

**ALDI Food Market
Mitigated Negative Declaration
PLN-15-00182**

Prepared for:

City of Downey
11111 Brookshire Avenue
Downey, California 90241
Contact: David Blumenthal, Principal Planner

Prepared by:

DUDEK
31878 Camino Capistrano, No. 200
San Juan Capistrano, California 92675
Contact: Rachel Struglia, PhD, AICP

MAY 2016

ALDI Food Market Mitigated Negative Declaration

TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
ACRONYMS AND ABBREVIATIONS.....	V
1 INTRODUCTION.....	1
1.1 Background.....	1
1.2 Project Objectives.....	1
1.3 California Environmental Quality Act Compliance.....	1
1.4 Public Review Process.....	2
2 PROJECT DESCRIPTION.....	3
2.1 Project Location.....	3
2.2 Environmental Setting.....	3
2.3 Project Characteristics.....	3
2.3.1 Project Description.....	4
2.3.2 Project Construction and Schedule.....	19
3 INITIAL STUDY CHECKLIST.....	21
3.1 Aesthetics.....	25
3.2 Agriculture and Forestry Resources.....	36
3.3 Air Quality.....	38
3.4 Biological Resources.....	48
3.5 Cultural Resources.....	51
3.6 Geology and Soils.....	58
3.7 Greenhouse Gas Emissions.....	63
3.8 Hazards and Hazardous Materials.....	67
3.9 Hydrology and Water Quality.....	73
3.10 Land Use and Planning.....	81
3.11 Mineral Resources.....	84
3.12 Noise.....	85
3.13 Population and Housing.....	95
3.14 Public Services.....	96
3.15 Recreation.....	99
3.16 Transportation and Traffic.....	100
3.17 Utilities and Service Systems.....	109
3.18 Mandatory Findings of Significance.....	116
4 REFERENCES AND PREPARERS.....	119
4.1 References Cited.....	119
4.2 List of Preparers.....	123

ALDI Food Market Mitigated Negative Declaration

TABLE OF CONTENTS (CONTINUED)

Page No.

APPENDICES

A	Air Quality and GHG Calculations	
B	Cultural Report	
C	Phase I Environmental Site Assessment and Focused Phase II Environmental Site Assessment	
D	Noise Modeling Results	
E	Traffic Impact Analysis	

FIGURES

1	Regional Map.....	5
2	Vicinity Map.....	7
3	Tentative Parcel Map.....	9
4	Proposed Site Plan.....	11
5	Proposed Landscape Plan.....	13
6	Proposed Elevations.....	15
7	Proposed Elevations.....	17
8	Existing Conditions Photographs.....	27
9	Existing Conditions Photographs.....	29
10	Existing Conditions Photographs.....	31
11	Existing Conditions Photographs.....	33

TABLES

1	Anticipated Construction Scenario.....	19
2	SCAQMD Air Quality Significance Thresholds.....	40
3	Estimated Daily Maximum Construction Emissions (lb/day unmitigated).....	42
4	Estimated Daily Maximum Operational Emissions (2017) (lb/day unmitigated).....	44
5	Localized Significance Thresholds Analysis for Construction Emissions.....	46
6	Estimated Annual Construction Greenhouse Gas Emissions.....	65
7	Estimated Annual Operational Greenhouse Gas Emissions (unmitigated).....	67
8	Supply and Demand Comparison – Multiple-Dry-Year Events.....	77
9	Exterior Noise Limits.....	86
10	Ambient Measured Noise Levels.....	88
11	Construction Equipment Noise Emission Levels.....	89

ALDI Food Market Mitigated Negative Declaration

TABLE OF CONTENTS (CONTINUED)

	<u>Page No.</u>
12 Short-Term (Construction) Noise Levels.....	90
13 Project-Related Traffic Noise	91
14 ALDI Market – Trip Generation Summary	104
15 Existing 2016 LOS at Study Area Intersections (Signalized).....	105
16 Baseline 2017 LOS at Study Area Intersections (Signalized)	105
17 Existing and Existing with Project 2016 LOS at Study Area Intersections (Signalized).....	106
18 Baseline and Baseline with Project 2017 LOS at Study Area Intersections (Signalized).....	106

ALDI Food Market Mitigated Negative Declaration

INTENTIONALLY LEFT BLANK

ALDI Food Market Mitigated Negative Declaration

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
ADT	average daily trips
AFY	acre-feet per year
APA	Allowed Pumping Allocation
AQMP	Air Quality Management Plan
BMP	best management practice
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CBMWD	Central Basin Municipal Water District
CEQA	California Environmental Quality Act
CH ₄	methane
CMP	Congestion Management Program
CO	carbon monoxide
CSDLAC	County Sanitation Districts of Los Angeles County
dB	decibel
dBA	A-weighted decibel (adjusted for human frequencies)
DFD	Downey Fire Department
DPD	Downey Police Department
DWR	California Department of Water Resources
EDR	Environmental Data Resources Inc.
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FY	fiscal year
GHG	greenhouse gas
GPD	gallons per day
GWP	global warming potential
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LACDPW	Los Angeles County Department of Public Works
lb/day	pounds per day
L _{eq}	time-averaged equivalent noise level
LID	low-impact design
L _{max}	maximum measured noise level
LOS	level of service
LST	localized significance threshold
MGD	million gallons per day
MM-	Mitigation Measure
MND	Mitigated Negative Declaration
mph	mile per hour
MT CO ₂ E	metric tons of carbon dioxide equivalent
N ₂ O	nitrous oxide

ALDI Food Market Mitigated Negative Declaration

Acronym/Abbreviation	Definition
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
PM _{2.5}	particulate matter with a diameter less than or equal to 2.5 microns
PM ₁₀	particulate matter with a diameter less than or equal to 10 microns
ppm	parts per million
PPV IPS	peak particle velocity in inches per second
PV	photovoltaic
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SMP	Site Mitigation Plan
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR-	State Route
TIA	Traffic Impact Analysis
UWMP	Urban Water Management Plan
VOC	volatile organic compound
WRD	Water Replenishment District of Southern California
WRP	water reclamation plant

ALDI Food Market Mitigated Negative Declaration

1 INTRODUCTION

1.1 Background

The applicant, ALDI Inc., proposes to construct a single-story, 18,557-square-foot food market on a 1.76-acre site at 11215 Lakewood Boulevard, south of Firestone Boulevard and west of Lakewood Boulevard Avenue (PLN-15-00182) in the City of Downey (City). The proposed ALDI Food Market Project (proposed project) requires a Specific Plan Amendment, Parcel Map, and Site Plan Review, which are all described further in Section 2.3, Project Characteristics.

1.2 Project Objectives

- Use a currently vacant site at 11215 Lakewood Boulevard.
- Operate a much-needed food market within the Lakewood/Firestone Specific Plan area, thereby increasing food market choices in Downey for those who live and work in the City.
- Update the Lakewood/Firestone Specific Plan to allow for the development and operation of a grocery store, with incidental alcohol sales.
- Update the Lakewood/Firestone Specific Plan to remove requirements that landscape areas be bermed.
- Update the Lakewood/Firestone Specific Plan to remove landscape buffer requirements along Lakewood Boulevard for Sites 9 and 10 of Subarea 3 of the Specific Plan area.

1.3 California Environmental Quality Act Compliance

The City of Downey is the California Environmental Quality Act (CEQA) lead agency responsible for the review and approval of the proposed project. Based on the findings of the Initial Study, the City has determined that a Mitigated Negative Declaration (MND) is the appropriate environmental document to prepare in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA, Section 21064.5, an MND may be prepared for a project subject to CEQA when an Initial Study has identified no potentially significant effects on the environment.

This MND has been prepared for the City and complies with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the Initial Study checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design as necessary to reduce or eliminate the significant or potentially significant effects of the project.

ALDI Food Market Mitigated Negative Declaration

1.4 Public Review Process

In accordance with CEQA, a good-faith effort has been made during the preparation of this MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the MND, public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. A copy of the Draft MND and related documents are available for review at the City of Downey (see address below) between the hours of 7:30 a.m. and 5:30 p.m., Monday through Friday.

City of Downey
11111 Brookshire Avenue
Downey, California 90241

The document is also available on the City's website (www.downeyca.org).

Comments on the MND may be made in writing before the end of the public review period. Per the City of Downey CEQA Guidelines and Section 15072(a) of the CEQA Guidelines, a 21-day review and comment period from May 12, 2016, to June 1, 2016, has been established. Following the close of the public comment period, the City will consider this MND and comments in determining whether to approve the proposed project.

Written comments on the MND should be sent to the following address by 5:00 p.m., June 1, 2016.

City of Downey
Planning Division
11111 Brookshire Avenue
Downey, California 90241
Contact: Mr. David Blumenthal, Principal Planner
Telephone: 562.904.7154
Email: dblumenthal@downeyca.org

ALDI Food Market Mitigated Negative Declaration

2 PROJECT DESCRIPTION

2.1 Project Location

The proposed project site is at 11215 Lakewood Boulevard, south of Firestone Boulevard and west of Lakewood Boulevard. The 1.76-acre project site is currently vacant. Figures 1 and 2 show the regional location and local vicinity, respectively. Figure 3 shows the Tentative Parcel Map No. 73819. According to the City of Downey General Plan Land Use Map, the project site is designated as General Commercial (GC) (City of Downey 2012a). The project site is zoned as Lakewood/Firestone Specific Plan area (SP 91-2) (City of Downey 2012b).

