and the Tribe will be consulted regarding the eligibility determination for the resource. The lead agency shall determine, as defined in sections 15064.5(a) & (c) of the CEQA Guidelines if the site is a historical resource or a unique archaeological resource. If so, contingency funding and time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation consisting of data recovery shall be available. Work may continue on other parts of the building site while the mitigation takes place.

### ***Geology and Soils***

**GEO-1:** The Project Applicant shall implement the Conclusions and Recommendations as listed in the final site-specific geotechnical report (Geotechnical Evaluation: Saxon Plant Reservoir and Pump Station, Ninyo and Moore 2022) or most recent site-specific geotechnical evaluation.

**GEO-2: **Unanticipated Discovery of Paleontological Resources.**** If paleontological resources are discovered during construction, all work must halt within a 100-foot radius of the discovery and a qualified paleontologist shall be retained to evaluate the find. The paleontologist shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. GSWC and the lead agency will be notified if there is a significant discovery. The qualified paleontologist will evaluate the significance of the find and recommend appropriate measures for the disposition of the find (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

## **Noise**

**NOI-1:** The Project improvement and building plans shall include the following requirements for operational activities:

- The backup/emergency generator shall be enclosed and completely shielded within a Level II sound-attenuated outdoor rated enclosure, though providing all necessary ventilation required for generator operation. A sound attenuation or muffler system shall be installed to control noise from the generator.

## **Tribal Cultural Resources**

**TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**

- The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all the project locations site (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any newly discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Lead Agency within 30 days of the completion of construction.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. Documentation of the discovery will be immediately reported to the Lead Agency and CUL-1 shall be implemented.

**TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects**

- If human remains are discovered during Project activities, the procedures specified in California Health and Safety Code section 7050.5 must be followed. Section 7050.5 of the Health and Safety Code requires that in the event of discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains and the Los Angeles County Coroner (Coroner) shall be called immediately. For purposes of this project, the initial stop work zone will be 200 feet away from possible Native American human remains. The Coroner shall determine, within two working days of notification of the discovery if the remains are within their jurisdiction or if the human remains are those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC pursuant to Public Resources Code 5097.98. Whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision I of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended (MLD) from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLD shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.
- Native American human remains are defined in Public Resources 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

- Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods while mitigation is taking place, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination in writing.

**TCR-3: Procedures for Burials and Funerary Remains.** If the Kizh Nation is determined to be the MLD by the NAHC,

- The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, the burials may be removed and relocated.
- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- In the case where discovered human remains cannot be fully documented and removed on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.
- Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags, provided by the Tribe. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be

protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

- The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery of human remains is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery-related forms of documentation pertaining to human remains and associated grave goods shall be approved in advance by the Tribe. If any data recovery is performed on human remains, once complete, a final confidential report shall be submitted to the Tribe, the NAHC, the Lead Agency, and the landowner. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.



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**LIST OF ACRONYMS AND ABBREVIATIONS**

<b>Acronym/Abbreviation</b>	<b>Description</b>
AB	Assembly Bill
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CAISO	California Independent System Operator
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CY	cubic yards
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
ECORP	ECORP Consulting, Inc.
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
GSWC	Golden State Water Company
I	Interstate
IS/MND	Initial Study and Mitigated Negative Declaration
kV	kilovolt
LRA	Local Responsibility Areas
LST	Localized Significance Threshold
MG	million gallons
MLD	most likely descendent
MND	Mitigated Negative Declaration
MTCO <sub>2</sub> e	metric tons of carbon dioxide equivalent
MWD	Metropolitan Water District of Southern California
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

<b>Acronym/Abbreviation</b>	<b>Description</b>
ND	Negative Declaration
NHMLAC	Natural History Museum of Los Angeles County
NIOSH	National Institute for Occupational Safety and Health
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
PM	particulate matter
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PPV	peak particle velocity
PRC	Public Resource Code
ROG	reactive organic gas
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
LARWQCB	Los Angeles Regional Water Quality Control Board
SB	California Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SF	square-feet
SGMA	Sustainable Groundwater Management Act
SGUSD	San Gabriel Unified School District
SIP	State Implementation Plan
SoCAB	South Coast Air Basin
SR	State Route
SRA	Source Receptor Area
SWRCB	State Water Resources Control Board
TPD	tons per day
U.S.	United States of America
USACE	United States Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U. S. Fish & Wildlife Service
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VOC	Volatile Organic Compound

## 1.0 BACKGROUND

### 1.1 Summary

<b>Project Title:</b>	Saxon Reservoir and Replacement Well Project
<b>Lead Agency Name and Address:</b>	State Water Resources Control Board 500 N Central Ave, Suite 500 Glendale, CA 91203
<b>Contact Person and Phone Number:</b>	Wendy Pierce Senior Environmental Scientist Special Project Review Unit Division of Financial Assistance State Water Resources Control Board (916) 449-5178
<b>Project Proponent:</b>	Golden State Water Company (GSWC)
<b>Contact Person and Phone Number:</b>	George Zakhari Water Quality Engineer Golden State Water Company George.Zakhari@gswater.com (909) 592-4271 ext. 1404
<b>Project Location:</b>	The Proposed Project is located within the existing GSWC Saxon Plant site at 409 East Saxon Avenue, San Gabriel, California.
<b>General Plan Designation:</b>	High-Density Residential
<b>Zoning:</b>	R-3 (Multiple Family Residence)

### 1.2 Introduction

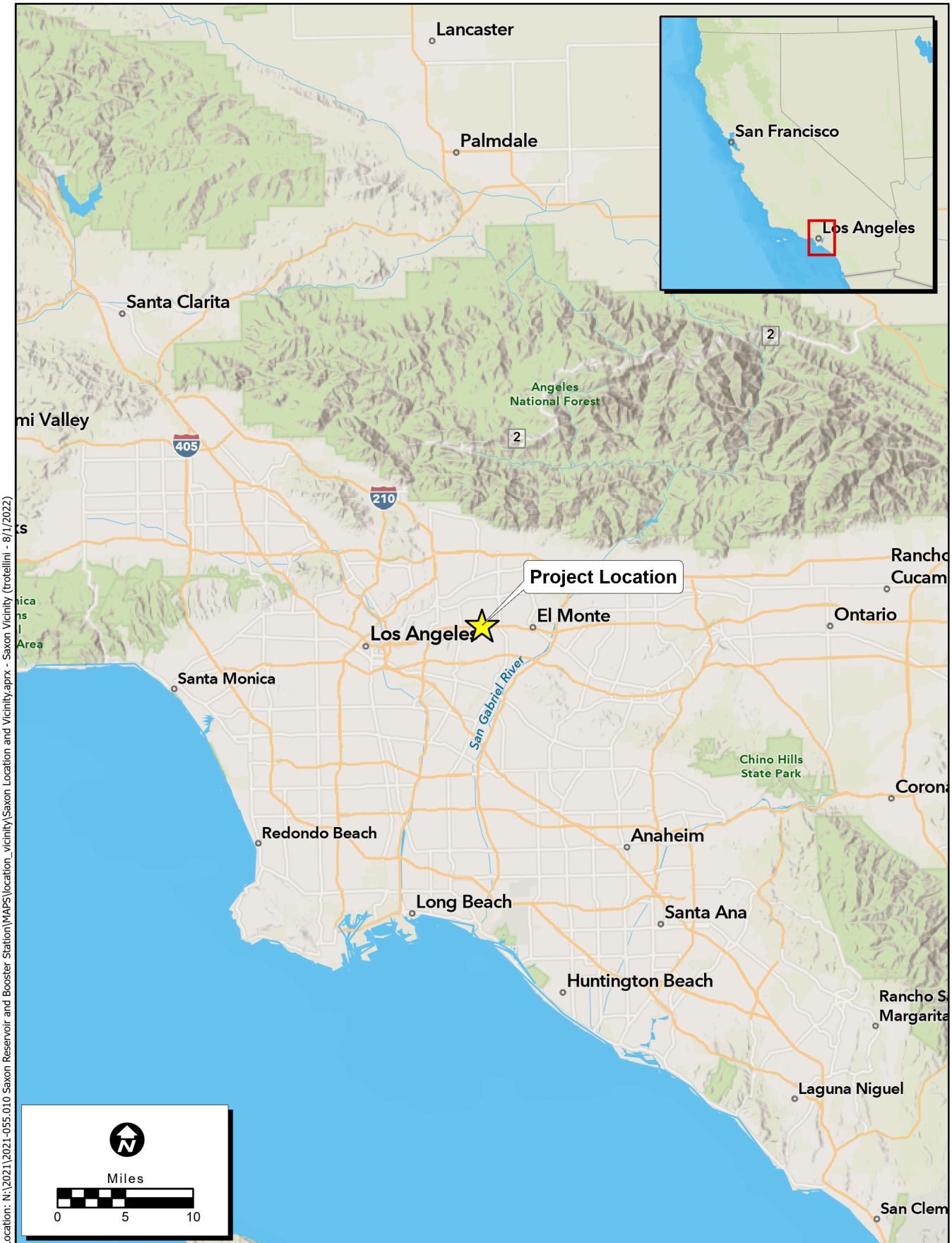
The State Water Resources Control Board (SWRCB) is the Lead Agency for this Initial Study and Mitigated Negative Declaration (IS/MND). This IS/MND has been prepared to identify and assess the anticipated environmental impacts of the Saxon Reservoir and Replacement Well Project (Project or Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resource Code [PRC], Section 21000 et seq.) and CEQA Guidelines (14 California Code of Regulations 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA IS/MND is generally used to determine the potentially significant environmental impacts associated with a Proposed Project and determine which CEQA document is appropriate (i.e., Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

### **1.3 Surrounding Land Uses/Environmental Setting**

Surrounding land uses include high-density residential uses, roadways, and the Interstate 10 (I-10) freeway in the City of San Gabriel. The Project Site is a generally flat, highly urbanized area bordered by Denton Avenue to the west, Saxon Avenue to the south, and single-family homes to the north and east (Figures 1 and 2). The I-10 freeway is approximately 300 feet south of the site. No significant geological or topographical features are in the area.

The 0.7-acre Project Site is located on a previously graded, flat parcel with existing water infrastructure and support buildings including a modern well, and office/warehouse, a disinfection building, a motor control center, and associated structures. The existing Project Site is bordered by a wrought-iron fence, with two trees and shrubs located at the Project Site's frontage along Denton Avenue. The Project Site's land use designation is High-Density Residential, and zoning is R-3 (Multiple Family Residence).





Location: N:\2021\2021-055.010 Saxon Reservoir and Booster Station\MAPS\location\_vicinity\Saxon Location and Vicinity.aprx - Saxon Vicinity (trotellini) - 8/1/2022

Map Date: 8/1/2022

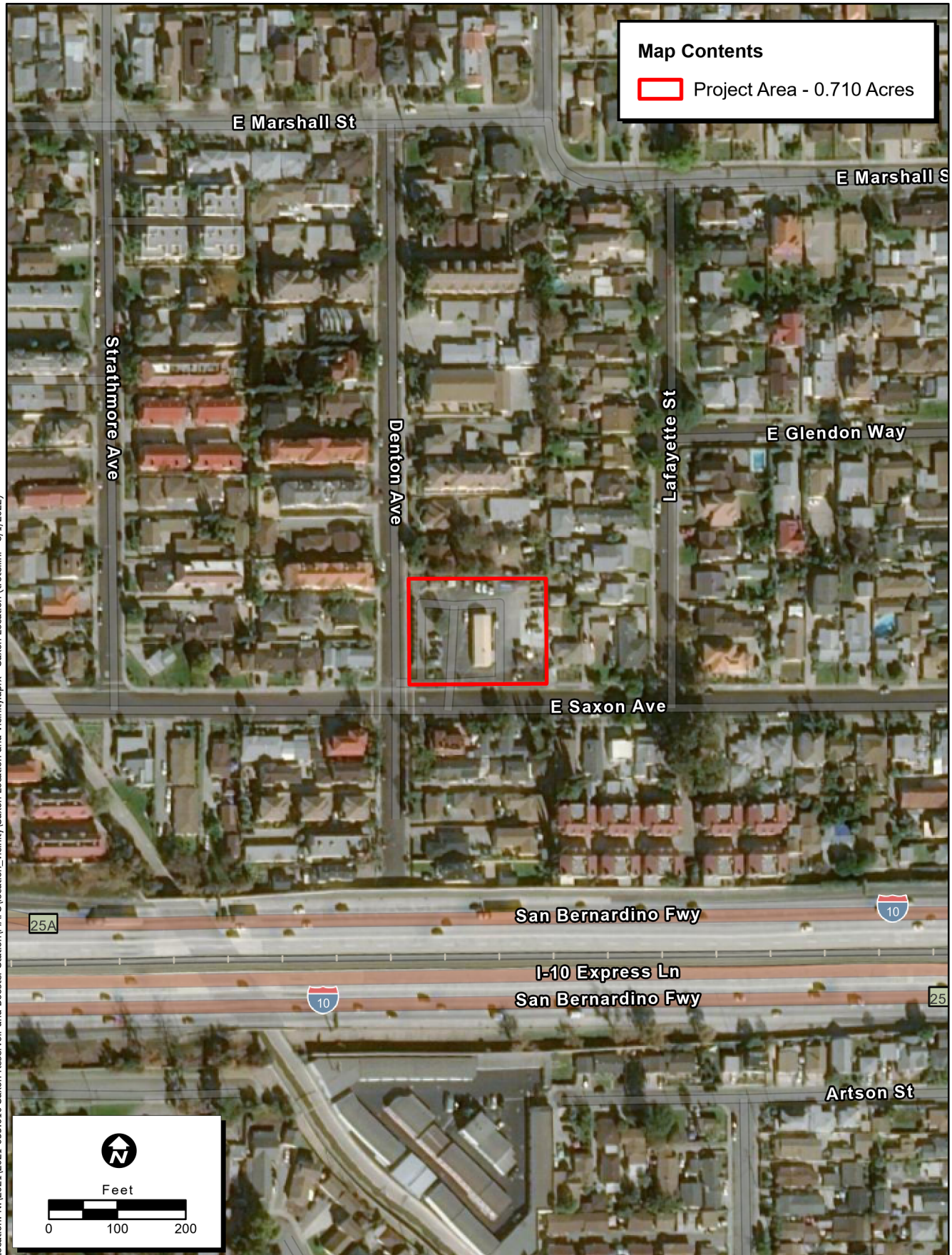
<FONT style="italic">Service Layer Credits: Esri, CGIAR, USGS, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/MASA, USGS, Bureau of Land Management, EPA, NPS, Esri, Garmin, FAO, NOAA, USGS, EPA

**Figure 1. Regional Project Location**

2021-055.010 Saxon Reservoir and Booster Station







Location: N:\2021\2021-055.010 Saxon Reservoir and Booster Station\MAPS\location\_vicinity\Saxon Location and Vicinity.aprx - Saxon Location (trotellini - 8/1/2022)

Map Date: 8/1/2022

Service Layer Credits: Mapbox, Microsoft, County of Sacramento, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METINASA, USGS, Bureau of Land Management, EPA, NPS, Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap contributors, © HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METINASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



Figure 2. Project Location

## **2.0 PROJECT DESCRIPTION**

### **2.1 Project Characteristics**

GSWC proposes to construct a new 750,000-gallon welded steel reservoir, a replacement well, a booster station, and an emergency 450kW diesel generator at the Saxon Well site located at 409 East Saxon Avenue in the City of San Gabriel, CA 91776 (APN #5370-030-800). The site is an approximately 0.7-acre graded, asphalt-covered lot and contains existing water infrastructure and supporting structures including Saxon Well 3, Saxon Well 4, several shed-like structures, trees, and shrubs present. The site is bordered by residential homes to the north and east, Saxon Avenue to the south, and Denton Avenue to the west.

The new 750,000-gallon reservoir tank would be approximately 80 feet in diameter and 26 feet high, with minimum freeboard requirements per American Water Works Association standards to accommodate for sloshing. The new booster station, disinfection system, and electrical/control panels would be housed in a 20-foot by 48-foot building on the western portion of the site. The proposed replacement well (Saxon Well 5) would replace the existing well (Saxon Well 3) at the same site. The replacement well (Saxon Well 5) would reach a depth of approximately 1,100 feet (Figure 4). The replacement well would be used to meet the current demand for the water system.

Small amounts of debris, solid waste, and/or wastewater may be generated and would be transported to an approved solid waste disposal facility. Earthwork would be balanced and consist of approximately 100 cubic-yards (CY) of cut and 100 CY of fill. Grading is anticipated to be minimal for the construction of the water storage tank, booster station, emergency generator, and appurtenant structures.