2.2 Environmental Setting

The proposed project site is vacant, with asphalt concrete pavement in the northern portion of the site and patches of grass throughout the rest of the site. Fencing exists along all borders of the site, with two trees located along the western edge. A Citibank building, which fronts Firestone Avenue, is located immediately north of the project site. West of the site, across Nash Avenue, are 11 single-family residences, a restaurant, and an automotive body and paint showroom and garage. Immediately south of the site are the Union Pacific Railroad tracks (historically, the Southern Pacific Railroad), and farther south is the Coca Cola Bottling Company plant. A Walgreens drugstore, Big Lots discount store, and Carl's Jr. fast-food restaurant are located east of the project site, across Lakewood Boulevard.

2.3 Project Characteristics

To develop the food market, the applicant has filed the following planning applications:

Specific Plan Amendment: The project site is located in the Lakewood/Firestone Specific Plan, which does not permit grocery stores. The Lakewood/Firestone Specific Plan would be amended to allow for the development and operation of the food market, with incidental alcohol sales, specifically for Sites 9, 10, and 11 of Subarea 3. Additionally, the Specific Plan would be amended to remove requirements that landscape areas be bermed and remove landscape buffer requirements along Lakewood Boulevard for Sites 9 and 10 of Subarea 3.

Parcel Map: Twelve properties make up the project site, and a parcel map would consolidate the properties.

Site Plan Review: The site plan review considers new, permitted structures and on-site improvements and verifies a project's development and use standards, as well as evaluating its architectural style.

ALDI Food Market Mitigated Negative Declaration

2.3.1 Project Description

The applicant proposes to construct a single-story, 18,557-square-foot food market on a 1.76-acre site at 11215 Lakewood Boulevard, south of Firestone Boulevard and west of Lakewood Boulevard Avenue. Figure 1 shows the regional location, Figure 2 shows the project vicinity, and Figure 3 shows the tentative parcel map.

The market would include 11,940 square feet of mercantile space, which includes sale space, a break room, office, and men's and women's restrooms; 5,631 square feet of storage/stock space, which includes a cooler, freezer, and backroom; and 986 square feet of wall and interior space. The proposed project would also include a 1,213-square-foot exterior canopy, not included in the total building square footage. The maximum building height of the entry façade is 32 feet, with the majority of the building at 22 feet in height and some design elements between 24 and 29 feet to give the façade variation and interest. The proposed building style is modern with aluminum composite elements, glass windows, plaster facing, and fiber cement board to mimic wood.

Site access would be from Lakewood Boulevard and Nash Avenue. The docking area would face Nash Avenue. The site would provide 80 parking spaces (5 more spaces than required by the City) and four bike racks. Figure 4 shows the proposed site plan.

An 18-foot right-of-way dedication would be located on the eastern edge of the project site to allow for a deceleration lane from Lakewood Boulevard. Landscaping would be provided throughout the parking areas and as setbacks along Lakewood Boulevard, Nash Avenue, and the northern project boundary, totaling 9,262 square feet. Figure 5 shows the proposed landscaping plan. The market would include a 110.1-kilowatt-peak rooftop photovoltaic solar array.¹ The proposed project would incorporate a newly engineered underground stormwater retention basin in compliance with City of Downey Ordinance No. 13-1320. The maximum height of the building would be 32 feet. ALDI food market signage would face Lakewood Boulevard and Firestone Boulevard. Figures 6 and 7 show the proposed elevations.

Equipment used during operation would include two electric pallet jacks, two electric straddle jacks, and two motorized carts for customer use.

The market would operate from 9:00 a.m. to 9:00 p.m. every day and would employ 15 to 20 employees.

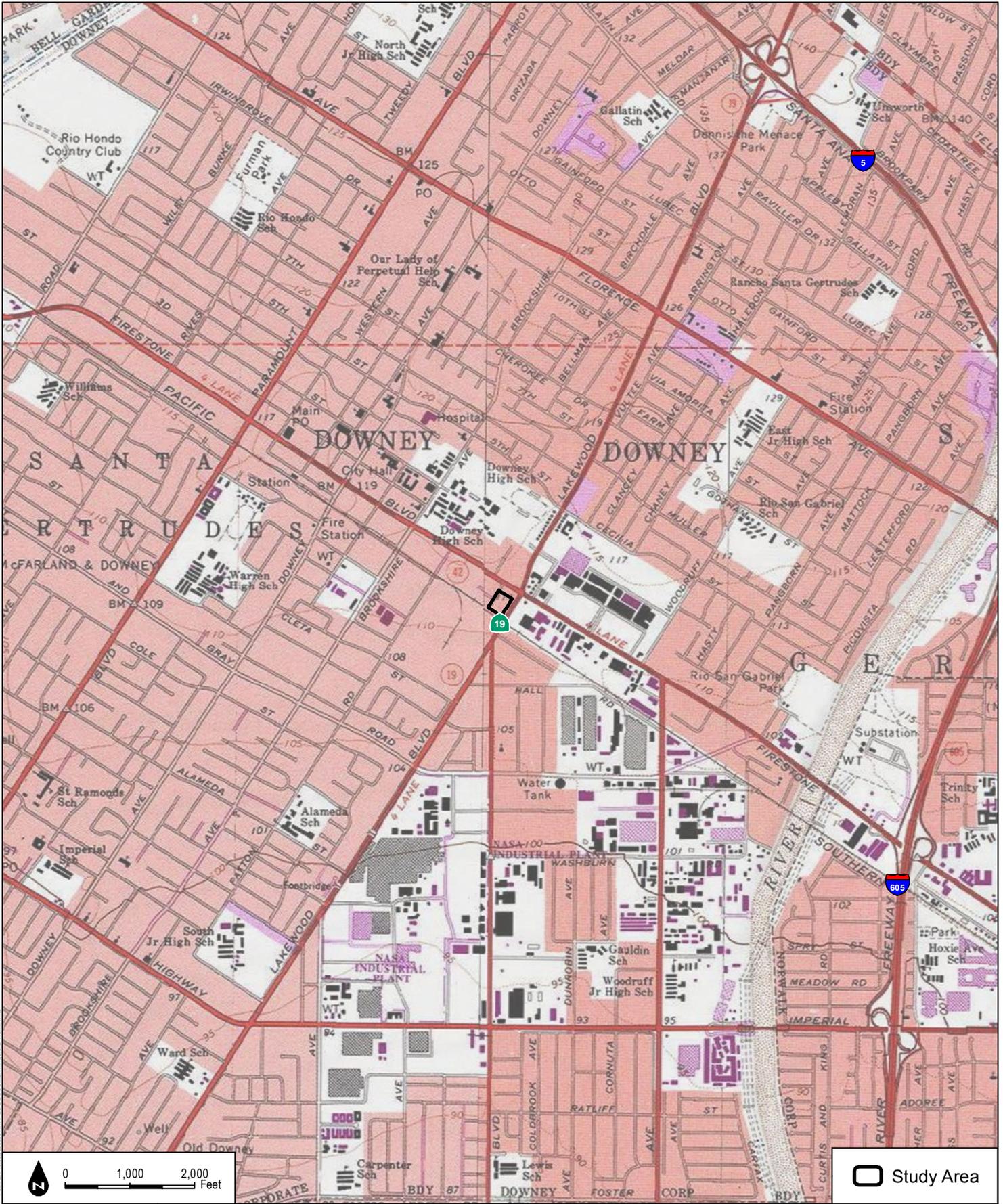
¹ "Kilowatt peak" is the peak output power generated by a photovoltaic solar array.