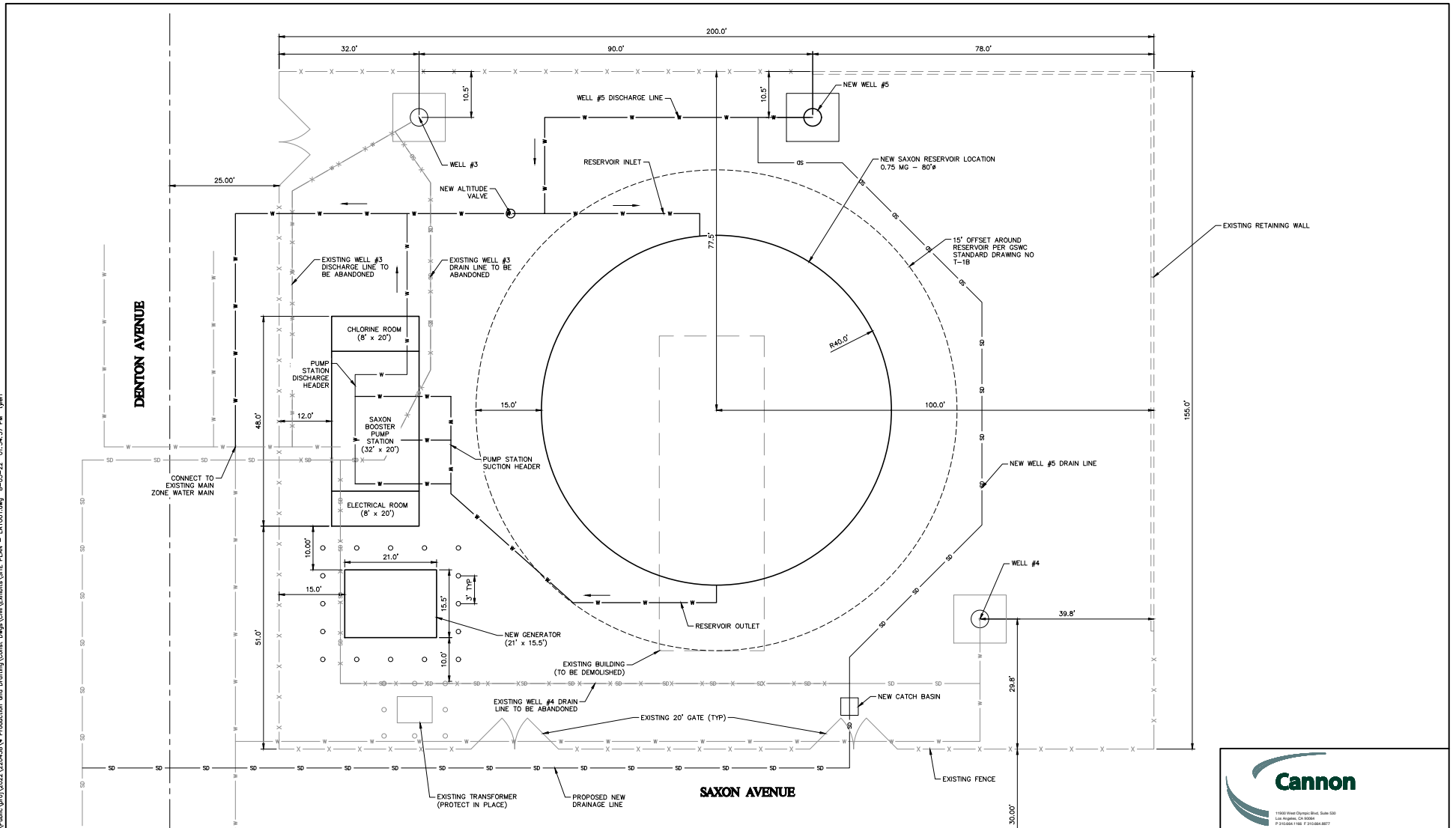
The existing office/warehouse would be demolished. One onsite tree would be removed. Existing plant site piping would be modified as needed. The facility would be unmanned, and no bathrooms would be built (Figure 3).

### **2.2 Project Purpose and Need**

The Proposed Project would be part of GSWC's South San Gabriel System, which serves portions of the cities of San Gabriel, Rosemead, Monterey Park, and unincorporated Los Angeles County. The system consists of five active wells with a combined capacity of 2,300 gallons per minute, which pump local groundwater from the San Gabriel Valley Groundwater Basin.

Saxon Well 3 is a 75-year-old well near the end of its serviceable life, which has a capacity of up to 450 gallons per minute (gpm). Saxon Well 3 was pumped at 1,070 gpm when it was first constructed in 1947. The replacement Saxon Well 5 will have a capacity of approximately 800 to 900 gpm to meet existing demand in the water system. Per the GSWC Master Plan, increased storage is required to address the existing storage deficiency, add redundancy to the existing system, and maintain an uninterrupted supply of water for the system. The overall capacity required by the South San Gabriel System would remain the same as the existing conditions and not be a capacity increasing Project. The Proposed Project will be located in a fully developed urban area with a stable customer base. The proposed storage tank would increase storage within the South San Gabriel System to meet an increase in demand.

\\vmsnasas.com\project\Public\proj\2021\20210504\04\_Production and Drafting\Coord Draw\Site\Utilities\SITE PLAN - LAYOUT.dwg 8-03-22 01:34:37 PM jyer



THIS PLAN WAS PREPARED BY THE STAFF OF CANNON. CANNON MADE A REASONABLE REVIEW OF AVAILABLE RECORDS AND A VISUAL INSPECTION OF THE PROJECT AREA TO COMPLETE THE INFORMATION GIVEN HEREON INCLUDING THE EXISTENCE AND LOCATION OF SUBSTRUCTURES AND UNDERGROUND UTILITY PIPES. HOWEVER CANNON DOES NOT WARRANT THE INFORMATION GIVEN HEREON.

THE CONTRACTOR, IN ADDITION TO COMPLYING WITH THE PROCEDURES OF UNDERGROUND SERVICE ALERT, IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO LOCATE AND PROTECT THE ABOVE AND BELOW GROUND STRUCTURES IN THE VICINITY OF THE PROJECT.

BY:	DATE:	REVISION:	BY:	APPROVED DATE:



BUDGET YEAR GROUP ##	2022	SYSTEM MAP NO	SYS-74
DRAWING PREPARED BY:	TPF	PROCESSED SW CODE NO.	8/5/22
DATE:	8/5/22	DATE:	8/5/22
DESIGNED BY:	MK	DATE:	8/5/22
CHECKED BY:		DATE:	
DATE:		DATE:	
PROJECT NO.		DATE:	
PROJECT APPROVED BY:		DATE:	
PROJECT APPROVED DATE:		DATE:	
PROJECT APPROVED BY:		DATE:	
PROJECT APPROVED DATE:		DATE:	

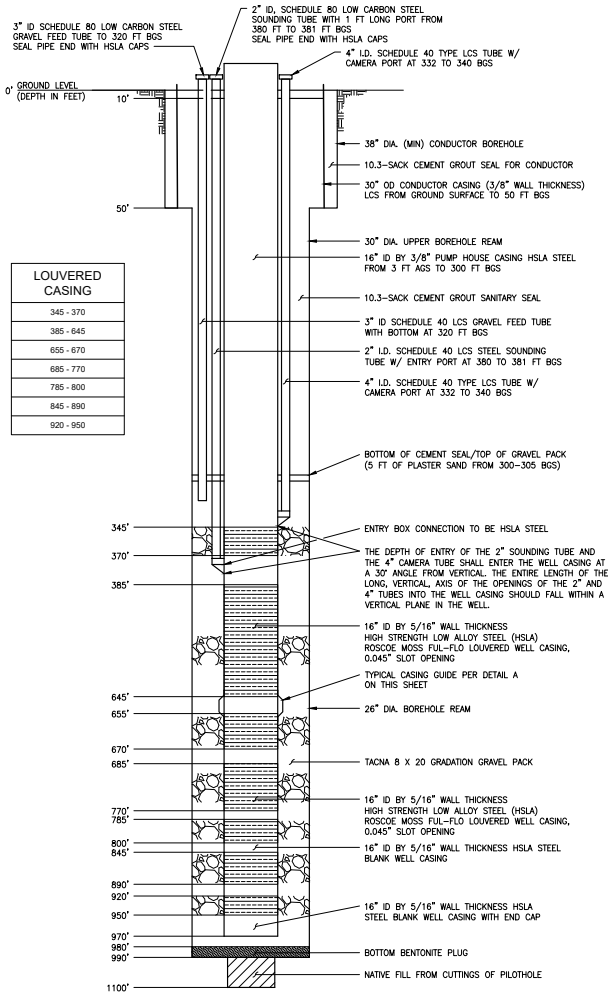


PROJECT TITLE:	SAXON PLANT	SHEET NUMBER:	
	0.75 MG RESERVOIR	OF	
	CITY OF SAN GABRIEL	SHEETS	
JURISDICTION:	COUNTY OF LOS ANGELES		
DWG NO.:	E-2		
DWG DESC.:	PRELIMINARY SITE PLAN LAYOUT		
FRANCHISE NUMBER:			

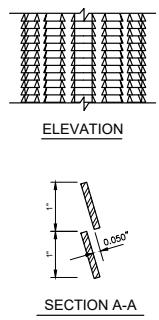
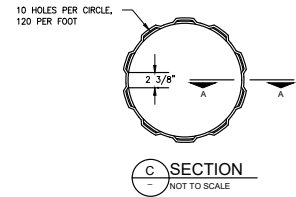
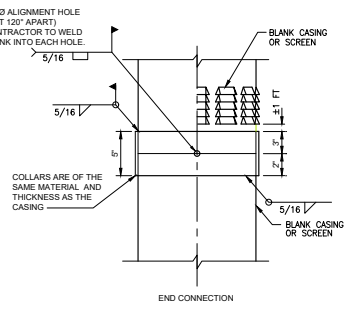
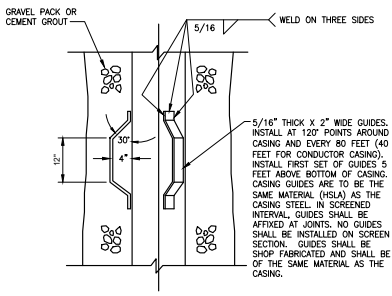
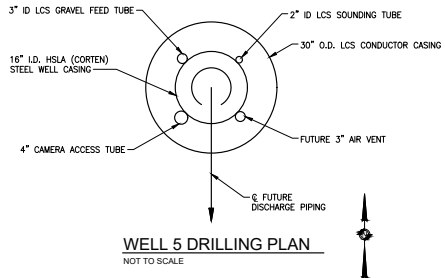


**Figure 3. Project Site Plan**  
2021-055.010 Saxon Reservoir and Replacement Well Project





LOUVERED CASING	
345 - 370	
385 - 645	
655 - 670	
685 - 770	
785 - 800	
845 - 890	
920 - 950	



THIS PLAN WAS PREPARED BY THE STAFF OF TETRA TECH. TETRA TECH MADE A REASONABLE REVIEW OF AVAILABLE RECORDS AND A VISUAL INSPECTION OF THE PROJECT AREA TO COMPLETE THE INFORMATION GIVEN HEREON INCLUDING THE EXISTENCE AND LOCATION OF SUBSTRUCTURES AND UNDERGROUND UTILITY PIPES. HOWEVER GSWC DOES NOT WARRANTY THE INFORMATION GIVEN HEREON.

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REV.	BY:	DATE:	REVISION:	APPROVED BY:	DATE:

PROJECT YEAR: 2021	SYSTEM MAP NO: XX	DRAWING PREPARED BY: AP	DATE: 07/22
THROW: XXX XX	SCALE: PLAN SH	DESIGN BY: AP	DATE: 07/22
DISTRICT: XXX	AS-BUILT RECORDS BY: DATE:	TREE CHECK & SERVICE SURVEY BY: AF	DATE: 06/22
SYSTEM: XXX	REVIEWED & APPROVED BY: ROBERT N. HANFORD, PE	DATE: _____	SHEET NO: XXXXX

**Golden State Water Company**  
A Subsidiary of American States Water Company  
150 WEST CORPORATE WAY, ANAHEIM, CA 92801  
PHONE: (714) 535-7111 FAX: (714) 535-9855

PROJECT TITLE: DRILLING, CONSTRUCTION, AND TESTING OF SAXON WELL NO. 5		DECOMMISSIONING OF SAXON WELL NO. 3	
409 E. SAXON AVE., CITY OF SAN GABRIEL, CALIFORNIA		CITY OF SAN GABRIEL	
DWG NO: D-1	SHEET NUMBER: 3 OF 4 SHEETS	DWG DESC: DETAILS	NO: 33331287
FRANCHISE NUMBER:			



**Figure 4. Well Design Plan**  
2021-055.010 Saxon Reservoir and Replacement Well Project

C:\projects\2021\055-010\DWG\2021-055.010-001.dwg (3/1/2022) 1:58

## **2.3 Project Construction**

Project construction would begin in spring 2023 and occur over three phases. Phase 1 would consist of well drilling, construction, and development for approximately four months from spring 2023 through late 2023. Phase 2 would consist of reservoir construction for approximately 11 months from late 2023 to mid-2024. Phase 3 would consist of booster station construction and well equipping, occurring for approximately eight months from mid-2024 through early 2025.

## **2.4 Regulatory Requirements, Permits, and Approvals**

The following approvals and permits would be required for implementation of the Proposed Project:

- California State Water Resources Control Board, Division of Drinking Water – Approval of plans and specification and Water Supply Permit amendment
- South Coast Air Quality Management District – Permit to Construct
- South Coast Air Quality Management District – Permit to Operate
- City of San Gabriel – Tree Removal Permit

## **2.5 Consultation With California Native American Tribe(s)**

The following California Native American tribes traditionally and culturally affiliated with the Project Area have been notified of the Project: Gabrieleno Band of Mission India-s - Kizh Nation and the Gabrieleno Tongva San Gabriel Band of Mission Indians. The Gabrieleno Band of Mission India-s - Kizh Nation have requested consultation pursuant to Public Resources Code Section 21080.3.1. A summary of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.18 of this IS/MND.

### 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

#### 3.1 Environmental Factors Potentially Affected

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

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

#### Determination

On the basis of this initial evaluation the State Water Board finds that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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## **4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION**

### **4.1 Aesthetics**

#### **4.1.1 Environmental Setting**

The City of San Gabriel is highly developed, and the aesthetic character is urbanized. The density of development is relatively low for all types of development in the City. Cities surrounding San Gabriel are also fully developed and urbanized, with similar land use patterns, density, and character. The predominant land uses within the City are residential and commercial (City of San Gabriel 2004).

##### *State Scenic Highways*

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (California Department of Transportation [Caltrans] 2019). The closest "Officially Designated State Scenic Highway" is State Route 2 (Angeles Crest Highway), located approximately 9.5 miles northwest of the Project Site. There are no officially designated state scenic highways or eligible state scenic highways that traverse or are near the Project Site.

##### *City Scenic Resources*

The City designates special protections for its scenic corridors (City of San Gabriel 2004). The nearest scenic corridor is along West Fairview Avenue, between South Ramona Street and Del Mar Boulevard, which is located approximately 1.2 miles northwest of the Project Site and has no direct views of the Project Site. Although the Project Site is within the field of view of surrounding mountain ranges, due to the distance and intervening development in the surrounding area, views of the San Gabriel Mountains in the area are intermittently available through north-facing street corridors, and it does not constitute a unique scenic vista.

##### *Visual Character of the Project Site*

The Proposed Project is located within the existing GSWC Saxon Plant site. The 0.7-acre Project Site is located on a previously graded, flat parcel with a modern well, and office/warehouse, a disinfection building, a motor control center, and associated structures. The existing Project Area is bordered by a wrought-iron fence, with two trees and shrubs located at the Project Site's frontage along Denton Avenue. Surrounding land uses include high-density residential uses, roadways, and the I-10 freeway. The Project Site is a generally flat, highly urbanized area bordered by Denton Avenue to the west, Saxon Avenue to the south, and single-family homes to the north and east (Figures 1 and 2). The I-10 freeway is approximately 300 feet south of the site. No significant geological or topographical features are in the area. The Project Site's land use designation is High-Density Residential, and zoning is R-3 Multiple Family Residential.

**4.1.2 Aesthetics (I) Environmental Checklist and Discussion**

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

As previously discussed, the Project Site is not within a scenic corridor, nor is the Project Site itself considered a scenic resource. The nearest scenic resources, the San Gabriel Mountains, are located approximately eight miles north of the Project Site and are only recognized for preservation from the Mission Drive corridor north of Mission Road to Northern City Limits. As the Project Site is located within an urbanized area of the City of San Gabriel, operation of the Proposed Project would not impact views of the San Gabriel Mountains due to the distance and intervening development surrounding the Project Site and because the views of the San Gabriel Mountains from the Project Site are broad and representative of views to the mountains from many locations in San Gabriel and surrounding area (primarily north-south facing streets). The Project would replace existing water infrastructure and associated buildings and construct a new reservoir within the existing Saxon Plant. The overall characteristic of the site as a water infrastructure facility would not change from existing conditions. Therefore, the Proposed Project would have no impact on scenic vistas.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

No state scenic highways run through the City (City of San Gabriel 2004). The Project Site is not located within or along a City-designated scenic route. No historic structures are located near the Project Site. Thus, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway. No impacts related to scenic resources would occur.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is located in an urbanized area, and development of the Project does not conflict with applicable zoning and other regulations governing scenic quality. The site itself is zoned for Multiple Family Residential, which allows infrastructure uses. The Project Site is not located within an area designated by the City of San Gabriel in its General Plan or other regulations as a scenic area. No publicly accessible scenic vistas are afforded in the Project Area due to surrounding development, landscaping, and topography. No impact would occur.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Proposed Project would install security lighting for the water storage tank, booster station, and appurtenant structures. The lighting would be directed downward to avoid spillover to adjacent properties. Additionally, the Proposed Project would limit reflective surface areas and the reflectivity of architectural materials used. Buildings would be constructed with materials that have minimal potential for generating glare; therefore, the Proposed Project is not expected to create unusual or isolated glare impacts. Impacts would be less than significant.