FIGURE 1
Regional Map

ALDI Food Market Mitigated Negative Declaration

INTENTIONALLY LEFT BLANK



SOURCE: USGS 7.5-Minute Series Whittier Quadrangle

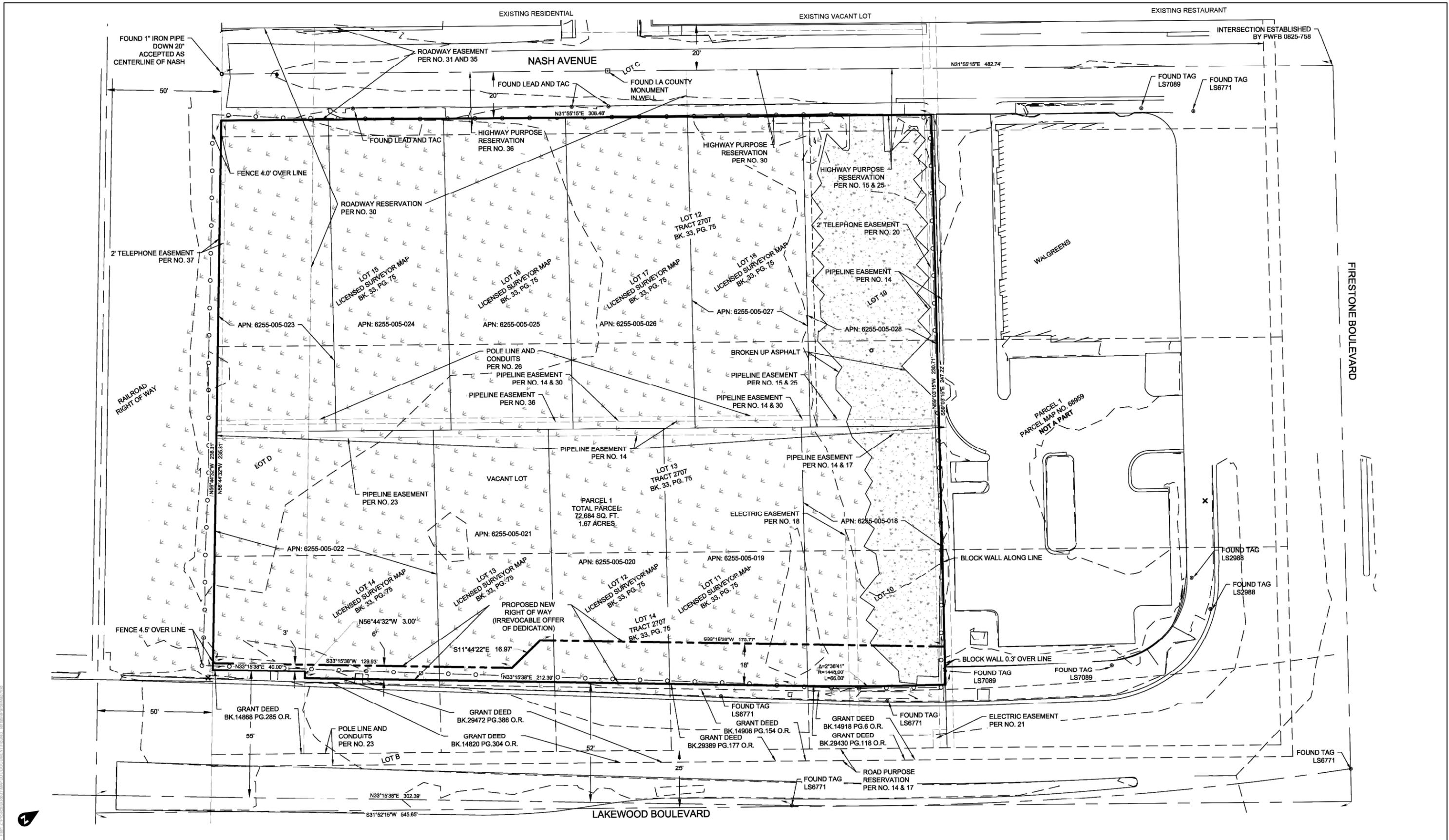
DUDEK

ALDI Food Market Mitigated Negative Declaration

Figure 2
Vicinity Map

ALDI Food Market Mitigated Negative Declaration

INTENTIONALLY LEFT BLANK



SOURCE: Base Consulting Group, Inc. 2016



ALDI Food Market Mitigated Negative Declaration

FIGURE 3

Tentative Parcel Map

INTENTIONALLY LEFT BLANK

NASH AVE.

LAKWOOD BLVD.

PROPOSED GROCERY
18,557 SF



GENERAL SITE NOTES:

1. CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO STARTING WORK.
2. IF THE CONTRACTOR, IN THE COURSE OF THE WORK, FINDS ANY DISCREPANCIES BETWEEN THE PLANS AND THE PHYSICAL CONDITIONS OF THE LOCALITY, OR ANY ERRORS OR OMISSIONS IN THE PLANS OR IN THE LAYOUT AS GIVEN BY THE ENGINEER, IT SHALL BE HIS DUTY TO IMMEDIATELY INFORM THE ENGINEER, IN WRITING, AND THE ENGINEER WILL PROMPTLY VERIFY THE SAME. ANY WORK DONE AFTER SUCH A DISCOVERY, UNTIL AUTHORIZED, WILL BE AT THE CONTRACTOR'S RISK.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
4. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE TO THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
5. ALL ADA SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE AND LOCAL CODES.
6. NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
7. THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
8. ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
9. ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
10. CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SO THAT WORKMEN AND PUBLIC SHALL BE PROTECTED FROM INJURY, AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
11. CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTION OPERATION.
12. ALL STREET SURFACES, DRIVEWAYS, CULVERTS, CURB AND GUTTERS, ROADSIDE DRAINAGE DITCHES AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
13. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.

SITE KEY NOTES:

- (S1) PROPOSED HEAVY DUTY AC PAVEMENT GEOTECHNICAL REPORT
- (S2) PROPOSED AC PAVEMENT PER GEOTECHNICAL REPORT
- (S3) PROPOSED HEAVY DUTY CONCRETE PER GEOTECHNICAL REPORT
- (S4) PROPOSED CONCRETE SIDEWALK
- (S5) PROPOSED 6" P.C.C. CURB
- (S6) PROPOSED STRIPING
- (S7) PROPOSED MONUMENT SIGN
- (S8) PROPOSED SCREEN WALL
- (S9) PROPOSED ADA PARKING STALL AND STRIPING
- (S10) PROPOSED ADA PATH OF TRAVEL
- (S11) PROPOSED TRUNCATED DOMES PER DETAIL
- (S12) PROPOSED ADA PARKING SIGN PER DETAIL
- (S13) PROPOSED BIKE RACK
- (S14) PROPOSED LANDSCAPING
- (S15) PROPOSED CLEAN AIR/VAN POOL PARKING SPACE PER CGBSC 5.106.5.2, SEE DETAIL
- (S16) PROPOSED TRUCK DOCK RETAINING WALL PER ARCHITECTURAL PLANS
- (S17) PROPOSED BOLLARD PER ARCHITECTURAL PLANS
- (S18) PROPOSED BUILDING PER ARCHITECTURAL PLANS
- (S19) PROPOSED CART CORRAL PER ARCHITECTURAL PLANS
- (S20) PROPOSED 2' WIDE CURB CUT

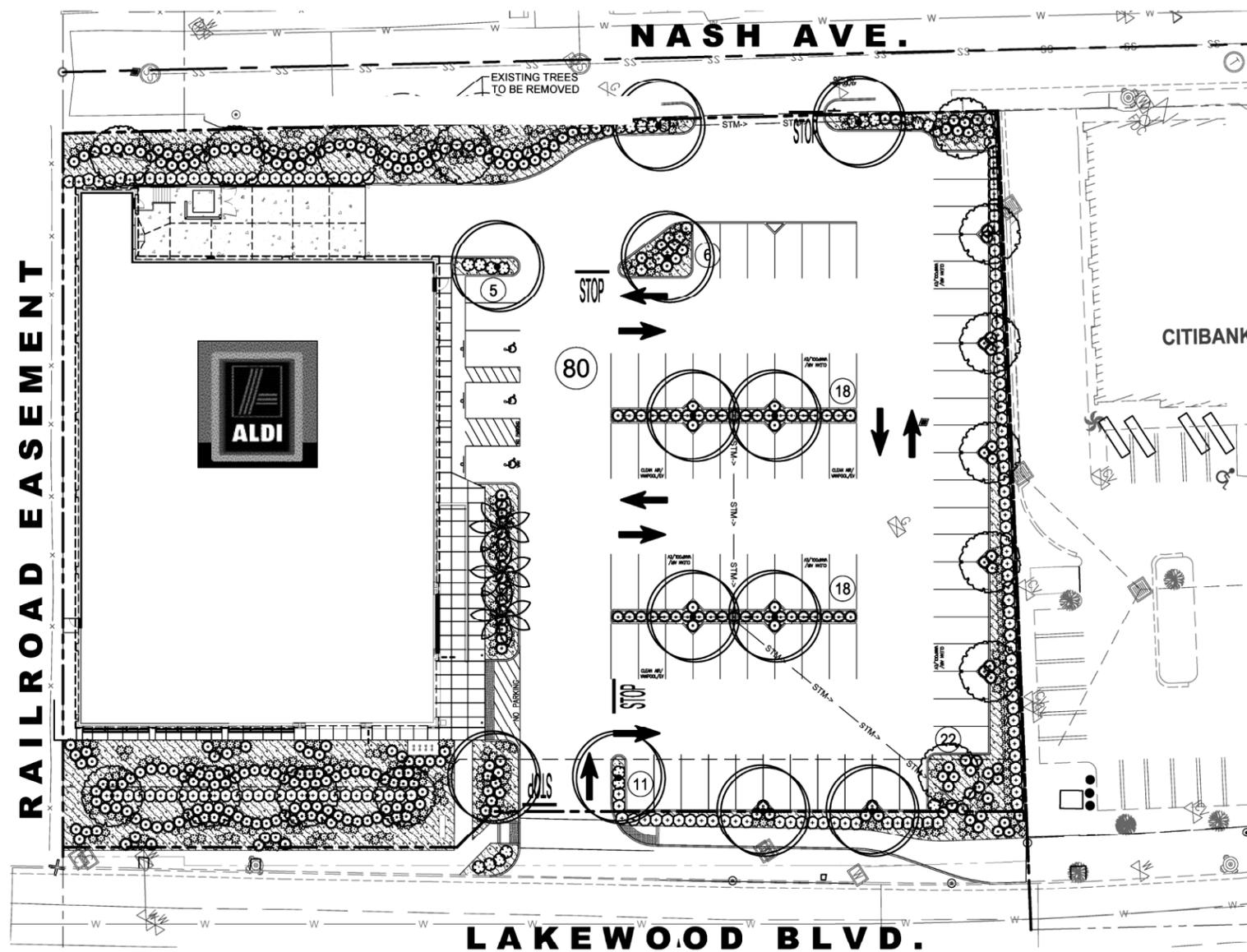
FIGURE 4
Proposed Site Plan

SOURCE: Base Consulting Group, Inc, 2016

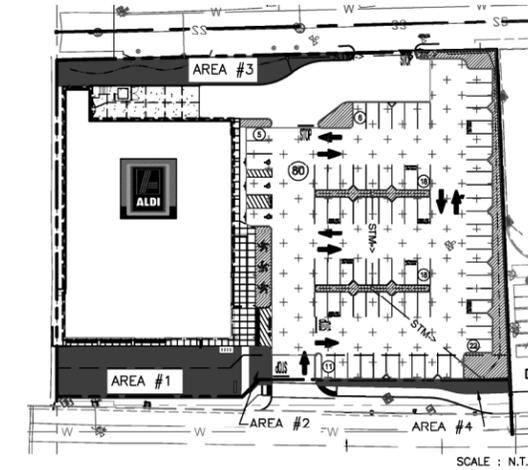
DUDEK

ALDI Food Market Mitigated Negative Declaration

INTENTIONALLY LEFT BLANK



LANDSCAPE CALCULATIONS



REQUIRED: LANDSCAPE SETBACK FRONT (LAKEWOOD BLVD): 5'
 LANDSCAPE SETBACK FRONT PROVIDED: ±9.48' AVG.
 REQUIRED: MINIMUM OF 1 TREE FOR EVERY 15 PARKING SPACES
 TREES PROVIDED - 1 TREE FOR EVERY 5 PARKING SPACES (AVG.), 16 TOTAL TREES
 REQUIRED: AT MINIMUM, PROVIDE TREES AT A RATE OF 1 TREE PER 3,000 SQ. FT. OF A SITE AREA
 TREES NEEDED TO MEET REQUIREMENT:
 73,180 SQ. FT. / 3,000 SQ. FT. = 24.4 TREES NEEDED
 TREES PROVIDED: 27 TREES (EXCLUDING 3 PALMS)
 REQUIRED PERCENTAGE OF SITE TO BE LANDSCAPED: 10%
 PERCENTAGE OF SITE TO BE LANDSCAPED PROVIDED: 13.85%
 PERCENTAGE BASED ON NUMBERS BELOW

LANDSCAPED AREAS IN PARKING FIELD:
 4,180 SQ. FT.
 PARKING FIELD ASPHALT AREA:
 30,160 SQ. FT.
 CALCULATION: (4,180 SQ. FT. / 30,160 SQ. FT.) X 100% = 13.85%

REQUIRED: IN ADDITION TO THE LANDSCAPED STREET SETBACK, 2.5 SQ. FT. OF LANDSCAPING SHALL BE PROVIDED IN PARKING AREAS FOR EACH LINEAL FOOT OF STREET FRONTAGE.
 PROVIDED: 213 LINEAL FEET X 2.5 SQ. FT. = 532.5 SQ. FT.

AREAS OUTSIDE THE PARKING FIELD:
 AREA #1: 4,631 SQ. FT.
 AREA #2: 414 SQ. FT.
 AREA #3: 3,301 SQ. FT.
 AREA #4: 916 SQ. FT.
 TOTAL: 9,262 SQ. FT.

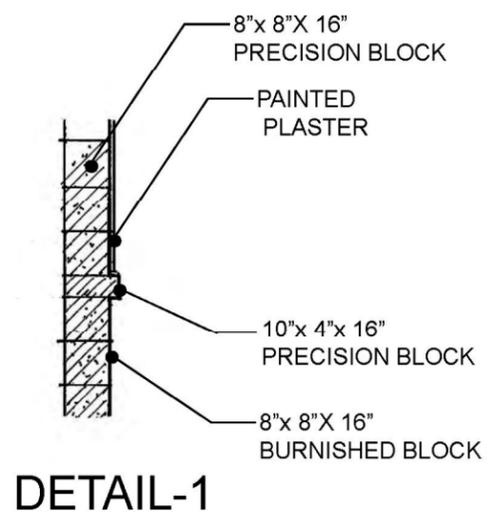
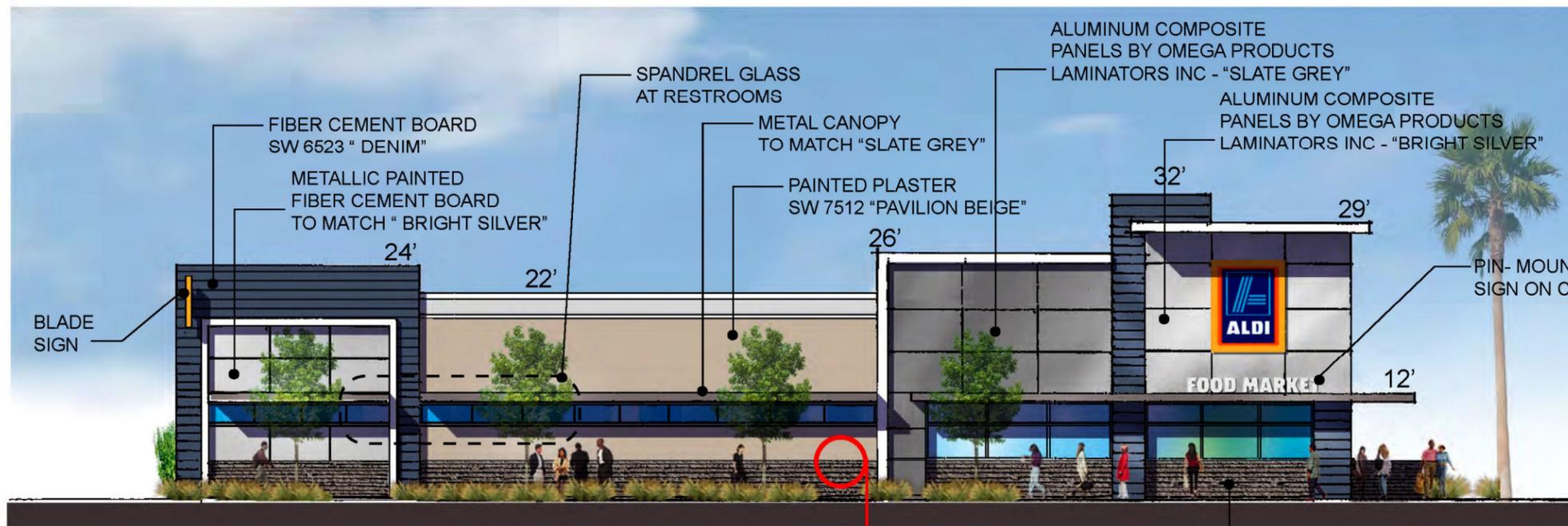
NOTES:

- ALL LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM. ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.
- A LANDSCAPE DOCUMENT PACKAGE AS PER A.B.1881 SHALL BE PROVIDED.
- PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL OF THE CITY.
- ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.
- WHERE TREES ARE WITHIN 5 FEET OF WALKWAYS AND / OR PAVING SURFACES, ROOT BARRIERS SHALL BE INSTALLED.
- ONSITE AND PARKWAY LANDSCAPE SHALL BE MAINTAINED BY BUSINESS OWNERS.

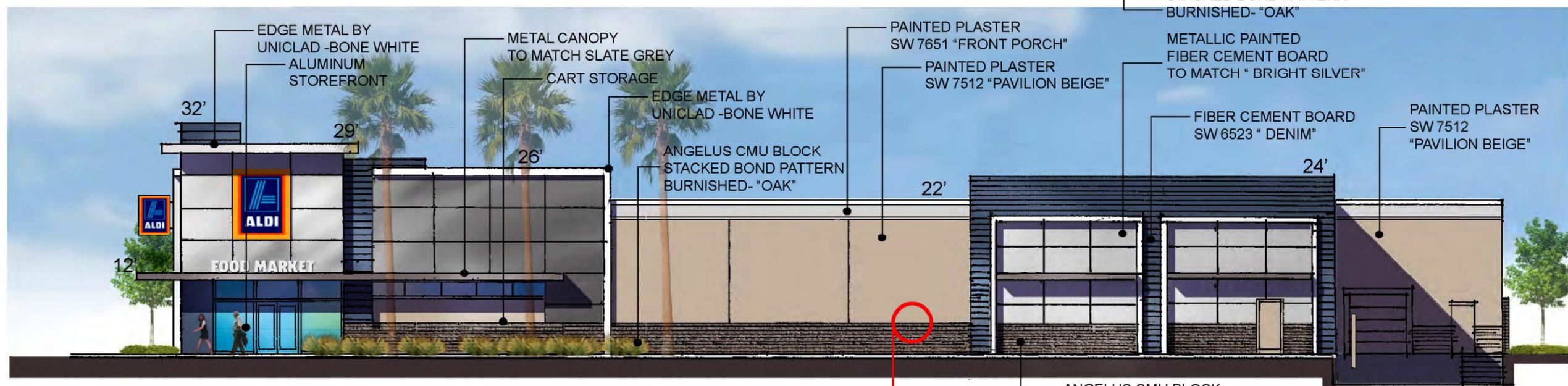
PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT.	WUCOLS	
	15	Arbutus x 'Marina'	Arbutus Standard	24"box	L	
	2	Existing Tree	To Be Removed	Existing		
	12	Pistacia chinensis	Chinese Pistache	24"box	M	
	3	Syagrus romanzoffiana	Queen Palm	15' BTH	M	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT.	WUCOLS	
	317	Lavandula stoechas 'Otto Quast'	Spanish Lavender	5 gal	L	
	329	Muhlenbergia rigens	Deer Grass	5 gal	L	
	23	Rhaphiolepis indica 'Ballerina'	Ballerina Indian Hawthorn	5 gal	L	
	152	Rhaphiolepis indica 'Clara'	Indian Hawthorn	5 gal	L	
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	ROOT	WUCOLS	SPACING
	639	Ceanothus griseus horizontalis 'Diamond Heights'	California Lilac	1 gal	L	36" o.c.