**4.1.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.2 Agriculture and Forestry Resources

### 4.2.1 Environmental Setting

*Forest land*, as defined by Public Resources Code Section 12220(g), is "...land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

*Timberland*, as defined by Public Resources Code Section 4526, means "...land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

*Timberland zoned Timberland Production*, as defined by Public Resources Code Section 51104(g), is "...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Site is classified as Urban and Built-Up Land. The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2018). The Project Site is zoned Multiple Family Residential and is not zoned as forest land or agriculture (City of San Gabriel 2004). The Project Site and surrounding properties are not currently used for agriculture or timberland production, as defined by the California Public Resources Code.

### 4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **No Impact.**

According to the San Gabriel Land Use Plan, no land in the City is zoned for agricultural uses (City of San Gabriel 2004). The Project Site is currently developed as an existing well site, which is located within a developed, urbanized area. The California Mapping and Monitoring Program, Important Farmlands Map lists the Project Site as Urban and Built-Up Land. Therefore, the Proposed Project would not convert

Farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project Site is mapped as Urban and Built-Up Land and not an agricultural preserve subject to a Williamson Act contract (DOC 2018). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project is located on the existing GSWC Saxon Plant site and is surrounded by high-density residential and commercial land uses. The Project Site is not located on land designated for forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is not zoned for forest land, timberland, or Timberland Production (DOC 2018). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to a non-forest use. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site and surrounding properties are not designated for agricultural uses. Areas to the north, east, south, and west of the Project Area are on land designated as Urban and Built-Up Land (DOC 2018). Development on the Project Site would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

**4.2.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.3 Air Quality**

**4.3.1 Environmental Setting**

The Project Site is located in the City of San Gabriel, within Los Angeles County, California. The California Air Resource Board (CARB) divides California into regional air basins according to topographic features. The City of San Gabriel is in a region identified as the South Coast Air Basin (SoCAB) which occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The SoCAB is on a coastal plain with connecting broad valleys and low hills. It is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the United States (U.S.) Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called *criteria pollutants* because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O<sub>3</sub>), carbon monoxide (CO), Particulate Matter (PM), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. Areas that meet ambient air quality standards are classified as *attainment areas*, while areas that do not meet these standards are classified as *nonattainment areas*. The portion of Los Angeles County encompassing the Project Site is designated as a nonattainment area for O<sub>3</sub> and PM less than 2.5 microns

in diameter (PM<sub>2.5</sub>) under the federal standards, and a nonattainment area for O<sub>3</sub>, PM less than 10 microns in diameter (PM<sub>10</sub>), and PM<sub>2.5</sub> under California standards (CARB 2019).

The local air quality regulating authority in the Los Angeles County portion of the SoCAB is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Los Angeles County portion of the SoCAB. The SCAQMD primary responsibilities include, but are not limited to, adopting, and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD rules and regulations that apply to construction activities associated with the Proposed Project include:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a Permit to Construct prior to the installation of any equipment that may cause the issuance of air contaminants. Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and prohibits all forms of visible PM from crossing any property line. This rule is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM<sub>10</sub> suppression techniques include the following:
  1. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  2. All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  3. All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

4. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  5. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1108 (Volatile Organic Compounds)** – This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during the construction of the site-specific development and infrastructure projects permitted by the Transit-Oriented Development Plans must comply with SCAQMD Rule 1108.
  - **Rule 1113 (Architectural Coatings)** – This rule limits the VOC content of architectural coatings used in the SCAQMD. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content exceeding the values specified in the Table of Standards 1 incorporated in the Rule.
  - **Rule 1143 (Paint Thinners and Solvents)** – This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.
  - **Rule 1401 (New Source Review of Toxic Air Contaminants)** – This rule requires a new source review of any new, relocated, or modified permit units that emit toxic air contaminants (TACs). The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.

**4.3.2 Air Quality (III) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an



air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the Los Angeles County portion of the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which this region is in nonattainment. In order to reduce emissions for which the Los Angeles portion of the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes programs of rules and regulations directed at reducing air pollutant emissions and achieving the NAAQS and CAAQS. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Governments' (SCAG's) latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning, two main criteria must be addressed:

*Criterion 1:*

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis forecast whether a project would contribute to air quality violations or delay attainment.

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?*

As shown in Tables 4.3-1 and 4.3-2 below, the Proposed Project would not result in emissions that would exceed the SCAQMD regional and localized thresholds during construction. The Project would not include new permanent stationary or mobile sources of criteria air pollutant emissions, however, it would support the use of an emergency backup, diesel-powered generator. As shown in Table 4.3-3, these emissions would not exceed the SCAQMD regional thresholds. Additionally, the Project is a replacement of the existing Saxon Well 3 to meet existing demands in the water system and would not increase capacity. Thus, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standard

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

As shown in Table 4.3-1 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

*Criterion 2:*

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the Project exceeds the assumptions utilized in preparing the forecasts presented in its air quality planning documents. Determining whether a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in the City of San Gabriel. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan provides regional population forecasts for the region and SCAG's latest RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of San Gabriel's General Plan is referenced by SCAG in order to assist in forecasting future growth in the City.

The Project is proposing the installation of a 750,000-gallon above-ground potable water storage tank, booster pump station, stationary emergency generator, disinfection system, and associated lighting, control panels, and appurtenances at the existing Saxon Well Site. A new Saxon Well 5 would be drilled to replace the existing Saxon Well 3, and the existing structures on site would be demolished. The Project does not involve the development of new housing or employment centers. As such, the Project would not be contributing to an increase in population, housing, or employment growth. Therefore, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP.

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

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge, from any source whatsoever, in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement the Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, or construction activity that has the potential to generate fugitive dust. As such, the Proposed Project meets this consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?*

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The AQMP contains air pollutant reduction strategies based on SCAG’s latest growth forecasts. SCAG’s growth forecasts were defined in consultation with local governments and regarding local general plans. As shown in Tables 4.3-1, 4.3-2, and 4.3-3 below, the Proposed Project would not exceed applicable SCAQMD thresholds of significance during construction or operations. The Project would not result in a long-term impact on the region’s ability to meet state and federal air quality standards. The Project’s long-term influence would also be consistent with the goals, objectives, and strategies of the SCAQMD’s 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. There would be no impact, and no mitigation is required.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulatively considerable.

**Construction Emissions**

*Regional Construction Emissions Analysis*

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including reactive organic gas (ROG), CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through the construction of the Proposed Project: operation of the construction vehicles (e.g., tractors, excavators, and pavers), the generation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated with the Proposed Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects based on typical construction requirements (California Air Pollution Control Officers Association [CAPCOA] 2020). Appendix A provides more information regarding the construction assumptions, including construction equipment and duration provided by the Project proponent used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

As shown in Table 4.3-1, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur. This impact is less than significant.

<b>Table 4.3-1. Construction-Related Emissions (Regional Significance Analysis)</b>						
<b>Construction Component</b>	<b>Pollutant (pounds per day)</b>					
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Construction 2022</b>						
Phase 1- Construction 2022	1.37	23.77	15.67	0.06	2.23	0.99
<b>Construction 2022 Total</b>	<b>1.37</b>	<b>23.77</b>	<b>15.67</b>	<b>0.06</b>	<b>2.23</b>	<b>0.99</b>
<b>Construction 2023</b>						
Phase 1- Construction 2023	0.74	9.11	10.10	0.02	0.60	0.37
Phase 2- Construction 2023	1.03	10.36	12.08	0.02	0.54	0.45
<b>Construction 2023 Total</b>	<b>1.77</b>	<b>19.47</b>	<b>22.18</b>	<b>0.04</b>	<b>1.14</b>	<b>0.82</b>
<b>Construction 2024</b>						
Phase 2- Construction 2024	0.69	7.30	9.02	0.05	0.37	0.30
Phase 3- Construction 2024	1.30	10.94	16.74	0.02	0.75	0.54
<b>Construction 2024 Total</b>	<b>1.99</b>	<b>18.24</b>	<b>25.76</b>	<b>0.07</b>	<b>1.12</b>	<b>0.84</b>
<i>SCAQMD Regional Significance Threshold</i>	75	100	550	150	150	55
<b>Exceed SCAQMD Regional Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; watering exposed surfaces three times the daily limiting speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Emissions were taken from summer or winter, whichever is greater.

### Localized Construction Emissions Analysis

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases, such as asthma, emphysema, and bronchitis. The nearest sensitive land uses to the Project Site include residences located directly adjacent to the northern and eastern Project Site boundary.

To identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localize Significance Thresholds (LST) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level Proposed Projects.

For this Project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the West San Gabriel Valley, SRA 8. LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD produced lookup tables for projects that disturb 1, 2, and 5 acres. The Project Site's building and storage tank footprint is approximately 0.7 acre. Thus, the LST threshold values for a 1-acre site were used.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The closest residences to the Project Site are located directly adjacent to the Project's northern and eastern boundaries. Notwithstanding, the SCAQMD Methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, this analysis used LSTs for receptors located at 25 meters. The SCAQMD's methodology clearly states that "...offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod *onsite* emissions outputs were considered. Table 4.3-2 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project Site daily at 25 meters from sensitive receptors.

<b>Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)</b>				
<b>Activity</b>	<b>Pollutant (pounds per day)</b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Phase 1</b>				
Demolition	4.78	5.69	0.26	0.22
Site Preparation	5.20	6.26	0.31	0.24
Building Construction	8.02	9.51	0.35	0.32

<b>Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)</b>				
<b>Activity</b>	<b>Pollutant (pounds per day)</b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Phase 2</b>				
Demolition	4.34	5.67	0.23	0.19
Site Preparation	4.73	6.23	0.23	0.21
Grading	6.89	9.78	0.34	0.31
Building Construction	7.69	8.87	0.34	0.31
Architectural Coating	2.57	3.00	0.13	0.12
<b>Phase 3</b>				
Site Preparation	4.44	6.24	0.20	0.19
Grading	6.45	9.79	0.31	0.28
Building Construction	5.46	7.97	0.24	0.22
Paving	6.34	9.02	0.31	0.29
Architectural Coating	2.81	2.97	0.12	0.11
<i>SCAQMD Localized Significance Threshold (1.0 acre of disturbance)</i>	69	535	4	3
<b>Exceed SCAQMD Localized Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs. (CAPCOA 2020)

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; watering exposed surfaces three times the daily limiting speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Emissions were taken from summer or winter, whichever is greater.

Table 4.3-2 shows that the emissions of these pollutants on the peak day(s) of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> demonstrates that the Project would not adversely impact Project vicinity receptors. This impact is less than significant.

## Long-Term Operational Emissions

### *Regional Operational Emissions Analysis*

The Project would result in an increase in water pumping above baseline levels; however, the increase in pumping would result in negligible criteria air pollutant emissions. In addition, implementation of the Proposed Project would not result in an increase in automobile trips to the area as the Project Site is the location of the Saxon Well 3 and would require the same intermittent maintenance to be conducted.

The Project proposes an emergency backup diesel-powered generator. This generator would not be operational except during an emergency involving a power outage. In the case of an extended power outage (24 hours or more), the maximum daily criteria air pollutants that would be emitted from the emergency backup diesel-powered generator are shown in Table 4.3-3.

<b>Table 4.3-3. Operational-Related Emissions (Regional Significance Analysis)</b>						
<b>Emission Source</b>	<b>Pollutant (pounds per day)</b>					
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Emergency Backup Diesel-Powered Generator	0.02	0.19	0.27	0.00	0.00	0.00
<i>SCAQMD Regional Significance Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Exceed SCAQMD Regional Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

Notes: Emission projections are predominately based on CalEEMod model defaults for Los Angeles County. An assumption of a 60-horsepower generator used for up to 200 hours a year was used in this analysis.

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make CEQA impact determinations. As shown, Project emergency generator emissions would be below the SCAQMD daily thresholds of significance for operational activities of land use development projects. Long-term impacts would be less than significant.

### *Localized Operational Emissions Analysis*

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Project does not include such uses; therefore, the operational LST protocol is not applied. While the Project is proposing an emergency backup, a diesel-powered generator, this generator would not be operational during the majority of days and would only operate during a citywide emergency involving a power outage. It is noted that diesel-powered generators are regulated by SCAQMD Rule 1401, which provides for the review of TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide

net health risk benefits by improving the level of control when existing sources are modified or replaced. Pursuant to SCAQMD Rule 1401, stationary sources having the potential to emit TACs, including diesel-powered generators, are required to obtain permits from the SCAQMD. Permits may be granted to these operations provided they are operated in accordance with applicable SCAQMD rules and regulations. As part of the permitting process, the SCAQMD estimates the risk and hazard impacts of the particular source based on Health Risk Screening Assessments employing conservative modeling parameters for the particular source. SCAQMD’s permitting procedures require substantial control of emissions, and permits are not issued unless the district’s assessment can show that risks are not significant. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors include residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use to the Project Site are residences located directly adjacent to the Project Site’s northern and eastern boundaries.

*Construction-Generated Air Contaminants*

Construction-related activities would result in temporary, short-term, Project-generated emissions of Diesel Particulate Matter (DPM), ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> from the exhaust of off-road, heavy-duty diesel equipment for site preparation or excavation (e.g., clearing, excavating, and material moving); truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Area is designated as a nonattainment area for federal O<sub>3</sub> and PM<sub>2.5</sub> standards and state O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> standards (CARB 2019). Thus, existing O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Tables 4.3-1 and 4.3-2, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O<sub>3</sub> precursor emissions (i.e., ROG or NO<sub>x</sub>) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O<sub>3</sub> concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood’s ability to transport



oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM<sub>10</sub> exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O<sub>3</sub> and NO<sub>x</sub>, the Project would not generate emissions of PM<sub>10</sub> or PM<sub>2.5</sub> that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM<sub>10</sub> and PM<sub>2.5</sub> emissions are not expected to cause any increase in related regional health effects for these pollutants.

#### *Operational Air Contaminants*

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no consistently operating stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the site. While the Project is proposing an emergency backup, a diesel-powered generator, this generator would not be operational during the majority of days and would only operate during a citywide emergency involving a power outage. As previously described, diesel-powered generators are regulated by SCAQMD Rule 1401, which provides for the review of TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. Pursuant to SCAQMD Rule 1401, stationary sources having the potential to emit TACs, including diesel-powered generators, are required to obtain permits from the SCAQMD. Permits may be granted to these operations provided they are operated in accordance with applicable SCAQMD rules and regulations. As part of the permitting process, the SCAQMD estimates the risk and hazard impacts of the particular source based on Health Risk Screening Assessments employing conservative modeling parameters for the particular source. SCAQMD's permitting procedures require substantial control of emissions, and permits are not issued unless the district's assessment can show that risks are not significant.

Furthermore, the Project does not propose any land uses that trigger the SCAQMD operational LST protocol. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. According to the SCAQMD LST methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Project does not include such uses; therefore, no impact would occur.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, or headache).

Concerning odors, the human nose is the sole sensing device. The ability to detect odors varies between individuals and overall sensitivity to foul odors is subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor (e.g., an odor, such as from a fast-food restaurant, may be offensive to one person and acceptable to another). Unfamiliar odors are more easily detected and are more likely to cause complaints. This is because of the phenomenon known as *odor fatigue*, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Odor can be described by two properties: quality and intensity. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word *strong* to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that detection or recognition of the odor is difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (e.g., farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. Construction activities associated with the Proposed Project have the potential to generate objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term and will rapidly dissipate and be diluted by the atmosphere downwind of the

emission sources. Additionally, odors would be localized and generally confined to the construction area. For these reasons, there is a less than significant impact associated with Project-generated odors.

**4.3.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.4 Biological Resources**

**4.4.1 Environmental Setting**

The City of San Gabriel is highly urbanized and landscaped with mostly non-native species. There are no significant natural habitats in the City. Wildlife species present in the City are typical of any disturbed, highly urbanized setting and are not considered rare, endangered, or threatened (City of San Gabriel 2004).

Riparian habitats in the City include Rubio Wash located in the northeast portion of the City and Alhambra Wash located in the southern portion of the City. However, both concrete-lined channels have been heavily disturbed by existing development and therefore do not contain existing habitats or species. Neither the General Plan nor the San Gabriel Municipal Code contains regulations or goals and targets that pertain to biological resources. The City’s most significant plant resources are imported trees and ornamental plants (City of San Gabriel 2004).

The Project Site is an existing GSWC well site, which is completely paved except for a landscaped area adjacent to Denton Avenue. Due to the urban setting of the Project Site, its proximity to the I-10 freeway, and the disturbed nature of the site, the Project Site contains little to no habitat for most wildlife species. No native habitat is observed on or adjacent to the Project Site. However, ornamental trees on the Project Site and adjacent properties could provide a habitat for nesting birds.

**4.4.2 Biological Resources (IV) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

The Project Site is currently developed as a GSWC well facility, which is located within a developed, urbanized area of the City of San Gabriel. The site has introduced urban landscaping, including two ornamental trees and a few shrubs near the site frontage along Denton Avenue. Due to the minimal on-site habitat, there is no special candidate, sensitive or special status animal species on the site and none of

the existing introduced non-native urban landscaping is a candidate for a sensitive or special status species. The Project would not significantly impact wildlife or wildlife habitat.

Ornamental trees on and near the Project Site could provide habitat for nesting birds. Nesting birds are protected under both the Migratory Bird Treaty Act and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800) and cannot be subjected to take (as defined in California Fish and Game Code) during the bird breeding season, which typically runs from February 15 through August 31. If construction or tree removal occurs during the bird breeding season, these activities could, directly and/or indirectly, affect native and nongame birds and their nests. Impacts would be less than significant with the implementation of Mitigation Measure BIO-1.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

There are no known natural communities identified in local or regional plans or policies or by the CDFW or USFWS on the Project Site or in the Project vicinity. No riparian habitat occurs on or in the immediate vicinity of the Project Site (USFWS 2022). The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. No impact to sensitive habitats would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is currently developed as an existing GSWC water infrastructure site, which is located within a developed, urbanized area. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deep water, estuarine and marine, freshwater pond, lake, or riverine) occur on or in the immediate vicinity of the Project Site (USFWS 2022). Therefore, the Proposed Project would not result in the direct removal, fill, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is currently developed as an existing GSWC water infrastructure site, which is located within a developed, urbanized area. There is no native habitat on or adjacent to the Project Site and, due to the existing urban development surrounding the site, the Project Site does not function as a corridor for the movement of native or migratory animals. No native wildlife nurseries are located in the Project Area. Furthermore, the I-10 freeway (located 300 feet south of the site) functions as an artificial barrier to any potential wildlife movement. Thus, the Proposed Project would not interfere with wildlife movement or native wildlife nursery sites. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No impact.**

Pursuant to San Gabriel Municipal Code Chapter 95, the City contains a Tree Preservation Ordinance that aims to protect mature trees within the Multiple Family, Commercial, and Industrial zones. One onsite tree would be removed, and the Project Applicant would obtain a tree removal permit. As such, the Project would not conflict with any local policies or ordinances protecting biological resources. No impacts are anticipated.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **No Impact.**

The City is not within an area subject to an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). There are no approved local, regional, or State habitat conservation plans. Therefore, the Proposed Project would have no impact on an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. No impact would occur.

### **4.4.3 Mitigation Measures**

**BIO-1: Pre-Construction Nesting Bird Survey:** Tree removal shall take place outside of the active nesting bird season (typically February 1 through August 31 for raptors and March 15 through August 31 for the majority of migratory bird species), when feasible, to avoid impacts to nesting birds that are protected under the California Fish and Game Code. If construction or tree removal activities are scheduled to occur during the bird breeding season, a pre-construction nesting-bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed on the Project Site. The survey shall be completed no more than three days prior to the initial ground disturbance or tree work, whichever is first. If an active nest is identified, the biologist shall establish an appropriately sized disturbance limit buffer around the nest using flagging or staking (typically 300-foot circumference for passerines and 500-foot circumference for raptors and listed species). Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

## **4.5 Cultural Resources**

### **4.5.1 Environmental Setting**

ECORP Consulting, Inc. (ECORP) prepared a Cultural Resources Inventory and Evaluation Report for the Proposed Project to determine if historical resources, unique archaeological resources, or tribal cultural resources are present in or adjacent to the Project area (Appendix B).

The cultural report includes a California Historical Resources Information System (CHRIS) records search from the South Central Coastal Information Center at California State University, Fullerton on June 8, 2022 with a one-mile buffer around the Proposed Project location. The purpose of the CHRIS records search is to identify previously recorded historical and archaeological resources in and near the Project Area. None were identified in or adjacent to the Project Area. ECORP also requested a search of the Sacred Lands File from the Native American Heritage Commission (NAHC) on May 7, 2022, for a one square-mile area. The search of the Sacred Lands File by the NAHC was positive, indicating the presence of Native American sacred lands within the section. The NAHC recommended contacting the Gabrieleño Band of Mission Indians – Kizh Nation regarding more information about the sacred lands file listing for the section the Proposed Project Area is within. The State Water Board sent AB 52 letters and invitations to consult on the Project to the Gabrieleno tribes who have requested project notifications, including the Gabrieleño Band of Mission Indians – Kizh Nation. See Section 4.18 Tribal Cultural Resources for details.

ECORP conducted an archaeological survey of the Project Area for archaeological pre-contact and historic-period resources on June 15, 2022. The field survey confirmed that the Project Area contains one historic-period Butler building, five modern pre-engineered buildings, and associated fencing, lighting, control panels, and ancillary appurtenances at the existing Saxon Avenue site.

**4.5.2 Cultural Resources (V) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated**

ECORP conducted a cultural resources study including a CHRIS records search and a field survey. One building over 50 years old within the groundwater pumping facility was identified and evaluated by an architectural historian for the California Register of Historical Resources (CRHR) eligibility. The Saxon Plant building was found ineligible for listing on the CRHR due to a lack of historical and architectural significance. Therefore, no known historical resources, as defined by CEQA, are within the Project Site (Appendix B). However, there is a potential to encounter and impact previously unknown resources that may meet the definition of historical and/or unique archaeological resources during construction. The types of cultural resources that may potentially be affected by construction activities include pre-colonial and historic-era archaeological sites, human remains (discussed under threshold [c]), and tribal cultural resources. Implementation of mitigation measure CUL-1 and TCR-1 would reduce potential impacts to historical resources to less than significant levels.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

The cultural report included a records search of the CHRIS from the South Central Coastal Information Center at California State University, Fullerton, a sacred lands file search, and a pedestrian survey. No precontact or historic period archaeological site or artifacts were observed during the survey. Additionally, the entirety of the site has been the subject of previous grading, construction, and development. The grading would have destroyed any surface and near-surface archaeological sites that may have been present prior to development. However, there may be a potential for buried pre-contact archaeological sites below the level of previous disturbance (depth unknown). Therefore, implementation of mitigation measure CUL-1 and TCR-1 would reduce impacts to less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

No human remains were identified on or near the proposed Project site and there was no evidence found in the course of preparing the cultural resources assessment that the area has been used as a cemetery or burial ground in the past. Regardless, it is possible that human remains may be present at subsurface levels. State law prescribes protective measures that must be taken in the event that human remains are discovered. Specifically, Section 7050.5 of the California Health and Safety Code requires that the County Coroner shall be immediately notified of the discovery and no further excavation or disturbance of the site, or any nearby area may continue until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. Compliance with state law as outlined above and in mitigation measure TCR-2 and if the Kizh Nation are determined to be the MLDs, implementing mitigation Measure TCR-3, would ensure that impacts to human remains would be mitigated to less than significant levels. See Section 4.18.3 for TCR mitigation measures.

**4.5.3 Mitigation Measures**

**CUL-1:** If archaeological materials or artifacts are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards for prehistoric or historic archaeology, as appropriate, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find is not a historical or unique archaeological resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist recommends that the find is an historical or unique archaeological resource, the professional archaeologist shall immediately notify the lead agency and the landowner. If the resource is a tribal cultural resource, the Lead Agency will notify the Tribe and the Tribe will be consulted regarding the eligibility determination for the resource. The lead agency shall determine, as defined in



sections 15064.5(a) & (c) of the CEQA Guidelines if the site is a historical resource or a unique archaeological resource. If so, contingency funding and time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation consisting of data recovery shall be available. Work may continue on other parts of the building site while the mitigation takes place.

**Also see TCR-2 and TCR-3 in section 4.18.3.**

## **4.6 Energy**

### **4.6.1 Environmental Setting**

#### **Introduction**

Energy consumption is analyzed in this IS/MND according to the potential direct environmental impacts associated with the construction and operation of the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase and the use of electricity during the normal operation of the plant. The impact analysis focuses on the sources of energy that are relevant to the Proposed Project, which includes the electricity consumed during the pumping and conveyance of water, the electricity consumed during the one-time filling of the above-ground water tank, and the equipment fuel necessary for Project construction.

#### **4.6.1.1 Energy Types and Sources**

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with the majority of its electricity, followed by renewables, large hydroelectric, and nuclear (California Energy Commission [CEC] 2021a). Southern California Edison (SCE) provides electrical services to the City of San Gabriel through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The California Public Utilities Commission (CPUC) regulates SCE. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self-generation incentive programs, and a California solar initiative. Additionally, the CEC maintains a power plant database that describes all operating power plants in the State by county. Los Angeles County contains 205 active power plants, of which 41 are natural gas-fired, 130 are solar-powered, 10 are biomass-powered, one is wind-powered, one is coal-fired, one is a battery energy storage plant, and 21 are hydro-powered (CEC 2021a).

#### **4.6.1.2 Energy Consumption**

Electricity use is typically measured in kilowatt-hours (kWh). Fuel use in internal-combustion engine vehicles is typically measured in gallons (e.g., of gasoline or diesel fuel) and energy use in electric vehicles is measured in kWh.

Table 4.6-1 shows the electricity consumption associated with all non-residential uses in Los Angeles County from 2016 to 2020. As indicated, the demand has decreased since 2016.

<b>Table 4.6-1. Non-Residential Electricity Consumption in Los Angeles County 2016-2020</b>	
<b>Year</b>	<b>Non-Residential Electricity Consumption (Kilowatt hours)</b>
2020	42,736,774,915
2019	46,105,550,849
2018	47,361,083,621
2017	47,960,383,020
2016	49,095,003,320

Source: CEC 2021c

### 4.6.1.3 Fuel Consumption

Fuel consumption during Project construction is analyzed in this analysis as the primary source of energy use that is relative to the Proposed Project. Table 4.6-2 shows off-road fuel consumption in Los Angeles County from 2017 to 2021. As indicated, the demand has increased since 2017.

<b>Table 4.6-2. Automotive Fuel Consumption in Los Angeles County 2017-2021</b>	
<b>Year</b>	<b>Off-road Fuel Total Fuel Consumption (gallons)</b>
2021	38,731,798
2020	37,635,524
2019	36,894,752
2018	36,119,363
2017	35,317,148

Source: CARB 2021

Notes: Off-Road fuel consumption includes the 'Construction and Mining' equipment sector only.

## 4.6.2 Energy (VI) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Less than Significant Impact.

This impact analysis focuses on the sources of energy that are relevant to the Proposed Project during Project construction and Project operation: the equipment fuel necessary for Project construction and material hauling (construction); electricity needed to pump water into the water storage tank and conveyance system (operation); and diesel backup generator use (operation). Addressing energy impacts requires an agency to determine as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For this analysis, the amount of electricity needed for water pumping is determined by quantifying conveyance and filling, and then compared to the consumption by all non-residential land uses in Los Angeles County. Similarly, the amount of fuel necessary for Project construction is calculated and compared to all fuel consumed in Los Angeles County.

The analysis of electricity usage is based on the CEC Recommended Revised Estimates for Water Embedded Energy. Specifically, outdoor water use for water supply and conveyance in Southern California is used (CEC 2007). The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1 (Appendix C). Energy consumption associated with the Proposed Project is summarized in Table 4.6-3.

<b>Table 4.6-3. Proposed Project Fuel Consumption</b>		
<b>Energy Type</b>	<b>Annual Energy Consumption</b>	<b>Percentage Increase Countywide</b>
<b>Project Construction</b>		
Project Construction Year One (2022)	12,512 gallons	0.03 percent
Project Construction Year Two (2023)	19,015 gallons	0.04 percent
Project Construction Year Three (2024)	12,315 gallons	0.03 percent
<b>Project Operations</b>		
Water Conveyance Electricity Consumption	12,159 kilowatt-hours	0.000 percent
Filling of Water Storage Tank	888 kilowatt-hours	0.000 percent

Source: Climate Registry 2016. See Appendix C.

Notes: Off-Road fuel consumption includes the 'Construction and Mining' equipment sector only. The Project increases in fuel consumption for Project construction are compared with the off-road fuel consumption in 2021, the most recent full year of data. The Project increases in electricity consumption are compared with all the non-residential uses in Los Angeles County in 2020, the latest data available.

#### 4.6.2.1 Project Construction

Project construction would require fuel consumption for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the physical infrastructure would be temporary, lasting only as long as the Project construction period. The energy required to perform these construction tasks is typically provided by diesel power equipment. Although there would be an uptick in energy used during construction, the net energy

reduction gained from the proposed changes and operations plan would more than offset the short-term increase in energy consumption due to construction. As shown in Table 4.6-3, the Project's fuel consumption during the first year of construction is estimated to be 12,512 gallons during the first year of construction, 19,015 gallons during the second year of construction, and 12,315 gallons during the third year of construction. This would increase the off-road annual countywide fuel use by 0.03 percent, 0.04 percent, and 0.03 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. As with most infrastructure improvement projects, the new equipment used for conveying water to the localities in which it services would be more energy efficient because technological advancements have increased dramatically since the installation of existing infrastructure.

Construction contractors would purchase their gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency, combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects similar in nature.

#### **4.6.2.2 Project Operation**

As shown in Table 4.6-3, the increase in electricity usage as a result of the Proposed Project operations and the one-time filling of the above-ground water tank would constitute a negligible increase of less than one ten-thousandth of a percent in the typical annual electricity consumption attributable to non-residential uses in Los Angeles County. Due to the low increase in electricity consumption as a result of the Proposed Project and its objective to provide adequate clean water to the service area, the Proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

During operation, well pumps would lift water from aquifer and convey treated water into the welded storage tank. The well pumps would be scheduled to operate during periods of low energy demand to fill the tank (i.e. night time). The booster station pumps would draw water from the welded steel tank and booster water into the distribution system to meet system demands.

Under this proposed operations scenario, electric energy consumption would be reduced during peak electrical demand periods by eliminating or reducing energy required for lifting groundwater from the wells and conveying treated water into the welded steel tank. It should be noted that the diurnal curve for water demands closely matches the diurnal curve for electric power demands. This similarity means GSWC must produce water during periods of peak energy demand times. However, under the proposed operations scenario, only the booster station pumps would operate during periods of high energy consumption. This would result in a net reduction in energy used during peak electrical demand periods, and would shift the time of use for producing groundwater to off-peak electric power demand periods.

The Project would not substantially increase the number of gasoline-consuming vehicle trips over existing levels. Therefore, by its nature, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy from long-term operations over existing conditions.

For these reasons, this impact would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The City’s Energy Action Plan (EAP, City of San Gabriel 2012) was approved in 2012 in partnership with the San Gabriel Valley Council of Governments and SCE. The EAP aims to accomplish several goals that include:

1. Make it easier for residents and businesses to finance energy efficient improvements and save money on energy bills.
2. Provide a roadmap for reducing the City’s energy bills.
3. Reduce the City and community’s impact on the environment.
4. Provide the City with critical baseline data that the State requires for cities to address greenhouse gas emissions.
5. Enable the City to get additional grants.
6. Serve as a foundation for future planning efforts such as general plan updates, climate action plans, Housing Element updates and zoning code updates, among others.

The Project would support the energy conservation goals and actions of the City of San Gabriel General Plan and EAP and reduce Project energy consumption. The Project would result in a net reduction in energy used during peak electrical demand periods, and would shift the time of use for producing groundwater to off-peak electric power demand periods. As previously described, the impact analysis contained herein focuses on the electricity consumed during the pumping and conveyance of water, the electricity consumed during the one-time filling of the above-ground water tank, and the equipment fuel necessary for Project construction. As shown, Project electricity consumption and fuel consumption would be negligible and would not be considered inefficient, wasteful, or unnecessary regarding energy. The Project would not conflict with or obstruct any local or state plans for renewable energy or energy efficiency. For these reasons, this impact would be less than significant.

**4.6.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## **4.7 Geology and Soils**

### **4.7.1 Environmental Setting**

The Project Site is located in the San Gabriel Valley in the eastern part of the Los Angeles Basin, specifically within the Peninsular Range Geomorphic Province, one of the major geomorphic provinces in Southern California. The province consists of a series of mountain ranges that trend northwest, and sub-parallel intervening valleys formed by faults branching from the San Andreas Fault.

The site is in a generally flat and highly urbanized area surrounded by residential homes, commercial properties, roadways, and a highway. The elevation of the site is slightly over 300 feet above mean sea level. No significant geological or topographical features are in the area.

#### **4.7.1.1 Regional Seismicity and Fault Zones**

An *active fault*, according to the California Department of Conservation, Division of Mines and Geology (DOC), is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered *inactive*.

As indicated in the DOC Earthquake Zones of Required Investigation Map, the site does not lie within an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act (DOC 2022). The nearest fault zones include the East Montebello Fault located one mile south of the Project Site, and the Raymond Fault located approximately 2.5 miles north of the site.

#### **4.7.1.2 Soils**

The entire Project Site is underlain by soils designated as Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes (Natural Resources Conservation Service [NRCS] 2022). This soil is described as a well-drained, fine, sandy loam with low expansion potential. Bore samples from San Gabriel indicate that the coarser alluvium deposits reach a depth of 51.5 feet below the ground surface with fine-grained layers encountered at depths of 20 to 30 feet below the ground surface (Appendix D).

#### **4.7.1.3 Paleontological Resources**

A paleontological assessment was prepared by Niranjala Kottachchi, Ph.D. (Appendix D) for the Proposed Project to determine if paleontological resources were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered paleontological resources. The evaluation included paleontological records search through the Natural History Museum of Los Angeles County's (NHMLAC) Vertebrate Paleontology Section, a literature search, a review of geological maps, and impact analyses.

**4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

- i) The Project Site is located in seismically active Southern California. Although the Project proposes to construct a replacement well, reservoir, booster station building, and associated structures, these structures are not habitable and would not pose a substantial risk to people or other structures because the site is not within an Alquist-Priolo Earthquake Fault Zone and no known earthquake faults traverse the Project Site (DOC 2022). The nearest fault zones include the East Montebello Fault located 1 mile south of the Project Site, and the Raymond Fault located approximately 2.5 miles north of the site. No impact would occur.