INTENTIONALLY LEFT BLANK

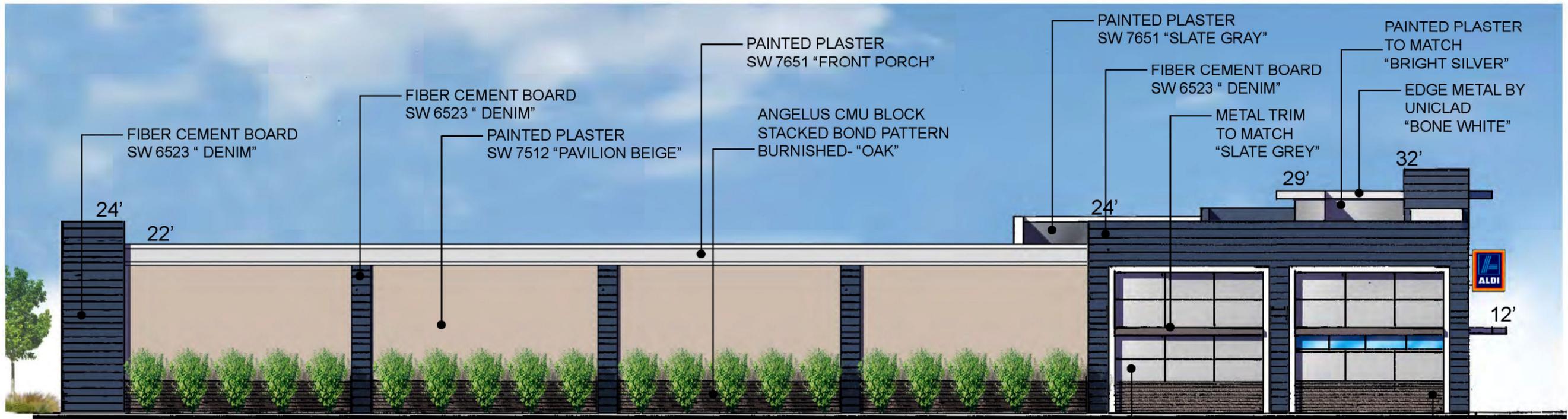


EAST ELEVATION (FACING LAKEWOOD BLVD.) SEE DET.-1



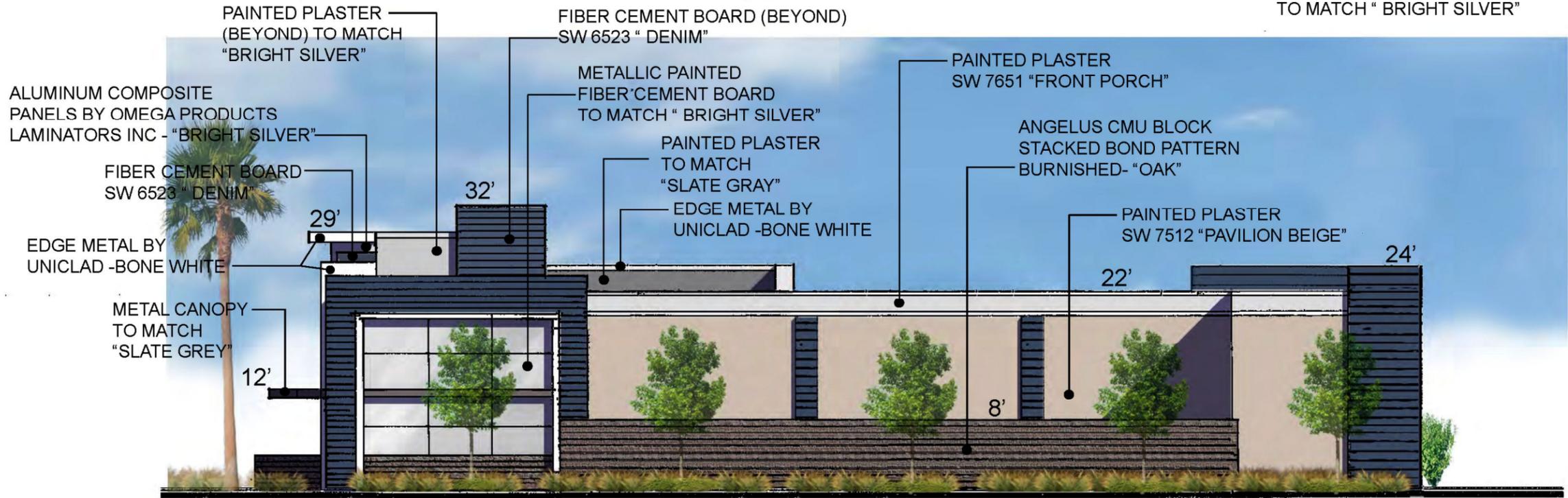
NORTH ELEVATION (FACING FIRESTONE BLVD.) SEE DET.-1

INTENTIONALLY LEFT BLANK



SOUTH ELEVATION (FACING RAILROAD R.O.W.)

METALLIC PAINTED FIBER CEMENT BOARD TO MATCH "BRIGHT SILVER"
 ANGELUS CMU BLOCK STACKED BOND PATTERN BURNISHED-"OAK"



WEST ELEVATION (FACING NASH AVE.)

INTENTIONALLY LEFT BLANK

ALDI Food Market Mitigated Negative Declaration

2.3.2 Project Construction and Schedule

Construction of the proposed project is anticipated to commence in June 2016 and would last approximately 4.5 months, ending in October 2016.² Construction phasing is anticipated as follows:

- Site preparation (June 1, 2016, to June 15, 2016)
- Building construction (June 1, 2016, to October 1, 2016)
- Grading (June 16, 2016, to August 10, 2016)
- Trenching (August 11, 2016, to August 21, 2016)
- Paving (September 15, 2016, to October 1, 2016)
- Architectural coating (October 2, 2016, to October 15, 2016)

Site preparation would involve the removal of asphalt concrete pavement located on the northern portion of the site; trees located along the western portion of the site; the existing fence located along the project border; and a bollard, block wall, and sign located in the northeast portion of the site. Additional site clearing and rough grading would occur during the site preparation phase. Grading would require 870 cubic yards of cut, 572 cubic yards of fill, and the hauling of 298 cubic yards of soil off site. The following phase would involve the trenching of soil for the placement of underground utilities. Building construction would involve the construction of the food market building. The paving phase would involve the pavement of asphalt surfaces for parking. The architectural coating phase would involve the application of interior and exterior paints and coatings. A summary of the anticipated construction equipment; quantity of equipment; hours of operation of the equipment; and worker, vendor, and haul trips per phase is included in Table 1.

**Table 1
Anticipated Construction Scenario**

Construction Phase	Worker Round-Trips per Day	Vendor Truck Round-Trips per Day	Total Haul Truck Trips (over entire construction phase)	Equipment	Quantity	Hours/Day
Site preparation	5	2	171	Scrapers	1	6
				Tractors/loaders/backhoes	1	6
				Water trucks	1	6

² It should be noted that timing estimates of the proposed project buildout were based on a preliminary project phasing schedule. Because the California Emissions Estimator Model (CalEEMod) uses real dates (e.g., January 15, 2024) to calculate construction emissions, assumptions were made as to key dates for each phase. While all dates reflected in this MND are estimates and actual dates may differ depending on weather and other factors, this analysis represents a conservative assessment of likely air quality impacts.

ALDI Food Market Mitigated Negative Declaration

**Table 1
Anticipated Construction Scenario**

Construction Phase	Worker Round-Trips per Day	Vendor Truck Round-Trips per Day	Total Haul Truck Trips (over entire construction phase)	Equipment	Quantity	Hours/Day
Grading	5	2	37	Rubber-tired dozers	1	6
				Tractors/loaders/backhoes	1	6
				Water trucks	1	6
Trenching	15	0	0	Skid steer loaders	2	5
				Tractors/loaders/backhoes	3	5
				Excavators	1	5
Building construction	6	3	0	Skid steer loaders	1	5
				Tractors/loaders/backhoes	1	5
				Rough-terrain forklifts	2	5
				Forklifts	9	5
				Aerial lifts	1	5
Paving	13	0	0	Pavers	1	5
				Rollers	2	5
				Tractors/loaders/backhoes	1	5
				Skid steer loaders	1	5
Architectural coating	1	0	0	Rough-terrain forklifts	2	3
				Forklifts	2	3

Source: Blumenthal, pers. comm. 2016a.

Note: Water trucks were not modeled as equipment in the construction models; instead, they were modeled as vendor trips in the site preparation and grading phases.

ALDI Food Market Mitigated Negative Declaration

3 INITIAL STUDY CHECKLIST

1. Project title:

ALDI Food Market

2. Lead agency name and address:

City of Downey
Planning Division
11111 Brookshire Avenue
Downey, California 90241

3. Contact person and phone number:

Mr. David Blumenthal, Principal Planner
562.904.7154

4. Project location:

11215 Lakewood Boulevard
Downey, California 90241

5. Project sponsor's name and address:

ALDI Inc., Moreno Valley Division
1770 Iowa Avenue, Suite 240
Riverside, California 92507

6. General plan designation:

General Commercial

7. Zoning:

Lakewood/Firestone Specific Plan

8. Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

See Section 2, Project Description.