**Less Than Significant Impact.**

- ii) In general, Southern California is a seismically active region that contains many earthquake faults. Surface rupture from earthquakes is unlikely to occur in San Gabriel as no faults have been identified within the City boundaries. The nearest fault, the East Montebello fault, is located approximately one mile south of the City (DOC 2022).

Moderate to strong ground shaking due to seismic activity is expected at the site during the life span of the project. The Proposed Project facilities would be designed to withstand geologic conditions anticipated to occur in the Project area. Special detailing or other design techniques would be required for structural connections to ensure the water storage tank and other structures can sufficiently withstand the estimated level of distortion without structural failure (Ninyo and Moore 2022). The new reservoir tank would be designed with American Water Works

Association freeboard requirements to accommodate for sloshing. Additionally, the City has implemented the California Building Code seismic safety standards for structural construction. Impacts would be less than significant with incorporation of mitigation measure GEO-1.

**Less Than Significant Impact.**

- iii) Seismically induced liquefaction is a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in soils. According to the Seismic Hazard Evaluations of the Los Alamitos 7.5-minute Quadrangle (March 1999) prepared by the California Department of Conservation, Division of Mines and Geology, the Project Site is in a liquefaction hazard zone (City of San Gabriel 2004).

The City has implemented the California Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards. The Proposed Project facilities would be designed to withstand geologic conditions anticipated to occur in the Project area. Therefore, the Proposed Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving liquefaction. A less than significant impact would occur.

**No Impact.**

- iv) San Gabriel is located on relatively flat topography and is not located adjacent to steep slopes or areas that would otherwise be subject to mass movements, such as landslides, debris flow, or rockfall. Damage from landslides and other mass movements is not anticipated within the City. Moreover, the City of San Gabriel is not located within a mapped Earthquake-Induced Landslides Zone (DOC 2022). Therefore, landslides are unlikely to occur due to the flat topography within and adjacent to the Project Site. The Proposed Project would not expose people or structures to substantial adverse effects associated with landslides. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

Construction of the Proposed Project would require ground-disturbing activities, such as grading, which have the potential to result in soil erosion or the loss of topsoil. Grading is anticipated to be minimal for the construction of the water storage tank, booster station, and appurtenant structures.

Best Management Practices (BMPs) would be implemented to manage erosion and the loss of topsoil during construction-related activities. These BMPs may include measures such as stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or into drainage outlets). In addition, any drinking water-related discharges during



construction would be covered under the Statewide General National Pollutant Discharge Elimination System (NPDES) Permit for Drinking Water System Discharges. The Statewide permit also requires that similar BMPs be implemented to prevent erosion or offsite runoff onto public roadways or into drainage outlets. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. Land surface subsidence can be induced by both natural and human phenomena. Natural phenomena include subsidence resulting from tectonic deformations and seismically induced settlements, soil subsidence from consolidation, hydro compaction, rapid sedimentation subsidence from oxidation or dewatering of organic-rich soils, and subsidence related to subsurface cavities. Subsidence related to human activity includes subsurface fluid or sediment withdrawal. Pumping of water for residential, commercial, and agricultural uses from subsurface water tables causes the majority of the identified subsidence in the U.S.

Due to the City's flat topography and lack of significant slopes, the City is not subject to lateral spreading conditions. Furthermore, the potential for a landslide, lateral spreading, or collapse at the Project Site is very low. As discussed above, the City has implemented the California Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards.

The Project Site does not contain any unstable geological conditions. The Proposed Project's facilities would be designed to withstand geologic conditions anticipated to occur in the Project Area. Standard engineering and execution of the earthwork, including compacting soils, would ensure no geologic impacts. Therefore, the Proposed Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is not located on expansive soil as defined in Table 18-1-B of the Uniform Building Code. According to the U.S. Department of Agriculture NRCS Web Soil Survey, soils at the sites consist of sandy loams and are not reported to be significantly expansive. Furthermore, the Proposed Project does not include habitable structures. Therefore, no impacts are anticipated, and no mitigation is required.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project does not include the installation of septic systems or alternative wastewater disposal systems. The Project Site is located in an urbanized area within the City of San Gabriel, which is served by an existing wastewater collection, conveyance, and treatment system operated by the City. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

The NHMLAC conducted a thorough search of their paleontology collection and data for the Project area and found no fossil localities directly within the project area, but fossil localities did exist nearby from the same sedimentary deposits as those that occur at the Project Site. NHMLAC has records of fish, snakes, rodents, and rabbits in the City of Bell Gardens; horses in the City of Bell Gardens; mastodons, sabretooth cats, horses, deer, and turkey fossils in Los Angeles; and mammoth fossils in Pasadena (Appendix D). No fossils were recorded in the City of San Gabriel. A detailed record search was also conducted through the

University of California Museum of Paleontology database where nearly 12,500 specimen localities have been recorded. Most of these are Pleistocene vertebrate fossils derived from the Rancho La Brea tar pits in Los Angeles.

Bore samples from San Gabriel indicate that the coarser alluvium deposits reach a depth of 51.5 feet below the ground surface with fine-grained layers encountered at depths of 20 to 30 feet below the ground surface (Appendix D). According to Project plans, the ground disturbance during other construction activities would not exceed three to four feet in depth. Nevertheless, any substantial excavations during the construction of the Proposed Project may encounter unknown paleontological resources. With the implementation of Mitigation Measure GEO-2, impacts would be less than significant.

### **4.7.3 Mitigation Measures**

**GEO-1:** The Project Applicant shall implement the Conclusions and Recommendations as listed in the final site-specific geotechnical report (Geotechnical Evaluation: Saxon Plant Reservoir and Pump Station, Ninyo and Moore 2022) or most recent site-specific geotechnical evaluation.

**GEO-2: Unanticipated Discovery of Paleontological Resources.** If paleontological resources are discovered during construction, all work must halt within a 100-foot radius of the discovery and a qualified paleontologist shall be retained to evaluate the find. The paleontologist shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. GSWC and the lead agency will be notified if there is a significant discovery. The qualified paleontologist will evaluate the significance of the find and recommend appropriate measures for the disposition of the find (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

## **4.8 Greenhouse Gas Emissions**

### **4.8.1 Environmental Setting**

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs), creates a blanket around the Earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the *greenhouse effect*, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to unexpected warming of the earth and has the potential to severely impact the Earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH<sub>4</sub> traps over 25 times more heat per molecule than CO<sub>2</sub>. N<sub>2</sub>O absorbs 298 times more heat per molecule than CO<sub>2</sub>. Estimates of GHG emissions are often presented in carbon dioxide equivalents (CO<sub>2</sub>e). Expressing GHG emissions in CO<sub>2</sub>e takes the contribution of all GHG

emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

The SCAQMD is the local utility agency regulating the Los Angeles County portion of the SoCAB. To provide guidance to local lead agencies on determining the significance of GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group (The Working Group). The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders, including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities (e.g., sanitation and power companies throughout the Basin), industry groups, and environmental and professional organizations. The Working Group recommended the options of a numeric *bright-line* threshold of 3,000 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) annually and an efficiency-based threshold of 3.0 MTCO<sub>2</sub>e per service population (i.e., the people that congregate on the Project Site) per year in 2035. The numeric bright-line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a Proposed Project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright-line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change were consistent with CEQA. Public Resources Code section 21003(f) provides it is a policy of the State that "all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "subjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* July 2011, 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated, consistent with CEQA Guidelines Section 15064.4(b)(2), by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City may set a project-specific threshold based on the context of each particular project, including using The Working Group's expert recommendations. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project,

the SCAQMD’s 3,000 MTCO<sub>2</sub>e per year threshold is used as the significance threshold, in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 MTCO<sub>2</sub>e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 MTCO<sub>2</sub>e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of the future 2050 statewide GHG emissions target and the lead agency can provide a more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 MTCO<sub>2</sub>e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical, and social resources. (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright-line threshold are not subject to CEQA-based mitigation does not mean those small projects do not help the State achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

**4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

*Construction GHG Emissions*

A source of GHG emissions associated with the Proposed Project would be the combustion of fossil fuels during construction activities. Construction activities associated with the Proposed Project are temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., tractors, loaders, and excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from the construction of the Project.

<b>Table 4.8-1. Construction-Related Greenhouse Gas Emissions</b>	
<b>Emissions Source</b>	<b>MTCO<sub>2</sub>e per Year</b>
Construction 2022	127
Construction 2023	193
Construction 2024	125
<b>Project Total:</b>	<b>445</b>
<i>Significance Threshold</i>	3,000
<b>Exceed Significance Threshold?</b>	<b>No</b>

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs. (CAPCOA 2020)

Notes: Construction 2024 emissions account for the one-time filling of the above-ground water tank.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 445 MTCO<sub>2</sub>e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Consistent with SCAQMD recommendations, Project construction GHG emissions have been amortized of the expected life of the Project, which is considered to be 30 years per the SCAQMD. The amortized construction emissions are added to the annual average operational emissions (see Table 4.8-2).

#### *Operational GHG Emissions*

The Project would result in an increase in water pumping above baseline levels; however, the increase in pumping would result in negligible criteria air pollutant emissions. In addition, implementation of the Proposed Project would not result in an increase in automobile trips to the area as the Project Site is the location of the existing Saxon Well 3 and would require the same intermittent maintenance to be conducted. The Project includes an emergency backup diesel-powered generator. This generator would not be operational except during an emergency involving a power outage. In the case of an extended power outage (24 hours or more), the GHG emissions that would be emitted from the emergency backup diesel-powered generator are shown in Table 4.3-3.

<b>Table 4.8-2. Operational-Related Greenhouse Gas Emissions</b>	
<b>Emissions Source</b>	<b>MTCO<sub>2</sub>e per Year</b>
Construction Emissions (amortized over the 30-year life of the Project)	15
Emergency Generator	5
<b>Project Total</b>	<b>20</b>
<i>SCAQMD Significance Threshold</i>	3,000
<b>Exceed Significance Threshold?</b>	<b>No</b>

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

Notes: An assumption of a 60-horsepower generator used for up to 200 hours a year was used in this analysis.

As shown in Table 4.8-2, emissions generated for the use of the emergency backup diesel-powered generator would be below the SCAQMD significance threshold of 3,000 metric tons of CO<sub>2</sub>e annually. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. The 3,000 metric tons of CO<sub>2</sub>e per year value represents less than one percent of the future 2050 statewide GHG emissions target.

Therefore, a less than significant impact would occur. No mitigation is required.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The City of San Gabriel has not adopted a Climate Action Plan at the time of this analysis. However, California promulgates several mandates and goals to reduce statewide GHG emissions, including the goal to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 (California Senate Bill [SB] 32) and 80 percent below 1990 levels by the year 2050 (Executive Order S-3-05). The Proposed Project is subject to compliance with SB 32. As discussed previously, Project-generated GHG emissions would not surpass the significance threshold of 3,000 MTCO<sub>2</sub>e established by the SCAQMD. The 3,000 MTCO<sub>2</sub>e threshold was prepared with the purpose of complying with statewide GHG-reduction efforts. Therefore, there is no impact.

**4.8.3 Mitigation Measures**

No significant impacts were identified. Therefore, no mitigation measures are required.

## 4.9 Hazards and Hazardous Materials

### 4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Less than Significant Impact.

Construction of the Proposed Project may include the transport, storage, and short-term use of petroleum-based fuels, lubricants, and other similar materials. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. To minimize hazardous material spills or releases during construction, all construction equipment and vehicles would be fueled offsite. No vehicle fuel would be stored onsite. Additionally, the BMPs stipulating proper storage of hazardous materials would be implemented during construction. Construction impacts would be less than significant.

During operation, the Proposed Project may require small quantities of hazardous materials, such as lubricants and paint, for maintenance of the booster station and tank. The Project would also include disinfection, which would entail storage of sodium hypochlorite (bleach), considered a hazardous waste. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the USEPA, DTSC, and RWQCB. The CCR Title 8 addresses workplace regulations involving the use, storage, and disposal of hazardous materials, and specific applications for construction workers. CCR Titles 22 and 26 set forth environmental health standards for hazardous materials management. California Health and Safety Code Chapter 6.95 sets forth enabling legislation for the application of CCR Titles 8, 22, and 26. Safety precautions for the prevention of fire hazards associated with the use and storage of hazardous materials are addressed in the Uniform Fire Code. Compliance with applicable federal, state, and local regulations including, but not limited to, CCR Titles 8, 22, and 26, the Uniform Fire Code, and California Health and Safety Code Chapter 6.95 would ensure that the Project would not create a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials. Compliance with applicable laws and regulations would ensure impacts associated with the routine transport, use, or disposal of hazardous material during operation would also be less than significant.



<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

As discussed above, no fuel storage or vehicle refueling would occur onsite. Construction BMPs shall be implemented to prevent construction and demolition pollutants and products from violating any water quality standard or waste discharge requirements. BMPs would consist of measures such as a stabilized construction entrance (to avoid tracking soils off-site) and straw wattles and silt filter bags (to prevent offsite runoff onto public roadways or drainage outlets). The transport, use, and storage of these products would comply with all federal, state, and local laws regulating the management and use of hazardous materials. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Project Site is located within 0.25-miles of St. Anthony School; however, as discussed above, the transport, use, and storage of construction-related pollutants and products would comply with all federal, state, and local laws regulating the management and use of hazardous materials. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **No Impact.**

Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the State.

CalEPA's Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated on the Project Site or the adjacent properties and businesses (CalEPA 2022). The list, although mostly covering the requirements of Section 65962.5, has always been incomplete because it does not indicate if a specific site was at one time included in the abandoned site program.

The list is a compilation of five separate websites that includes:

1. DTSC's EnviroStor – identifies waste or hazardous substances sites.
2. GeoTracker – identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC.
3. A pdf of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit.
4. A list of cease-and-desist orders and clean-up and abatement orders.
5. A list of hazardous waste facilities subject to corrective action.

As a result of the database searches, the Project is determined to be located within the San Gabriel Valley Superfund Site (Area 3). The site is a 19-square-mile area with isolated areas of contaminated groundwater in Los Angeles County. It is one of four Superfund sites in the 170-square-mile San Gabriel Valley. This region has experienced groundwater contamination resulting from decades of poor chemical handling and disposal practices. Multiple potentially responsible parties contaminated over 30 square miles of groundwater under the Valley with VOCs and industrial solvents. Most of the activities that led to the contamination likely occurred between the 1940s and 1970s. This period was before the USEPA established the Superfund cleanup program and environmental laws addressing hazardous waste. About 400 facilities in the region have soil contamination. The USEPA is currently developing a supplemental Remedial Investigation and Feasibility Study of regional groundwater contamination in Area 3 to identify and evaluate cleanup options (USEPA 2021).

Based on the USEPA's latest reporting, the Project Site is not located within a hazardous groundwater plume (USEPA 2021). Water agencies test the area's drinking water wells regularly to ensure drinking water meets state and federal safe drinking water standards. All groundwater complies with Title 22 drinking water standards when it is injected into the distribution system (GSWC 2021). Therefore, it is not expected that the proposed replacement well would affect or be affected by the groundwater contamination. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The City of San Gabriel is not located within a land use plan area or within two miles of a public airport or public use airport. The nearest airport is the San Gabriel Valley Airport (approximately 3.5 miles east of the Project Site). The Proposed Project would involve infrastructure improvements within the existing Saxon Plant. The Project would not include the construction of habitable structures or other structures that could pose a safety hazard. As such, the Proposed Project would not result in a safety hazard for people residing or working in the project area. Therefore, no impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project would be subject to the City’s multi-hazard function plan, which was developed in conjunction with the San Gabriel Fire Department. All emergency plans, procedures, and evacuation signs would be submitted to the Fire Department for inspection and approval prior to their implementation and would be properly maintained.

Temporary construction activities associated with the Proposed Project would be confined to the Project Site and would not physically impair access to other existing roadways within the Project vicinity. All construction staging areas would be onsite. Grading activities would occur onsite prior to the commencement of work. Access to local residences would be maintained at all times.

Upon completion, vehicular access to the Project Site would be provided via three driveways located on Denton Avenue and Saxon Avenue that currently serve as access to the existing site. During the course of the City’s required review of the Proposed Project’s applications, the site plan would be reviewed to ensure that adequate access to and from the site and around the proposed buildings is provided for emergency vehicles.

No change or interference with emergency response plans or related policies would occur as a result of the Project. The Project would not change the primary circulation system which could affect evacuation plans. Therefore, the Project would have no potential for impacts that could impair the implementation of or physically interfere with an adopted emergency response or evacuation plan.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The City of San Gabriel is fully urbanized, with no natural open space or fire-prone vegetation. The surrounding cities of Rosemead and Monterey Park are also entirely urbanized; therefore, wildland fire hazards within the Project Area are minimal. In addition, the Project Site is not located near state responsibility areas or lands classified as very high fire hazard severity zones. No direct impacts from wildland fire are anticipated.

**4.9.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.10 Hydrology and Water Quality**

**4.10.1.1 Regional Hydrology**

The Project Site is located within the San Gabriel Valley groundwater basin, which is divided into two main parts: the Main San Gabriel Basin and the Puente Basin. The San Gabriel Valley Groundwater Basin is located in eastern Los Angeles County and includes the water-bearing sediments underlying most of the San Gabriel Valley and includes a portion of the upper Santa Ana Valley that lies in Los Angeles County. This Basin is bounded on the north by the Raymond fault, the San Gabriel Mountains in the north, by the Repetto, Merced, and Puente Hills on the south and west, and the Chino fault and the San Jose fault on the east. Along the eastern boundary of the basin, the Chino and San Jose faults also are partial water barriers, separating groundwater flow within the San Gabriel Valley Groundwater Basin and the Chino subbasin of the Upper Santa Ana River Valley Groundwater Basin (GSWC 2021).

GSWC’s South San Gabriel System is located in Los Angeles County and serves half of the City of Rosemead, parts of the cities of San Gabriel and Monterey Park, and portions of unincorporated Los Angeles County. The approximately 2 square mile service area is located in the western portion of the San Gabriel Valley and is divided by I-10 (San Bernardino Freeway). The service area is generally flat with some hills in the southern part of the system, with elevations ranging from 245 to 490 feet above mean sea level.

**4.10.1.2 Site Hydrology and On-Site Drainage**

The site is relatively flat, with elevations ranging from approximately 300 to 302 feet above mean sea level. Stormwater runoff from the Project Site flows to existing stormwater conveyance systems in Denton Avenue and Saxon Avenue. The City is not in a 100-year or 500-year flood zone, according to the Federal Emergency Management Agency (FEMA) Panel 06037C1675F, effective 9/25/2008 (FEMA 2022).

**4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Project Site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (i.e., water quality objectives). Water quality standards for all ground and surface waters overseen by the LARWQCB are documented in the Los Angeles Regional Water Quality Control Basin Plan (Basin Plan). Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the LARWQCB is designed to minimize and control discharges to surface and ground water within the region, largely through permitting, such that water quality standards are effectively attained.

Construction of the Proposed Project would require ground-disturbing activities, such as grading, that have the potential to result in soil erosion or the loss of topsoil. During the construction of the Proposed Project, water quality impacts could occur without proper controls. Soils loosened during grading, as well as spills of fluids or fuels from vehicles and equipment, if mobilized or transported offsite in overland flow, have the potential to degrade water quality. Grading is anticipated to be minimal for the construction of the water storage tank, booster station, and appurtenant structures.

BMPs identified in ? will be implemented during construction of the Proposed Project. BMPs would be implemented to manage erosion and the loss of topsoil during construction-related activities. BMPs would consist of measures such as a stabilized construction entrance to avoid tracking soils off-site and straw wattles and silt filter bags to prevent offsite runoff onto public roadways or into drainage outlets. In addition, any drinking water-related discharges during construction would be covered under the Statewide General NPDES Permit for Drinking Water System Discharges. The statewide permit also requires the implementation of similar BMPs that would prevent erosion or offsite runoff onto public roadways or into drainage outlets. The Proposed Project’s grading plan would also ensure that earthwork

is designed to avoid soil erosion. Implementation of BMPs would ensure that surface and groundwater quality impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

Beginning in the 1940s, the San Gabriel Valley experienced rapid urbanization and increased water demand. The rapid urbanization coupled with some extended droughts caused the Basin to become over-drafted and the entities that relied upon the Basin for their water supplies initiated litigation to resolve the overdraft condition. The San Gabriel Valley Groundwater Basin was adjudicated in January 1973 pursuant to the case *Upper San Gabriel Valley Municipal Water District vs. City of Alhambra, et al* (Superior Court, County of Los Angeles, Case No. 924128). The Judgment defined the water rights of 190 original parties to the legal action, created a new governing body – the Main San Gabriel Basin Watermaster, and described a program for management of the water in the Basin. There have been numerous amendments to the original Judgment with the latest Amendment issued on June 21, 2012 (GSWC 2021).

The adjudication does not cover the entire San Gabriel Valley Groundwater Basin area as it excludes a small portion of the Basin commonly referred to as “the Narrows.” Moreover, the adjudication includes broader areas beyond the defined groundwater basin that impact the natural and artificial recharge of the groundwater basin. Importantly, although portions of the Basin lie outside the Adjudication boundary, the SGMA allows adjudicated areas to continue with existing management practices. As such, the GSWC South San Gabriel service area has no further management actions associated with SGMA for the Basin (GSWC 2021).

The proposed Project consists of a well replacement and new reservoir construction. The Proposed Project would address the existing storage deficiency, add redundancy to the existing system, and maintain a reliable supply of water for the GSWC South San Gabriel System. The Proposed Project would not require any additional water facilities beyond those being installed. The Proposed Project is not proposed in response to an increase in water demand and instead is proposed to replace an existing well that is approaching the end of its useful life. The overall capacity that is required by the water system (South San Gabriel System) would be the same as existing conditions, thus no capacity increase, because the Proposed Project would be located in a fully developed urban area with a stable customer base. The inclusion of the tank would be storage within the water system and would not increase overall capacity or meet an increase in demand.

As such, the Proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Less than Significant Impact or No Impact.**

i-iv) The site is relatively flat with elevations ranging from approximately 300 to 302 feet above mean sea level. Drainage from the Project Site flows to existing stormwater conveyance systems on Denton Avenue and Saxon Avenue. No jurisdictional features, hydric soils, or wetlands are located on the Project Site. Furthermore, the site is not located in a flood hazard zone (FEMA 2022). As such, the Proposed Project would not significantly increase the rate or amount of surface runoff, nor would it impede or redirect flood flows.

The Proposed Project would require grading for installation of the replacement well, water storage tank, booster station, and associated facilities. Grading of the Project Site could result in erosion or siltation on- or off-site. However, the Proposed Project’s grading plan would be designed to maintain the existing drainage pattern and minimize the potential for erosion or siltation on- or off-site. The grading plan would also ensure that earthwork is designed to avoid soil erosion. BMPs would be implemented to manage erosion and the loss of topsoil during construction-related activities. BMPs would consist of measures such as a stabilized construction entrance to avoid tracking soils off-site and straw wattles and silt filter bags to prevent offsite runoff onto public roadways or into drainage outlets. In addition, any drinking water-related discharges during construction would be covered under the Statewide General

NPDES Permit for Drinking Water System Discharges. The statewide permit also requires that similar BMPs be implemented that would also prevent erosion or offsite runoff onto public roadways or into drainage outlets. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

A *seiche* is a standing wave in an enclosed or partially enclosed body of water. Seiches and seiche-related phenomena have been observed on lakes, reservoirs, swimming pools, bays, and seas. The key requirement for formation of a seiche is that the body of water be at least partially bounded, allowing the formation of the standing wave. The City of San Gabriel is not subject to seiche because no significant water bodies exist within the city limits.

A *tsunami* is a great sea wave, commonly referred to as a *tidal wave*, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The City is not subject to tsunamis because it is located inland. The Project Site is approximately 22 miles inland from the Pacific Ocean coastline and is therefore not subject to a tsunami.

Furthermore, the site is located in Zone X, outside of the 100- or 500-year floodplain (FEMA 2022). No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Proposed Project consists of a replacement well, water storage tank, booster station, and auxiliary structure construction and operation. The Proposed Project would address the existing storage deficiency, add redundancy to the existing system, and maintain an uninterrupted supply of water for the GSWC South San Gabriel System. The Proposed Project would not require any additional water facilities beyond those proposed. The overall capacity required by the South San Gabriel System would be the same as existing conditions and the Proposed Project would be located in a fully developed urban area with a stable customer base; therefore, there will be no capacity increase. The inclusion of the storage tank is to increase storage within the water system and not to increase overall capacity or to meet an increase in demand.



Water quality standards for all ground and surface waters overseen by the LARWQCB are documented in the Basin Plan. Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the LARWQCB is designed to minimize and control discharges to surface and ground water within the region, largely through permitting, such that water quality standards are effectively attained. BMPs would be prepared for the Proposed Project and would be implemented to manage erosion and the release of pollutants during construction-related activities. BMPs would consist of measures such as a stabilized construction entrance to avoid tracking soils off-site and straw wattles and silt filter bags to prevent offsite runoff onto public roadways or into drainage outlets. The Proposed Project’s grading plan would also ensure that earthwork is designed to avoid soil erosion. Implementation of BMPs would ensure that impacts resulting from soil erosion, or the loss of topsoil would be less than significant. As such, the Proposed Project would not obstruct the implementation of a water quality control plan or groundwater management plan. Impacts would be less than significant.

**4.10.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.11 Land Use and Planning**

**4.11.1 Environmental Setting**

The Proposed Project is located within the existing GSWC Saxon Plant site at 409 E Saxon Avenue in the City of San Gabriel. The land use of the site will not change. It will still be used as a water utility. The 0.7-acre Project Area is located on a previously graded, flat parcel with a modern well, a disinfection building, an office/warehouse, and associated structures. The existing Project Site is bordered by a wrought-iron fence, with shrubs and trees located at the site frontage along Denton Avenue. The site’s land use designation is High-Density Residential, and zoning is Multiple Family Residential. The site is bordered by Saxon Avenue to the south, Denton Avenue to the west, and single-family homes to the north and east. Beyond that, land uses surrounding the site include high-density residential and roadways (City of San Gabriel 2004).

**4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project would not physically divide an established community because the Proposed Project involves the construction of a replacement well, booster station, and water storage tank on a property with existing GSWC water infrastructure and associated structures. Implementation of the Proposed Project would address the existing storage deficiency, add redundancy to the existing system,

and maintain a reliable supply of water. No part of the Proposed Project would extend beyond the existing site boundaries or create a barrier to movement within the established communities. Therefore, no impacts are anticipated.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

According to the City of San Gabriel General Plan Land Use Map, the Project Site is currently zoned as Multiple Family Residential (City of San Gabriel 2004). The Project proposes to construct a replacement well, water storage tank, and booster station on an existing developed well site. Infrastructure uses are generally allowed by the City’s zoning code. Water infrastructure is exempt from local zoning ordinance requirements per California Government Code, Section 53091I. The Proposed Project does not propose to change the General Plan land use designation or existing use of the Project Site; therefore, no conflicts with any applicable land use plan, policy, or regulation would occur.

**4.11.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.12 Mineral Resources**

**4.12.1 Mineral Resources (XII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

According to the California Department of Conservation, Division of Mines and Mineral Resources, no known mineral resources are located within the City (DOC 2010). Therefore, implementation of the Proposed Project would not result in the loss of any known mineral resources. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

According to the California Department of Conservation, Division of Mines and Mineral Resources, no locally important mineral resource recovery sites are located within the City (DOC 2010). Therefore, implementation of the Proposed Project would not result in the loss of any such resources or resource recovery sites. No impact would occur.

**4.12.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.13 Noise**

**4.13.1 Environmental Setting**

**4.13.1.1 Noise Fundamentals**

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in  $L_{eq}$ ) and the average daily noise levels/community noise equivalent level (in  $L_{dn}$ /CNEL). The  $L_{eq}$  is a measure of ambient noise, while the  $L_{dn}$  and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level ( $L_{eq}$ )** is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average ( $L_{dn}$ )** is a 24-hour average  $L_{eq}$  with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour  $L_{eq}$  would result in a measurement of 66.4 dBA  $L_{dn}$ .
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average  $L_{eq}$  with a 5-dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. and a 10-dBA weighting added to noise during

the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources (e.g., automobiles, trucks, and airplanes) and stationary sources (e.g., such as construction sites, machinery, and industrial operations). Sound spreads or *propagates* uniformly outward in a spherical pattern, and the sound level decreases or *attenuates* at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound; therefore, an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The way older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris, Miller, Miller & Hanson 2006).

#### **4.13.1.2 Human Response to Noise**

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in the level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.

- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

#### **4.13.1.3 Noise-Sensitive Land Uses**

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses, such as hospitals, historic sites, cemeteries, and certain recreation areas, are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest noise-sensitive land uses to the Project Site include residences located directly adjacent to the northern and eastern Project Site boundaries.

#### **4.13.1.4 Vibration Fundamentals**

Ground vibration can be measured in several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity (PPV), or root mean square velocity. These velocity measurements measure the maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

#### **4.13.1.5 Existing Ambient Noise Environment**

The American National Standards Institute (ANSI) Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present" provides a table of approximate background sound levels in CNEL, daytime  $L_{eq}$ , and nighttime  $L_{eq}$ , based on land use and population density. The ANSI standard estimation divides land uses into six distinct categories. Descriptions of these land use categories, along with the typical daytime and nighttime levels, are provided in Table 4.13-1. At times, one could reasonably expect the occurrence of periods that are both louder and quieter than the levels listed in the table. ANSI notes, "95% prediction interval [confidence interval] is on the order of +/- 10 dB." The most common and significant source of noise in the City of San Gabriel is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential and commercial) that generate stationary-source noise. The Project Site is bound mainly by residential land uses to the north and east, Saxon Avenue to the south, and Denton Avenue to the west.

The majority of the area surrounding the Project Site consists of residential land use. Thus, the Project vicinity would be considered ambient noise Category 4 and generally experiences noise levels of 52 dBA CNEL.

<b>Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density</b>						
<b>Category</b>	<b>Land Use</b>	<b>Description</b>	<b>People per Square Mile</b>	<b>Typical CNEL</b>	<b>Daytime L<sub>eq</sub></b>	<b>Nighttime L<sub>eq</sub></b>
1	Noisy Commercial & Industrial Areas and Very Noisy Residential Areas	Very heavy traffic conditions, such as in busy, downtown commercial areas; at intersections for mass transportation or for other vehicles, including elevated trains, heavy motor trucks, and other heavy traffic; and at street corners where many motor buses and heavy trucks accelerate.	63,840	67 dBA	66 dBA	58 dBA
2	Moderate Commercial & Industrial Areas and Noisy Residential Areas	Heavy traffic areas with conditions similar to Category 1, but with somewhat less traffic; routes of relatively heavy or fast automobile traffic, but where heavy truck traffic is not extremely dense.	20,000	62 dBA	61 dBA	54 dBA
3	Quiet Commercial, Industrial Areas and Normal Urban & Noisy Suburban Residential Areas	Light traffic conditions where no mass transportation vehicles and relatively few automobiles and trucks pass, and where these vehicles generally travel at moderate speeds; residential areas and commercial streets, and intersections, with little traffic compose this category.	6,384	57 dBA	55 dBA	49 dBA
4	Quiet Urban & Normal Suburban Residential Areas	These areas are similar to Category 3, but for this group, the background is either distant traffic or is unidentifiable; typically, the population density is one-third the density of Category 3.	2,000	52 dBA	50 dBA	44 dBA
5	Quiet Residential Areas	These areas are isolated, far from significant sources of sound, and may be situated in shielded areas, such as a small and wooded valley.	638	47 dBA	45 dBA	39 dBA
6	Very Quiet Sparse Suburban or rural Residential Areas	These areas are similar to Category 4 but are usually in sparse suburban or rural areas; and, for this group, there are few if any nearby sources of sound.	200	42 dBA	40 dBA	34 dBA

Source: The American National Standards Institute (ANSI) 2013

**4.13.2 Noise (XIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant With Mitigation Incorporated.**

*Construction Noise Impacts*

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavating, paving). Noise generated by construction equipment, including excavators, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (e.g., dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could negatively affect sensitive land uses in the vicinity of the construction site. It is noted that the Project is proposing well drilling to occur for full 24-hour periods. During that time 24-foot-high sound panels would enclose the well drilling site. This is required in the construction contract.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor in the Project vicinity in order to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the *Criteria for a Recommended Standard: Occupational Noise Exposure* prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA  $L_{eq}$  is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

Construction equipment noise levels were calculated using the Roadway Noise Construction Model for the construction process and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH) to estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity and evaluate the potential health-related effects (e.g., physical damage to the ear) from construction noise. NIOSH, a division of the U.S. Department of Health and Human Services, identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; the exposure time is halved for every 3-dBA increase. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA  $L_{eq}$  is used as an acceptable threshold for construction noise at the nearby existing and future planned sensitive receptors.

The anticipated short-term construction noise levels generated for Project construction equipment were calculated using the Roadway Noise Construction Model for all activities proposed for all phases. Consistent with Federal Transit Administration (FTA) recommendations for calculating construction noise, the construction noise was measured from the center of the Project Site (FTA 2018), which is approximately 77 feet from the nearest residential receptor to the north. It is noted that some phases of construction would occur simultaneously. Table 4.13-2 presents the anticipated short-term construction noise levels generated from Project construction equipment.