ALDI Food Market Mitigated Negative Declaration

9. Surrounding land uses and setting (Briefly describe the project’s surroundings):

Commercial manufacturing use (Coca Cola Bottling Company plant) exists across the Union Pacific Railroad tracks (historically, the Southern Pacific Railroad), to the south. A Walgreens drugstore, Big Lots discount store, and Carl’s Jr. fast-food restaurant are located east of the project site, across Lakewood Boulevard. A Citibank building, which fronts Firestone Avenue, is located immediately north of the project site. West of the site, across Nash Avenue, are 11 single-family residences, a restaurant, and an automotive body and paint showroom and garage.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

None.

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

ALDI Food Market Mitigated Negative Declaration

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



David Blumenthal
Principal Planner, City of Downey

5/5/16

Date

ALDI Food Market Mitigated Negative Declaration

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from “Earlier Analyses,” as described in (5), may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

ALDI Food Market Mitigated Negative Declaration

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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"/>

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. The project site is located in an urban setting along the primarily commercial Lakewood/Firestone Boulevard area (see Figure 8). While the proposed food market (approximately 32 feet above ground level at the top of the tallest portion of the façade) would be located on a vacant site (see Figure 9), the area is primarily commercial. The presence of the two-story developments adjacent to the project site and along the Firestone Boulevard corridor limits opportunities for particularly scenic vista points in the surrounding area (see Figure 10). Furthermore, similar urban and developed communities and cities containing limited natural scenic resources surround the City of

ALDI Food Market Mitigated Negative Declaration

Downey. Lastly, the Downey Vision 2025 General Plan (City of Downey 2005) does not identify any scenic vistas in the City. Given these factors, implementation of the proposed project would not have an impact on scenic vistas.

b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. None of the highways and freeways passing through the City have been designated state scenic highways by the California Department of Transportation (Caltrans). Within Los Angeles County, only State Route 2 (SR-2; also known as the Angeles Crest Highway) from La Cañada Flintridge north to the San Bernardino County line is an officially designated state scenic highway (SR-2 is located more than 20 miles north of the project site) (Caltrans 2016). South of SR-2 and through the Seal Beach area, SR-1 is an eligible state scenic highway; however, this segment of the highway is located more than 10 miles south of the project site. Due to the presence of intervening development and landscaping, views to the project site are not available from the eligible state scenic highway segment of SR-1. Therefore, because views of the project site are not available from a designated state scenic highway, implementation of the proposed project would have no effect on scenic resources within a state scenic highway.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

No Impact. The project site is currently vacant, with weeds, piles of dirt, and trash surrounded by a chain-link fence (see Figure 9).

As proposed, the applicant would construct a single-story, 18,557-square-foot food market; on-site parking; and trees, shrubs, and groundcover landscaping, including an underground area for stormwater retention (see Figure 4). The market would also include space for a 110.1-kilowatt-peak rooftop photovoltaic solar array; however, these features would not be visible to the public. The new market building would be one story, with a maximum building height of the entry façade at 32 feet, with the majority of the building at 22 feet in height and some design elements between 24 and 29 feet to give the façade variation and interest. The proposed building style is modern with aluminum composite elements, glass windows, plaster facing, and fiber cement board to mimic wood (see Figures 6 and 7).

The project site is located in an urban setting that, in addition to commercial uses along Firestone Boulevard, supports one street of single-family residential uses. Existing one-story stucco homes are located west of and adjacent to the project site (see Figure 11). Commercial development is north of the site fronting Firestone Boulevard, and includes a variety of uses, including banks, motels, and fast-food restaurants (see Figure 8).



Lakewood and Firestone Facing East



Nash and Firestone Facing West

INTENTIONALLY LEFT BLANK



Site facing Lakewood and Firestone Boulevards



Site Facing Southeast

INTENTIONALLY LEFT BLANK



Site facing Lakewood Boulevard



View of Coca Cola Bottling Plant

INTENTIONALLY LEFT BLANK



Residences west of site



Residences at Nash and McCahill Streets

INTENTIONALLY LEFT BLANK

ALDI Food Market Mitigated Negative Declaration

Given the urban setting of the project site, the mix of uses and architectural styles, and the presence of existing commercial development in the surrounding area, implementation of the proposed project would not have an impact on the existing visual character and quality of the site and surroundings.

- d) ***Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?***

Less-Than-Significant Impact. The proposed food market would feature interior and exterior lighting for general illumination, security, and safety purposes. Interior spaces would be illuminated with overhead lighting, which would generally operate during regular business hours. Exterior lighting would include building-façade-mounted fixtures, illuminated signage, and pole lighting in parking areas. Due to the existing commercial retail and residential uses on site, implementation of the proposed project and operation of new nighttime lighting would potentially create increased lighting levels generated on site and projected onto adjacent properties. However, a photometric plan has been prepared for the proposed project, and it was determined that the project would not create light spillage off the site. In addition, lighting for the proposed project would be required to comply with applicable City regulations, including standards established for outdoor lighting. More specifically, the proposed project would be required to comply with the City's Municipal Code, Section 9520.06, Outdoor Lighting, which requires the installation of low-level parking-lot lighting designed to eliminate spillover to the street and adjacent areas (Municipal Code, Section 9520.06(b) (City of Downey 1978a). Furthermore, existing City standards require all outdoor lighting to be directed, positioned, and shielded so as not to direct lighting on any street or abutting property (Municipal Code, Section 9520.06(c)), and the type, location, and intensity of lighting is subject to review and approval by the City Planner (Municipal Code, Section 9520.06(e)). Therefore, compliance with existing City standards regulating outdoor lighting would ensure that impacts from new lighting associated with the proposed food market would be less than significant.

The proposed market would feature an aluminum storefront, glass windows, and metallic painted fiber cement board. A metal canopy and metallic address lettering would also be installed on the exterior of the proposed building. Similar to the proposed market, existing commercial development along the Firestone Boulevard corridor features glass exteriors and windows, outdoor signage, and metallic or illuminated business lettering on building exteriors. Therefore, given the prevalence of commercial development in the surrounding area, implementation of the proposed project would have a less-than-significant impact regarding the creation of new sources of glare capable of affecting views in the area.

ALDI Food Market Mitigated Negative Declaration

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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"/>
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"/>
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"/>
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"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The proposed project site located within the urban setting of the City of Downey. The site is currently vacant, but not used for agricultural uses. Although the California Department of Conservation’s Farmland Mapping and Monitoring Program has not mapped the project site or the City, the developed, urban character of the surrounding area suggests that the appropriate Farmland Mapping and Monitoring Program mapping designation would be “Urban and Built-Up Land.” Therefore,

ALDI Food Market Mitigated Negative Declaration

development of the project site as proposed would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; there would be no impacts.

- b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The project site is currently zoned Lakewood/Firestone Specific Plan, is zoned for commercial use, and does not support agricultural uses. As such, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur.

- c) ***Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code, Section 12220(g)), timberland (as defined by Public Resources Code, Section 4526), or timberland zoned Timberland Production (as defined by Government Code, Section 51104(g))?***

No Impact. The project site is currently vacant. The current zoning for the project site is Lakewood/Firestone Specific Plan. The project site does not support agriculture or timberland use, and does not support forest land. Therefore, development of the project site as proposed would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

- d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. The project site is currently vacant and does not support agriculture or timberland use, and does not support forest land. Therefore, development of the project site as proposed would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

- e) ***Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

No Impact. The proposed project site is located within the urban setting of the City and is vacant. The site does not currently support farmland or forest land. Therefore, development of the project site as proposed would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

ALDI Food Market Mitigated Negative Declaration

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less-Than-Significant Impact. The project is located within the South Coast Air Basin, which is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. The project is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). In 2012, the SCAQMD adopted a final Air Quality Management Plan (AQMP), which includes control measures and strategies to be implemented to attain state and federal ambient air quality standards in the South Coast Air Basin. The SCAQMD implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment. The 2012 AQMP incorporates scientific data and updated emission inventory methodologies and planning assumptions, including the Southern California Association of Governments’ 2012 Regional Transportation Plan/Sustainable Communities Strategy (SCAQMD 2013).

If a project proposes development that is greater than that anticipated in the General Plan and the Southern California Association of Governments’ growth projections, the project

ALDI Food Market Mitigated Negative Declaration

might conflict with the AQMP and may contribute to a potentially significant cumulative impact on air quality. The project would involve the construction and operation of a food market. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the project. Additionally, the employees hired to construct and operate the proposed ALDI food market would be minimal (15 during construction and 15–20 during operation) and would come from the region. As such, it is not expected that people would relocate into the City as a result of the project. Therefore, the project would be consistent at a regional level with the underlying growth forecasts in the AQMP. Based on these considerations, the project would result in a less-than-significant impact.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less-Than-Significant Impact. Project-generated construction and operational emissions would be less than the SCAQMD significance thresholds.

South Coast Air Basin Attainment Designation. An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards and/or the California Ambient Air Quality Standards. These standards are set by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board, respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. The criteria pollutants of primary concern that are considered in this air quality assessment include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), and coarse particulate matter (particulate matter with a diameter less than or equal to 10 microns (PM₁₀)) and fine particulate matter (particulate matter with a diameter less than 2.5 microns (PM_{2.5})). Although there are no ambient standards for volatile organic compounds (VOCs) or oxides of nitrogen (NO_x), they are important as precursors to O₃.

The entire basin is designated as a nonattainment area for both federal and state O₃ standards. The EPA has classified the South Coast Air Basin as an extreme nonattainment area, and has mandated that it achieve attainment no later than June 15, 2024. The basin is designated as an attainment area for state and federal CO standards. The basin is designated as an attainment area under the state standards and a maintenance area under the federal standards for NO₂, and it is in attainment with both federal and state SO₂ standards. It has been designated as nonattainment for the federal rolling 3-month average lead standard, and it is designated as in attainment for the state lead standard (EPA 2015; CARB 2014).

ALDI Food Market Mitigated Negative Declaration

The South Coast Air Basin is designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment area for federal standards. With regard to PM_{2.5} attainment status, the basin is designated as a nonattainment area by the California Air Resources Board and the EPA (EPA 2015; CARB 2014).

SCAQMD Thresholds. Construction and operation of the project would result in emissions of criteria air pollutants for which the California Air Resources Board and the EPA have adopted ambient air quality standards (i.e., the National Ambient Air Quality Standards and California Ambient Air Quality Standards). Projects that emit these pollutants have the potential to cause or contribute to violations of these standards. The SCAQMD has adopted significance thresholds that, if exceeded, would indicate the potential to contribute to violations of the National Ambient Air Quality Standards or the California Ambient Air Quality Standards. The relevant SCAQMD thresholds are shown in Table 2.

A project would result in a substantial contribution to an existing air quality violation of the federal or state standards for O₃, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 2. These emission-based thresholds for O₃ precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O₃ impacts to occur) because O₃ itself is not emitted directly, and the effects of an individual project's emissions of O₃ precursors (VOCs and NO_x) on O₃ levels in ambient air cannot be determined through air quality models or other quantitative methods.

Table 2
SCAQMD Air Quality Significance Thresholds

Pollutant	Construction	Operation
<i>Criteria Pollutants Mass Daily Thresholds</i>		
VOCs	75 lb/day	55 lb/day
NO _x	100 lb/day	55 lb/day
CO	550 lb/day	550 lb/day
SO _x	150 lb/day	150 lb/day
PM ₁₀	150 lb/day	150 lb/day
PM _{2.5}	55 lb/day	55 lb/day
Lead ^a	3 lb/day	3 lb/day
<i>Toxic Air Contaminants and Odor Thresholds</i>		
Toxic Air Contaminants ^b	Maximum incremental cancer risk ≥ 10 in 1 million Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
<i>Ambient Air Quality Standards for Criteria Pollutants^c</i>		
NO ₂ 1-hour average NO ₂ annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	

ALDI Food Market Mitigated Negative Declaration

Table 2
SCAQMD Air Quality Significance Thresholds

Pollutant	Construction	Operation
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
PM ₁₀ 24-hour average PM ₁₀ annual average	10.4 µg/m ³ (construction) ^d 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ^d 2.5 µg/m ³ (operation)	

Source: SCAQMD 2005, 2015.

Notes: SCAQMD = South Coast Air Management District; VOCs = volatile organic compounds; lb/day = pounds per day; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; ppm = parts per million; µg/m³ = micrograms per cubic meter.

Greenhouse gas (GHG) thresholds, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not included in Table 2, as they will be addressed in the GHG emissions analysis in Section 3.7.

^a The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

^b Toxic air contaminants include carcinogens and noncarcinogens.

^c Ambient air quality standards for criteria pollutants based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.

^d Ambient air quality threshold based on SCAQMD Rule 403 (SCAQMD 2005).

Construction Emissions. Construction of the project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment, as well as from personal vehicles, vendor trucks, and off-site trucks hauling construction materials. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles. Fugitive dust emissions would primarily result from site preparation, grading, and trenching activities. Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated, with a corresponding uncertainty in precise ambient air quality impacts.

Emissions from the construction phase of the project were estimated through the use of the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Construction activity was assumed to occur over 4.5 months, starting in June 2016 and ending in mid-October 2016. The estimated construction emissions are based on the following assumptions (duration of phases is approximate):

- Site preparation (June 1, 2016 to June 15, 2016)
- Building construction (June 1, 2016 to October 1, 2016)
- Grading (June 16, 2016 to August 10, 2016)

ALDI Food Market Mitigated Negative Declaration

- Trenching (August 11, 2016 to August 21, 2016)
- Paving (September 15, 2016 to October 1, 2016)
- Architectural coating (October 2, 2016 to October 15, 2016)

The construction equipment mix and estimated hours of equipment operation per day used for the criteria air pollutant emissions modeling of the project are shown in Table 1 (see Section 2.3.2). For this analysis, it was assumed that heavy construction equipment would operate 5 days a week (22 days per month) during project construction. Table 1 also presents the estimated number of workers anticipated for each construction sequence. To estimate motor vehicle emissions generated by worker vehicles (i.e., light-duty trucks and automobiles), it was assumed that each worker would generate two one-way trips (or one round-trip) per day. In addition to construction equipment operation and worker trips, emissions from hauling trucks and vendor trucks were estimated. Removal of existing pavement would require the hauling of approximately 1,715 tons of pavement from the project site, for a total of 171 haul trips. Grading would require 870 cubic yards of cut, 572 cubic yards of fill, and the hauling of 298 cubic yards of soil off site. This would require 37 haul trips. The number of daily worker trips and haul trips is based on CalEEMod default values. For the site preparation and grading phases, water trucks were not modeled as equipment; instead, they were modeled as vendor trips. Therefore, two vendor round-trips were assumed in the site preparation and grading phases. However, for all other phases, vendor trips were based on CalEEMod default values. All trip distances are based on CalEEMod default values. Details of the construction emission assumptions and calculations, including the estimated daily worker and vendor trips and total estimated haul truck trips, are included in Appendix A.

Table 3 shows the estimated maximum unmitigated daily construction emissions associated with the construction of the proposed project.

Table 3
Estimated Daily Maximum Construction Emissions (lb/day unmitigated)

	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2016	17.54	38.57	28.10	0.05	4.56	2.89
<i>Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source: See Appendix A for complete results.

Notes: lb/day = pounds per day; VOCs = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

The PM₁₀ and PM_{2.5} estimates reflect control of fugitive dust required by Rule 403.

ALDI Food Market Mitigated Negative Declaration

As shown in Table 3, daily construction emissions would not exceed the thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. In addition, the project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the site preparation, grading, and trenching activities (SCAQMD 2005). Standard construction practices that would be employed to reduce fugitive dust emissions include watering the active sites approximately three times daily, depending on weather conditions. As such, the proposed project would result in a less-than-significant impact during construction.

Operational Emissions. Operation of the project would produce VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from area sources, including natural gas combustion and use of consumer products, and mobile sources (motor vehicle trips to and from the project). The project would primarily affect air quality through vehicular traffic generated by customers and workers to the food market. The emissions of criteria air pollutants were estimated using CalEEMod.

Emissions associated with daily traffic were modeled using trip generation rates provided in the Traffic Impact Analysis (TIA) prepared for the project (Appendix E). The project site was categorized as the “supermarket” land use in CalEEMod. The project was assumed to generate 34 trips per 1,000 square feet on weekdays, Saturdays, and Sundays, for an average daily trip rate of 2,634 trips per day. CalEEMod default data for temperature, variable start information, and emission factors were conservatively assumed for the model inputs. Project-related traffic was assumed to consist of a mixture of vehicles in accordance with the model outputs for traffic. Emission factors representing the vehicle mix and emissions for 2017 were used to represent the first year of operation under the project.

CalEEMod was also used to estimate emissions from the area sources, which include natural gas appliances, space and water heating, gasoline-powered landscape maintenance equipment, use of consumer products, and architectural coatings for maintenance of buildings. The estimated operational area source emissions were based on land use defaults of the project. Default values provided by CalEEMod were changed for the VOC content of architectural coatings. The interior non-residential architectural coating VOC content was changed to 50 grams per liter from the default value of 250 grams per liter in CalEEMod, based on compliance with SCAQMD Rule 1113. Default values for solid waste generation were changed from 104.68 tons per year to 165.78 tons per year for a more conservative estimate, as described in Section 3.17(f)).

ALDI Food Market Mitigated Negative Declaration

Table 4 presents the maximum daily area, energy, and mobile source emissions. The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Table 4
Estimated Daily Maximum Operational Emissions (2017) (lb/day unmitigated)

	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	0.49	<0.01	<0.01	0.00	<0.01	<0.01
Energy	0.01	0.11	0.09	<0.01	0.01	0.01
Mobile	13.71	24.13	109.33	0.19	13.13	3.71
Combined Total Emissions	14.21	24.24	109.42	0.20	13.14	3.72
<i>Pollutant Threshold</i>	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lb/day = pounds per day; VOCs = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

Operational equipment would not generate criteria air pollutant emissions; however, it would generate greenhouse gas emissions. Emissions associated with on-site equipment are presented in Section 3.7, Greenhouse Gas Emissions.

As shown in Table 4, the total daily operational emissions would not exceed the SCAQMD significance thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. As such, the project would result in a less-than-significant impact during operation.

- c) *Would the project 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less-Than-Significant Impact. The South Coast Air Basin is a nonattainment area for O₃ and PM_{2.5} under the National Ambient Air Quality Standards, and is a nonattainment area for O₃, PM₁₀, and PM_{2.5} under the California Ambient Air Quality Standards.

In analyzing cumulative impacts from the project, the assessment must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the South Coast Air Basin is designated as nonattainment for the federal or state standards. Implementation of the project would generate short-term air pollutant emissions during construction and long-term criteria air pollutant emissions during operation.