<b>Table 4.13-2. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment</b>			
<b>Equipment Type and No. of Units</b>	<b>Estimated Exterior Construction Noise Level at Noise Sensitive Receptors (dBA)</b>	<b>Construction Noise Standard (dBA <math>L_{eq}</math>)</b>	<b>Exceeds Standards?</b>
<b>Phase 1 Demolition &amp; Site Preparation</b>			
Skid Steer Loaders (2)	71.4 (each)	85	No
Tractors/Loaders/Backhoes (2)	76.3 (each)	85	No
Other Construction Equipment (2)	78.2 (each)	85	No
<b>Combined Phase 1 Demolition Site Preparation Equipment</b>	<b>83.9</b>	<b>85</b>	<b>No</b>
<b>Phase 1 Building Construction</b>			
Bore/Drill Rigs (1)	73.6	85	No
Other Construction Equipment (1)	78.2	85	No
Tractors/Loaders/Backhoes (1)	76.3	85	No
Rough Terrain Forklifts (1)	75.7	85	No
Skid Steer Loaders (1)	71.4	85	No
<b>Combined Phase 1 Building Construction Equipment</b>	<b>82.6</b>	<b>85</b>	<b>No</b>



<b>Table 4.13-2. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment</b>			
<b>Equipment Type and No. of Units</b>	<b>Estimated Exterior Construction Noise Level at Noise Sensitive Receptors (dBA)</b>	<b>Construction Noise Standard (dBA <math>L_{eq}</math>)</b>	<b>Exceeds Standards?</b>
<b>Phase 2 Demolition</b>			
Other Construction Equipment (1)	78.2	85	No
Skid Steer Loaders (1)	71.4	85	No
Tractors/Loaders/Backhoes (1)	76.3	85	No
<b>Combined Phase 2 Demolition Equipment</b>	<b>80.9</b>	<b>85</b>	<b>No</b>
<b>Phase 2 Site Preparation</b>			
Other Construction Equipment (1)	78.2	85	No
Tractors/Loaders/Backhoes (1)	76.3	85	No
Skid Steer Loaders (1)	71.4	85	No
<b>Combined Phase 2 Site Preparation Equipment</b>	<b>80.9</b>	<b>85</b>	<b>No</b>
<b>Phase 2 Grading</b>			
Tractors/Loaders/Backhoes (1)	76.3	85	No
Excavators (1)	73.0	85	No
Other Construction Equipment (1)	78.2	85	No
Rollers (1)	69.3	85	No
<b>Combined Phase 2 Grading Equipment</b>	<b>81.4</b>	<b>85</b>	<b>No</b>
<b>Phase 2 Building Construction &amp; Architectural Coating</b>			
Cranes (1)	68.8	85	No
Tractors/Loaders/Backhoes (1)	76.3	85	No
Other Construction Equipment (2)	78.2 (each)	85	No
Rough Terrain Forklifts (1)	75.7	85	No
Skid Steer Loaders (1)	71.4	85	No
<b>Combined Phase 2 Building Construction &amp; Architectural Coating Equipment</b>	<b>83.7</b>	<b>85</b>	<b>No</b>
<b>Phase 3 Site Preparation &amp; Grading</b>			
Other Construction Equipment (2)	78.2 (each)	85	No
Skid Steer Loaders (2)	71.4 (each)	85	No
Tractors/Loaders/Backhoes (2)	76.3 (each)	85	No
Excavators (1)	73.0	85	No
Rollers (1)	69.3	85	No
<b>Combined Phase 3 Site Preparation &amp; Grading Equipment</b>	<b>82.8</b>	<b>85</b>	<b>No</b>

<b>Table 4.13-2. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment</b>			
<b>Equipment Type and No. of Units</b>	<b>Estimated Exterior Construction Noise Level at Noise Sensitive Receptors (dBA)</b>	<b>Construction Noise Standard (dBA <math>L_{eq}</math>)</b>	<b>Exceeds Standards?</b>
<b>Phase 3 Building Construction &amp; Architectural Coating</b>			
Tractors/Loaders/Backhoes (1)	76.3	85	No
Other Construction Equipment (1)	78.2	85	No
Rough Terrain Forklifts (1)	75.7	85	No
Skid Steer Loaders (1)	71.4	85	No
<b>Combined Phase 3 Building Construction &amp; Architectural Coating Equipment</b>	<b>82.0</b>	<b>85</b>	<b>No</b>
<b>Phase 3 Paving</b>			
Pavers (1)	70.5	85	No
Rollers (1)	69.3	85	No
Other Construction Equipment (1)	78.2	85	No
Paving Equipment (1)	70.5	85	No
<b>Combined Phase 3 Paving Equipment</b>	<b>79.9</b>	<b>85</b>	<b>No</b>

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2008). Refer to Appendix E for Model Data Outputs.

Note: Construction equipment and quantity used during construction provided by the Project applicant.

As previously stated, the nearest noise-sensitive land uses to the Project Site are residences located directly adjacent to the northern and eastern Project Site boundaries. The City's noise regulations are included in Chapter 150 of the City Municipal Code. Specifically, Section 150.003, *Construction; Hours of Construction*, prohibits construction between the hours of 7:00 p.m. to 7:00 a.m. on weekdays and 4:00 p.m. to 8:00 a.m. on Saturdays. Construction is prohibited on Sundays and any holidays designated by Council resolution. The Community Development Director may extend the hours of operation for special circumstances by providing written notice to residents in advance. The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is because construction noise is temporary, short-term, intermittent in nature, and would cease on completion of the Project. Additionally, construction would occur at multiple locations throughout the Project Site and would not be concentrated at any one point.

As shown in Table 4.13-2, no individual or cumulative piece of construction equipment would exceed the NIOSH threshold of 85 dBA  $L_{eq}$  at the nearby sensitive receptors during construction activities; therefore, no health effects from construction noise would occur. Construction noise was modeled on a worst-case basis, and it is very unlikely that all pieces of construction equipment would be operating at the same time or at the point closest to residences for the various phases of Project construction. A less than significant impact would occur as a result of construction noise on the Project Site.

### *Operational Onsite Noise Impacts*

The Project proposes to install a replacement well, a new 750,000-gallon above-ground potable water storage tank, a booster pump station, a stationary emergency generator, a disinfection building, and associated lighting, control panels, and appurtenances. The main noise-producing piece of equipment associated with the Proposed Project would be the booster pump. ECORP staff regularly conduct noise measurements within various land uses, at specific noise-generating events, and at individual pieces of noise-generating equipment in order to develop a wide sampling of potential noise levels. Previous noise measurements conducted by ECORP staff within five feet of an operating booster pump identified a sound power level of 52.8 dBA  $L_{eq}$ . The Project's proposed booster pump station would be positioned approximately 50 feet from the nearest residential receptor across Denton Avenue. The pump station would be located inside a building to further reduce noise impacts. Sound propagates uniformly outward in a spherical pattern, and the sound level attenuates at a rate of approximately 6 dBA for each doubling of distance from a stationary or point source. Therefore, accounting for this attenuation rate for each doubling of distance from the proposed booster pump to the nearest residential receptor, the proposed booster pump, when operating, would generate a noise level of 32.8 dBA at the nearest residential receptor. This falls below the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) interior and exterior City noise standards, as presented in Chapter 9, *Noise*, of the City's General Plan.

The Project also proposes an emergency backup, diesel-powered generator. This generator would only operate during an emergency involving a power outage. According to the FHWA's Roadway Construction Model (2006), diesel-powered generators such as the type proposed by the Project generate sound power as great as 72.8 dBA at the source, which can be expected to decrease to 69.8 dBA at 50 feet distant, the distance to the nearest residential receptor. This falls above the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) interior and exterior City noise standards, as presented in Chapter 9, *Noise*, of the City's General Plan for residential land uses. Therefore, mitigation measure NOI-1, which mandates a solid enclosure/noise barrier around the proposed generator, is required. Noise barriers or enclosures can provide substantial sound reduction. To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. With the implementation of mitigation measure NOI-1, this impact would be less than significant.

### *Operational Traffic Noise Impacts*

Upon completion of the Proposed Project, no additional traffic would be added to area roadways resulting from Project operations. Similar to existing conditions, the only visitors to the Site would be staff conducting repair or maintenance work, which would occur infrequently, as the facility would be unmanned. According to Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is required to result in an increase of 3 dB; outside of laboratory settings, a 3-dBA change is considered a *just-perceivable difference*. The Proposed Project would not result in a

doubling of traffic; therefore, its contribution to existing traffic noise would not be perceptible. Traffic noise impacts associated with Project operations would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

*Construction-Generated Vibration*

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term, construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment, such as pile drivers and jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Pile drivers would not be used during Project construction. Vibration decreases rapidly with distance and construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Table 4.13-3 summarizes groundborne vibration levels associated with construction equipment.

<b>Equipment Type</b>	<b>PPV at 25 Feet (inches per second)</b>
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration (FTA) 2018; Caltrans 2020

The City of San Gabriel does not regulate vibrations associated with construction; however, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans recommended standard of 0.2-inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold (Caltrans 2020), which is also the level at which vibrations may begin to annoy people in buildings. Consistent with FTA recommendations for calculating

construction vibration, construction vibration was measured from the center of the Project Site (FTA 2018). The nearest structure of concern to the construction site, with regard to groundborne vibrations, is a residence located approximately 77 feet from the Project boundary.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-3 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-4 presents the expected Project related vibration levels at a distance of 77 feet.

<b>Table 4.13-4. Construction Vibration Levels at 77 Feet</b>							
<b>Receiver PPV Levels (in/sec)<sup>1</sup></b>					<b>Peak Vibration</b>	<b>Threshold</b>	<b>Exceed Threshold</b>
<b>Large Bulldozer, Caisson Drilling, &amp; Hoe Ram</b>	<b>Loaded Trucks</b>	<b>Jackhammer</b>	<b>Small Bulldozer</b>	<b>Vibratory Roller</b>			
0.0164	0.0140	0.0064	0.0005	0.0388	0.0388	0.2	No

Notes: <sup>1</sup>Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-3 (FTA 2018). Distance to the nearest structure is approximately 77 feet measured from the center of the Project Site.

As shown in Table 4.13-4, vibration resulting from construction activities would not exceed 0.2 PPV at the nearest structure; therefore, Project construction would not exceed the recommended threshold. A less than significant impact would occur.

**Operational-Generated Vibration**

Project operations would not include the use of any large-scale, stationary equipment that would result in excessive vibration levels; therefore, the Project would not result in groundborne vibration impacts during operations. For this reason, no impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project Site is located approximately 3.36 miles east of the San Gabriel Valley Airport. According to Figure 11.1, *Airport Noise Contours*, of the Los Angeles County General Plan, the Project Site is located outside the 65 CNEL noise contour. Therefore, construction of the Proposed Project would not affect airport operations nor expose people working on the Project Site to an increased exposure to aircraft noise. No impact would occur.

**4.13.3 Mitigation Measures**

**NOI-1:** The Project improvement and building plans shall include the following requirements for operational activities:

- The backup/emergency generator shall be enclosed and completely shielded within a Level II sound-attenuated outdoor rated enclosure, though providing all necessary ventilation required for generator operation. A sound attenuation or muffler system shall be installed to control noise from the generator.

**4.14 Population and Housing**

**4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project does not propose to construct new housing or businesses and, therefore, is not anticipated to directly or indirectly induce population growth in the area. Due to the nature of the Proposed Project, it is not anticipated to generate a substantial increase in employment opportunities capable of inducing population growth. Per the GSWC Master Plan, increased water storage is required to mitigate an existing storage deficiency in the pressure zone. The additional capacity provided by the storage tank is required to meet the current system’s maximum day and fire flow demands. As a result, no impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project would not displace housing or people because there are no homes located within the Project Site. No impact would occur.

**4.14.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.15 Public Services**

**4.15.1 Existing Setting**

**4.15.1.1 Fire Services**

Fire protection services in the City are provided by the San Gabriel Fire Department (SGFD). The SGFD provides service to 40,275 residents in approximately 4.13 square miles (City of San Gabriel 2018a). It maintains two fire stations that house two engines, one paramedic ambulance, one division chief, and an urban search and rescue vehicle. The closest station to the Project Site by distance is Station #51 located at 1303 Del Mar Ave, approximately 1 mile northwest of the Project Site. According to the 2018 Standards of Coverage and Deployment Plan Findings Report, the response workload is greatest around Fire Station #52 (City of San Gabriel 2018a). Fire Station #52 is located approximately 2.3 miles north of the Project Site.

**4.15.1.2 Police Services**

Police protection services to the City of San Gabriel are provided by the San Gabriel Police Department (SGPD). The SGPD is a full-service law enforcement agency that serves the more than 40,000 residents that live in the City. The SGPD services approximately four square miles and is located at 625 S. Del Mar Avenue, approximately 1.7 miles north of the Project Site. The SGPD has authorized 72 total employees which includes 54 sworn Police Officers and 18 civilian employees. During the calendar year of 2020-21, officers handled approximately 38,304 incidents as recorded in the Department's Computer Aided Dispatch System (City of San Gabriel 2022).

**4.15.1.3 Schools**

The San Gabriel Unified School District (SGUSD) services more than 6,000 kindergartens through twelfth-grade students on a traditional calendar schedule. The SGUSD's schools include five elementary schools, one middle school, and two high schools.

**4.15.1.4 Parks**

The City of San Gabriel Community Services Department operates and maintains six parks within the City, for a total of 19 acres of parks and park facilities. The nearest park to the Project Site is Marshall Community Park, located approximately 0.5-mile to the east at 311 West Marshall Street.

**4.15.2 Public Services (XV) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Proposed Project would construct a replacement well, a new water storage tank, a booster station, and other associated facilities. The Proposed Project would require no new staffing during operation. Based on the size and nature of the Proposed Project, it would not require the construction of a new or expanded police station or fire station, and impacts would be less than significant.

The employment associated with the Proposed Project is minimal and the types of jobs provided can be filled from the existing employee base in the Project Area. Because the Proposed Project does not include the development of any residential land uses, no increase in residential population is anticipated. Therefore, the Proposed Project would not generate an increase in the student population within SGUSD's service area that would necessitate the construction of a new or expanded school facility.

No residential development is included as part of the Proposed Project; therefore, the Proposed Project would not create demand for parks, recreational facilities, library services, or other public facilities. It is assumed that GSWC maintenance staff would instead visit recreational facilities near their homes during non-work hours. A less than significant impact related to public services would occur.

**4.15.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.



## 4.16 Recreation

### 4.16.1 Environmental Setting

The San Gabriel Community Services Department maintains approximately 19 acres of parks and park facilities. The Community Services Department is responsible for a wide range of services including recreation programs, parks planning, citywide special events, aquatics, arts and leisure programming, transportation services, facility rentals, and passport assistance. The Community Services Department manages two community centers; provides park planning for three outdoor parks, one pocket park, and two open space park areas; and provides recreational amenities that greatly contribute to the quality of life for residents and visitors of the City (City of San Gabriel 2018b). The San Gabriel Community Services Department also maintains and operates related facilities such as senior recreation centers and conference centers as well as playgrounds, pools, lighted sports fields, and lighted sports fields at SGUSD schools. The Community Services Department recently added a new facility, Marshall Park, in December 2017. The closest park to the Project Site is Marshall Park approximately a half-mile east of the Project Site.

### 4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### No Impact.

As previously stated, the Proposed Project would construct a new water storage tank, a booster station, and other associated facilities. No residential development is included as part of the Proposed Project; therefore, the Proposed Project would not create demand for parks and recreational facilities. It is assumed that GSWC staff maintaining the Proposed Project would instead visit parks near their homes during non-work hours. Therefore, no impacts related to this issue would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project does not include the development of any parks or recreational facilities. Therefore, no impacts related to this issue would occur.

**4.16.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.17 Transportation**

**4.17.1 Environmental Setting**

The City of San Gabriel shares borders with the City of San Marino to the north, the City of Alhambra to the west, the City of Monterey Park to the south, and the City of Rosemead to the east. The City is well-served by area freeways. Freeway I-10, also called the San Bernardino Freeway, provides east-west regional circulation through the southern part of the City. SR-164, also called Rosemead Boulevard, provides for north-south regional travel on the east side of the City. Denton Avenue and Saxon Avenue are designated as local streets. San Gabriel Boulevard and Del Mar Avenue are major arterial roadways that provide access to the site.

**4.17.1.1 Truck Routes**

The City has designated roadways as *truck routes* to provide for the regulated movement of trucks through the City (City of San Gabriel 2016). The designation of these roadways (i.e., Valley Boulevard, Mission Road, and San Gabriel Boulevard) is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. The designation of truck routes does not prevent trucks from using other roads or streets to load or unload when such deviations are reasonable and necessary. San Gabriel Boulevard and the I-10 freeway serve as designated truck routes and would be utilized by construction traffic during the Proposed Project's construction.

**4.17.1.2 Transit Routes**

Montebello Bus Line 20 is a north/south bus line that runs from Montebello to the City. The line travels along San Gabriel Boulevard near the Project Site with the nearest stop at San Gabriel Boulevard and Marshall Street. The bus line runs every thirty minutes during weekdays and 45 minutes on weekends.

**4.17.1.3 Bicycle Facilities**

The City of San Gabriel has adopted its own City section of the San Gabriel Valley Bicycle Master Plan (2014), which guides the development of bicycle infrastructure projects, programs, and policies. The existing bicycle network in the City consists of Class II facilities (designated bicycle lane, noted by striping and signage) on Del Mar Avenue between Mission Road and Valley Boulevard. Another Class II facility exists on Las Tunas Drive between San Gabriel Boulevard and Muscatel Avenue. Class II bicycle facilities are planned for the entirety of Del Mar Avenue, Las Tunas Drive, and Mission Road. Class III facilities (shared roadway, noted by signage) within the City are planned on San Gabriel Boulevard, Grand Avenue,

Street, Fairview Avenue, Angeleno Avenue, and Broadway. Class I facilities (off-street bicycle/pedestrian paths) within City limits are planned along the newly constructed San Gabriel Trench and the Rubio Wash. No designated bicycle facilities exist in the vicinity of the Project Site.

**4.17.1.4 Pedestrian Facilities**

The pedestrian network in the Project vicinity consists of sidewalks and curbs, marked crosswalks, and unmarked pedestrian crossings.

**4.17.2 Transportation (XVII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

**4.17.2.1 Construction Impacts**

The Proposed Project would generate short-term construction-related vehicle trips. However, traffic generated during the construction of the Project would be temporary and would not conflict with the City of San Gabriel Circulation Element. All construction would occur within the GSWC Saxon Well Site and public lanes of traffic would remain open during construction. Development of the Project at the Saxon Plant site would not affect the future expansion of public transit facilities and services. The Project would not impede the implementation of City programs supporting walking, bicycling, and the use of buses. Impacts would be less than significant.

**4.17.2.2 Operational Impacts**

Operational impacts are anticipated to be similar to existing conditions. The facility would require one daily visit by a Water System Operator. While it is anticipated that the Proposed Project would require intermittent maintenance to be conducted by GSWC staff, such maintenance would be minimal, requiring a negligible number of traffic trips on an annual basis. Maintenance trips would be similar to the existing well on the site, which would be replaced with the Proposed Project. The Project would not require the removal or relocation of the existing pedestrian, bicycle, or transit facilities. No solid waste would be generated during operation of the facility; therefore, no traffic impacts would result from waste hauling. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

CEQA Guidelines Section 15064.3, Subdivision (b) details the use of *vehicle miles traveled* to assess the significance of transportation impacts. As detailed in CEQA Guidelines Section 15064.3, Subdivision (c), the provisions of this section shall apply statewide beginning on July 1, 2020.

Section 15064.3 Subdivision (b) of the CEQA Guidelines specify that for Land Use Projects, “Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major traffic stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the Project Area compared to existing conditions should be presumed to have a less than significant transportation impact.”

The Guidelines also specify, “If existing models or methods are not available to estimate the vehicles miles traveled for the particular project being considered, a lead agency may analyze the project vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.” No models or methods are available for use of this Project. Instead, the Project is evaluated qualitatively.

The Proposed Project would construct a replacement well, water storage tank, and other associated facilities. Operation and maintenance of the Proposed Project would require one daily visit to the Project Site. The Proposed Project would generate short-term construction-related vehicle trips, which would utilize I-10 and San Gabriel Boulevard (designated truck routes) to access the Project Site. According to SCAG, the Project Site is located within a High-Quality Transit Area because the I-10 freeway is a High-Quality Transit Corridor (SCAG 2022).

Temporary construction activities associated with the Proposed Project would not physically impair access to other existing roadways within the Project vicinity. All construction staging areas would be on-site and access to local residences would be maintained at all times. Grading activities stage would be on-site just prior to commencing work. Furthermore, solid waste generated during construction and operation would be minimal; therefore, traffic generated from the hauling of solid waste off-site would be negligible. This use would not create a significant transportation impact that would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Proposed Project would construct a replacement well, water storage tank, booster station, and associated facilities. Access to the Project Site would be provided via driveways along Denton Avenue and Denton Avenue, which are local collector streets with a designated speed limit of 25 miles per hour. The Project entrances would be designed by a registered professional engineer and would not increase hazards due to a geometric design feature. Furthermore, the Proposed Project is located on an existing GSWC site and does not propose incompatible uses. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Project would be subject to the City’s multi-hazard function plan, which was developed in conjunction with the San Gabriel Fire Department. Temporary construction activities associated with the Proposed Project would be confined to the Project Site and would not physically impair access to other existing roadways within the Project vicinity. All construction staging areas would be onsite. Grading activities would stage onsite just prior to commencing work. Access to local residences would be maintained at all times.

Upon completion, vehicular access to the Project Site would be provided via two driveways located on Denton Avenue, which now serve as access to the existing site. During the course of the City’s required review of the Proposed Project’s applications, the site plan would be reviewed to ensure that adequate access to and from the site and around the proposed buildings is provided for emergency vehicles.

No change or interference with emergency response plans or related policies would occur as a result of the Project. The Project would not change the primary circulation system which could affect evacuation plans. Therefore, the potential for impacts that could result in inadequate emergency access is less than significant.

**4.17.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.18 Tribal Cultural Resources

### 4.18.1 Environmental Setting

On September 1, 2022, Project notification letters with invitations to consult on the Project were sent by email with delivery confirmation to representatives of the two tribes on the State Water Board’s Assembly Bill (AB) 52 list for the Proposed Project in Los Angeles County: Gabrieleno Band of Mission India—s - Kizh Nation and the Gabrieleno Tongva San Gabriel Band of Mission Indians. No response has been received by the State Water Board from Gabrieleno Tongva San Gabriel Band of Mission Indians. The Gabrieleno Band of Mission Indians -Kizh Nation (Tribe) requested consultation in an email on September 2, 2022. The State Water Board contacted the tribal office by email on September 14th and suggested several possible times to meet. Several more emails and phone calls were made by the State Water Board, and a consultation meeting was scheduled for January 12, 2023, then moved to January 18th, 2023, between the Kizh Nation and the State Water Resources Control Board. The State Water Board sent the tribe a copy of the cultural resources report and asked the Tribe if they could work with us on the document prior to meeting due to the tight schedule of the Applicant. The Tribe was agreeable, and some consultation took place by email and the Tribe sent mitigation measures to the State Water Board to be included in the document. The measures have been included and were approved prior to the circulation of the document. The Tribe stated the positive Sacred Lands File Search received from the NAHC referred to a different site that was not located in the Project area, but that the Project site is within the Tribal Cultural Landscape of the Alhambra Wash corridor. Chairman Salas stated the San Gabriel Valley was a highly populated by indigenous Gabrielinos and that they settled the valley in part due to the Alhambra Wash and its associated springs and natural resources. The Tribe stated that there was a potential to encounter tribal cultural resources (TCRs) such as artifacts during construction because of the Projects location in the Alhambra Wash TCR landscape.

### 4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

A cultural resources inventory for the Proposed Project was completed and includes a records search of the CHRIS at the SCCIC, a literature review, a pedestrian survey, and a Sacred Lands File (SLF) search from the NAHC. The NAHC indicated a Sacred Lands File Search was positive, meaning they had a record of a sacred site in the same Public Land Survey section (one square-mile area) the Project area is in and recommended talking to the Gabrieleno Band of Mission Indians -Kizh Nation. The Kizh Nation confirmed in a meeting on January 18, 2023, that the SLF search positive finding was not inside the Project area. While according to the records search, there are no known tribal cultural resources (TCR) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), the Tribe stated that the Alhambra Wash is a known TRR landscape. If an archaeological resource of Native American origin and cultural significance is discovered during construction and determined to be a TCR, or human remains are discovered at the site, implementation of mitigation measures TCR-1, CUL-1, TCR-2, and TCR-3, as applicable, would reduce impacts to TCRs to a less than significant level.

**4.18.3 Mitigation Measures**

**TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**

- The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all the project locations site (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any newly discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Lead Agency within 30 days of the completion of construction.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. Documentation of the discovery will be immediately reported to the Lead Agency and CUL-1 shall be implemented.

**TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects**

- If human remains are discovered during Project activities, the procedures specified in California Health and Safety Code section 7050.5 must be followed. Section 7050.5 of the Health and Safety Code requires that in the event of discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains and the Los Angeles County Coroner (Coroner) shall be called immediately. For purposes of this project, the initial stop work zone will be 200 feet away from possible Native American human remains. The Coroner shall determine, within two working days of notification of the discovery if the remains are within their jurisdiction or if the human remains are those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC pursuant to Public Resources Code 5097.98.



Whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision I of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended (MLD) from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLD shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

- Native American human remains are defined in Public Resources 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods while mitigation is taking place, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination in writing.

**TCR-3: Procedures for Burials and Funerary Remains.** If the Kizh Nation is determined to be the MLD by the NAHC,

- The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, the burials may be removed and relocated.
- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- In the case where discovered human remains cannot be fully documented and removed on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.
- Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags, provided by the Tribe. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery of human remains is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery-related forms of documentation pertaining to human remains and associated grave goods shall be approved in advance by the Tribe. If any data recovery is performed on human remains, once complete, a final confidential report shall be submitted to the Tribe, the NAHC, the Lead Agency, and the landowner. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

## **4.19 Utilities and Service Systems**

### **4.19.1 Water Service**

Golden State Water Company South San Gabriel (GSWC South San Gabriel) is located in central Los Angeles County and serves parts of the Cities of Rosemead, San Gabriel, and Monterey Park, along with adjacent unincorporated parts of the County. GSWC South San Gabriel customers are primarily residential with some commercial and industrial connections. Service area water supplies have long relied on local

groundwater resources and have been augmented over time to adapt to changing conditions and provide a diverse and flexible water supply portfolio.

GSWC owns and operates five active wells with a combined capacity of 2,300 gallons per minute which pump local groundwater from the San Gabriel Valley Groundwater Basin. Three of these wells use granular activated carbon treatment at the wellheads to remove contaminants, especially VOCs and nitrates. All groundwater complies with Title 22 drinking water standards when it is injected into the distribution system. In addition to groundwater, GSWC South San Gabriel purchases water from the Upper San Gabriel Valley Municipal Water District (Upper District) to serve its customers. The groundwater supplies are derived from the San Gabriel Valley Groundwater Basin. GSWC South San Gabriel also maintains emergency connections with the City of Monterey Park in order to access additional water supply sources in emergency conditions. It is also important to note that some of the water supplies are available to serve other GSWC service areas around the GSWC South San Gabriel service area (GSWC 2021).

#### **4.19.2 Wastewater**

The City of San Gabriel operates and maintains a sewage collection system comprised of 72 miles of gravity sewer, 1,350 utility access holes, and one lift station (City of San Gabriel 2018c). The Sanitation Districts of Los Angeles County (Districts) treat wastewater from the City of San Gabriel. The City maintains local sewer lines and the Districts own, operate, and maintain the large trunk sewers of the regional wastewater conveyance system. Districts 2 and 15 serve the City and their treatment plants treat wastewater flow originating from San Gabriel. The District's treatment plants provide primary, secondary, and tertiary treatment processes to comply with the LARWQCB treatment requirements.

#### **4.19.3 Solid Waste**

The City of San Gabriel currently maintains a franchise agreement with Athens Services for the collection and disposal of the City's solid waste. The franchise agreement also covers residential curbside recyclable and green waste collection and commercial onsite recyclable pickup.

The Districts are a partnership of 23 independent special districts providing solid waste and wastewater management services for approximately 5.3 million people in Los Angeles County. The Districts operate the Puente Hills Materials Recovery Facility, located at 2808 Workman Mill Road in the City of Whittier. The facility is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week, of municipal solid waste (Districts 2022).

**4.19.4 Utilities and Service Systems (XIX) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Proposed Project consists of a replacement well, water storage tank, booster pump station, and auxiliary structure construction. The Proposed Project would address the existing storage deficiency, add redundancy to the existing system, and maintain an uninterrupted supply of water for the GSWC South San Gabriel System. The Proposed Project would not require any additional water facilities beyond those proposed. The overall capacity required by the South San Gabriel System would be the same as existing conditions and the Proposed Project would be located in a fully developed urban area with a stable customer base; therefore, there will be no capacity increase. The inclusion of the storage tank is to increase storage within the water system and not to increase overall capacity or to meet an increase in demand.

Work at the site would be limited. The site would not include bathrooms for workers. The only wastewater that would be produced by the Proposed Project would occur during periodic maintenance of the proposed water storage tank. Therefore, maintenance of the proposed water storage tank would not result in the need for new or expanded wastewater treatment facilities.

The site is relatively flat with elevations ranging from approximately 300 to 302 feet above mean sea level. Drainage from the Project Site flows to existing stormwater conveyance systems on Denton Avenue and Saxon Avenue. The Proposed Project would not involve substantial changes in topography and would maintain existing storm drainage patterns. Impacts would be less than significant.

The Proposed Project would not cause substantial unplanned population growth (Section 4.14), would not result in wasteful or inefficient use of energy (Section 4.6), and would not require or result in the construction of new electric power, natural gas, or telecommunication facilities or expansion of existing facilities. Additionally, the Proposed Project would not result in a direct or indirect increase in population or in any use that would generate wastewater or require water supply beyond what was already evaluated and planned for in the City of San Gabriel General Plan. The new well and storage tank are improvements to the existing system and do not represent an increase in capacity that could induce population growth. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

As discussed in Section 4.10, the GSWC South San Gabriel service area has no further management actions associated with SGMA for the Basin (GSWC 2021). The Proposed Project would construct a water storage tank, a booster station, and a replacement well. Per the GSWC Master Plan, increased storage is required to address the existing storage deficiency, add redundancy to the existing system, and maintain an uninterrupted supply of water for the system. The overall capacity required by the South San Gabriel System would be the same as existing conditions and the Proposed Project would be located in a fully developed urban area with a stable customer base; therefore, there will be no capacity increase. The inclusion of the storage tank is to increase storage within the water system and not to increase overall capacity or to meet an increase in demand. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

As discussed previously in the response to 4.19 (a) above, the Proposed Project would not discharge any wastewater or result in the need for wastewater treatment facilities. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Proposed Project involves the construction of a replacement well, a water storage tank, a booster pump station, a replacement well and associated facilities. The Project would also include the demolition of the existing office/warehouse and wooden sheds, which total approximately 2,000 SF. Any solid waste debris resulting from the construction of the Proposed Project would be disposed of at a permitted landfill. Solid waste disposal and recycling services for the Project Site would be provided by Athens Services. Athens would transfer solid waste to regional facilities operated by the Districts. The Puente Hills Materials Recovery Facility is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week, of municipal solid waste (Districts 2022). The minimal increase in waste associated with the Proposed Project would not be expected to affect the permitted capacity of this landfill. The Project Applicant would encourage contractors to recycle materials, when possible, in accordance with the San Gabriel recycling program and AB 939. The Proposed Project would not generate solid waste during operation. A less than significant impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

Waste generated by the construction of the Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Any solid waste debris resulting from construction would be minimal and would be disposed of at a permitted landfill or recycled, when possible. The Project Applicant would encourage contractors to recycle materials, when possible, in accordance with the San Gabriel recycling program and AB 939. The Proposed Project would not generate solid waste during operation. No impact would occur.

**4.19.5 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.20 Wildfire**

**4.20.1 Environmental Setting**

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity within Local Responsibility Areas (LRA). Mapping of these areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings.

According to the State of California Fire Hazard Severity Zones map, the Project Site is not located in a VHFHSZ (CAL FIRE 2022).

**4.20.2 Wildfire (XX) Environmental Checklist and Discussion**

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The General Plan Safety Element is intended to reduce the potential risk of death, injuries, property damage, and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, and other hazards. It serves as a guide for the City government and the general public in understanding the hazards facing the City of San Gabriel and how to reduce the impacts of those hazards.

Upon completion, vehicular access to the Project Site will be provided via three full-access driveways located on Denton Avenue and Saxon Avenue that currently serve as access to the existing site. During the City’s required review of the Proposed Project’s applications, the site plan would be reviewed to ensure that adequate access to and from the site and around the proposed buildings is provided for emergency vehicles. With adherence to City requirements for emergency vehicle access, impacts would be less than significant. Furthermore, the Proposed Project is not in or near a state responsibility area or VHFHSZ (CAL FIRE 2022). Therefore, impacts to emergency response and evacuation plans would be less than significant.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project would not substantially alter slope, wind patterns, or other factors that could exacerbate wildfire risks. The 0.7-acre Project Site is located in a generally flat and highly urbanized area bordered by residential uses to the north and east, Denton Avenue to the west, and Saxon Avenue to the south. According to the CAL FIRE Fire Hazard Severity Zones map, the Project Site is not located in or near land classified as VHFHSZ; therefore, the Proposed Project is unlikely to expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact is anticipated.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project would construct a replacement well, a water storage tank, a booster pump station, and associated structures on an existing GSWC well site. The Proposed Project is located within a developed area and is not located in or near land classified as VHFHSZ; therefore, the Proposed Project would not exacerbate fire risk resulting in temporary or ongoing impacts to the environment. No impact would occur.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project is not located in or near a VHFHSZ. The site is relatively flat with elevations ranging from approximately 300 to 302 feet above mean sea level. Construction of the Proposed Project would not require the grading or creation of slopes. Accordingly, the Proposed Project is not likely to expose people or structures to landslides or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

**4.20.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.



## 4.21 Mandatory Findings of Significance

### 4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Less than Significant with Mitigation Incorporated.

The Proposed Project would not substantially degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species. With Mitigation Measure BIO-1, the Proposed Project would not cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. With Mitigation Measures GEO-2 and CUL-1, the Proposed Project would not eliminate important examples of the major periods of California’s history or prehistory. Therefore, the Proposed Project would have a less than significant impact with mitigation incorporated.

<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Less than Significant with Mitigation Incorporated.

As described in the impact analyses in this IS/MND, any potentially significant impacts of the Proposed Project would be reduced to a less than significant level. Projects completed in the past have also implemented mitigation, as necessary. Accordingly, the Proposed Project would not otherwise combine with impacts of related development to considerably add to any cumulative impacts in the region. With mitigation, the Proposed Project would not have impacts that are individually limited, but cumulatively

considerable. Therefore, the Proposed Project would have a less than cumulatively considerable impact with mitigation incorporated.

<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

The CEQA checklist categories of Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Cultural, Geology and Soils, Hydrology and Water Quality, Population and Housing, Tribal Cultural, Noise, Transportation, and Wildfire include Project impacts that may have adverse effects on human beings, either directly or indirectly. All the Project’s impacts on human beings, both direct and indirect, that are attributable to the Project were identified and mitigated if necessary. Therefore, the Proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct and indirect impacts of the Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this IS/MND.

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## **7.0 LIST OF APPENDICES**

Appendix A – Air Quality/Greenhouse Gas CalEEMod Output

Appendix B – Cultural Resources Inventory and Evaluation

Appendix C – Energy Assessment

Appendix D – Paleontological Assessment

Appendix E – Noise Impact Assessment