Cumulative localized impacts could occur if the construction of a project component were to occur concurrently with another project. Construction schedules for potential future projects near the project site are currently unknown; therefore, potential construction impacts associated with two simultaneous projects are speculative. The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

ALDI Food Market Mitigated Negative Declaration

Air pollutant emissions associated with construction activity would be reduced through implementation of control measures required by SCAQMD. Cumulative PM₁₀ and PM_{2.5} construction emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust; SCAQMD 2005), which sets forth general and specific requirements for all construction sites in SCAQMD. The maximum daily PM₁₀ and PM_{2.5} emissions would not exceed the significance thresholds during project construction activities, although fugitive dust, as well as vehicle and equipment exhaust, generated during project construction would contribute to the South Coast Air Basin's nonattainment designation for PM₁₀ and PM_{2.5}; however, this contribution would not be considered cumulatively considerable.

Regarding operational cumulative impacts associated with nonattainment pollutants in general, if a project is consistent with the community and general plans, it will have been accounted for in the attainment demonstration contained within the state implementation plan. Therefore, it would not cause a cumulatively significant impact on the ambient air quality. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the project. Additionally, the employees hired to construct and operate the proposed ALDI food market would be minimal (15 during construction and 15–20 during operation) and would come from the region. As such, it is not expected that people would relocate into the City as a result of the project. Therefore, the project would be consistent at a regional level with the underlying growth forecasts in the AQMP. Accordingly, the proposed project would not result in a cumulatively considerable contribution to the nonattainment pollutants in the South Coast Air Basin, and this impact would be less than significant.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-Than-Significant Impact. Sensitive receptors include residential land uses, schools, open space and parks, recreational facilities, hospitals, resident care facilities, daycare facilities, or other facilities that may house individuals with health conditions that would be affected by poor air quality.

Localized Significance Thresholds (LST) Analysis. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} impacts to sensitive receptors in the immediate vicinity of the project site that would result from construction activities. Residences would be located adjacent to the project site. These residents would be considered sensitive receptors who could potentially be affected by construction-generated air pollutant emissions.

ALDI Food Market Mitigated Negative Declaration

The project site is located in Source Receptor Area 5 (Southeastern Los Angeles County). It was assumed that the sensitive receptors would be located within a 25-meter (82-foot) distance from construction activity; this is the smallest distance to receptors evaluated in the SCAQMD LST Methodology (SCAQMD 2008). The project site is 1.76 acres. Because the SCAQMD LST look-up tables are available for 1-acre and 2-acre sites, the emission rate thresholds for the 1-acre and 2-acre scenarios were interpolated for 1.76 acres. The SCAQMD LST Methodology specifies the maximum allowable daily emissions that would satisfy the localized significance criteria. The maximum daily on-site construction emissions are compared to the allowable emission rates for Source Receptor Area 5 in Table 5. Additional details of the LST analysis are provided in Appendix A.

Table 5
Localized Significance Thresholds Analysis for Construction Emissions

Pollutant	Maximum Construction Emissions (lb/day)	Interpolated LST Criteria (lb/day)	Exceeds LST?
NO ₂	34	106	No
CO	23	791	No
PM ₁₀	4	6	No
PM _{2.5}	3	4	No

Source: SCAQMD 2008.

Notes: lb/day = pounds per day; LST = localized significance thresholds; NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.
Based on estimated maximum daily construction emissions in 2016.
Construction emissions estimates are rounded to the nearest pound.

As shown, construction activities would not generate substantial emissions of pollutants, specifically diesel exhaust particulate matter, to sensitive receptors, and impacts to sensitive receptors in the vicinity of project construction would be less than significant.

Carbon Monoxide Hotspots. Regional trip generation and an increase in vehicle-miles traveled within the local airshed and the South Coast Air Basin would occur with or without the project. Locally, traffic would be added to the City roadway system near the proposed project. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles “cold-started” and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO “hotspots” in the area immediately around points of congested traffic. High CO concentrations, associated with roadways or intersections operating at an unacceptable level of service (LOS), are a concern because CO is toxic to humans in high concentrations; however, because of continued improvement in vehicular emissions at a rate faster than the rate

ALDI Food Market Mitigated Negative Declaration

of vehicle growth and/or congestion, the potential for CO hotspots in the South Coast Air Basin is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The TIA report (Appendix E) evaluated whether there would be a decrease in the LOS (e.g., congestion) at the intersections affected by the project. The potential for CO hotspots was evaluated based on the results of the TIA. The Caltrans Transportation Project-Level Carbon Monoxide Protocol (CO Protocol; Caltrans 1997) was followed.

In accordance with the CO Protocol, CO hotspots are typically evaluated when (1) projects significantly increase traffic volumes (5% or higher) or otherwise worsen traffic flow, (2) projects involve signalized intersections at LOS E or F, (3) projects result in worsening of signalized intersection LOS to E or F, and (4) projects are suspected of resulting in higher CO concentrations than those existing within the region at the time of attainment demonstration.

In general, the SCAQMD recommends that a quantitative CO hotspots analysis be performed for any intersections where the LOS worsens from C to D or for intersections that experience an increase in volume-to-capacity ratio of 2% or more as a result of a proposed project for intersections rated LOS D or worse.

The TIA report evaluated two key intersections in the project vicinity to assess Existing 2016 conditions, Existing with Project 2016 conditions, Baseline 2017 conditions, and Baseline with Project 2017 conditions. When comparing the Existing 2016 and Existing with Project 2016 conditions, both intersections would not deteriorate from LOS C to D or worse for the AM and PM peak hours. When comparing the Baseline 2017 to Baseline with Project 2017 conditions for the Lakewood Boulevard and Firestone Boulevard intersection, the LOS would deteriorate from LOS D to LOS E in the PM peak hour. However, the City has identified a future planned improvement to this intersection. This improvement would provide a second left-turn lane on both the northbound and southbound approaches of Lakewood Boulevard. Implementation of MM-TR-1 (see Section 3.16, Transportation and Traffic) would require a fair-share contribution and would mitigate impacts to the Lakewood Boulevard/Firestone Boulevard. Upon implementation of MM-TR-1, the intersection would maintain a LOS of C in the PM peak hour for the Baseline with Project 2017 conditions. Therefore, no CO hotspot analysis would be required per the CO Protocol or SCAQMD recommendations. Accordingly, impacts would be less than significant.

ALDI Food Market Mitigated Negative Declaration

e) *Would the project create objectionable odors affecting a substantial number of people?*

Less-Than-Significant Impact. Construction of the project would result in the emission of diesel equipment, gasoline, and asphalt paving material fumes. Odors from these sources would be localized and generally confined to the project site. Construction of the proposed project would use typical construction techniques in compliance with SCAQMD rules. Odors would be highest near the source and would quickly dissipate off site. Any odors associated with construction activities would be temporary and would cease upon completion of construction. As such, project construction would not cause an odor nuisance, and odor impacts would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding operations (SCAQMD 1993). The proposed project would not result in the implementation of any such land use. Therefore, project operations would result in a less-than-significant odor impact.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

ALDI Food Market Mitigated Negative Declaration

	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 checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

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

Less-Than-Significant Impact. The project site is located in a heavily urbanized, mixed-use area of the City. The project site is vacant, with two street trees bordering the project site on Nash Avenue. No native habitat is located on the project site or in the surrounding area. Plant species found on site are limited to non-native, ornamental species.

Based on the developed nature of the surrounding area, wildlife species that could potentially occur on site include common species typically found in urbanized settings, such as house sparrow (*Passer domesticus*), mourning dove (*Zenaida macroura*), and western fence lizard (*Sceloporus occidentalis*). Given this existing habitat, neither these nor any other wildlife species that can reasonably be expected to occur on the project site are identified as candidate, sensitive, or special-status wildlife species.

Two ornamental landscape trees are currently located on the project site boundary along Nash Avenue. There was no evidence of nesting birds on site. Because of the disturbed nature of the project area and the state of these two particular trees, these trees are unlikely to provide nesting opportunities for bird and raptor species protected under the California Fish and Game Code and the Migratory Bird Treaty Act of 1918. Therefore, impacts to nesting birds would be less than significant.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact. The project site is vacant. No native habitat is located on the project site or in the surrounding area. Plant species found on site are limited to those non-native,

ALDI Food Market Mitigated Negative Declaration

ornamental species along Nash Avenue. Additionally, no permanent or ephemeral watercourses or natural drainage features that are typically associated with riparian habitat are located on or adjacent to the project site; thus, the proposed project would not have the potential to adversely affect riparian or other sensitive natural habitat. Therefore, no impacts associated with riparian habitat or other sensitive natural communities would occur.

- c) ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. The Federal Clean Water Act, Section 404, defines wetlands as follows:

Those areas that are inundated or saturated by surface or ground water (hydrology) at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation (hydrophytes) typically adapted for life in saturated soil conditions (hydric soils). Wetlands generally include swamps, marshes, bogs, and similar areas (33 U.S.C. 1251 et seq.).

Based on the existing characteristics of the project site, none of the indicators for wetlands listed above are located on or adjacent to the project site. The project site contains no watercourses or natural drainage features. Therefore, no impacts associated with federally protected wetlands would occur.

- d) ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact. The project site is located in a heavily urbanized, mixed-use area of the City. While it is highly unlikely that any wildlife species would use the project area as a wildlife corridor, there are several existing linear features in the surrounding area, such as the rail line to the south, that could theoretically be used as corridors; however, the rail line does not connect to a wildlife area. The proposed project would not include any off-site improvements that would physically impede the potential use of such nearby linear features by wildlife. Therefore, no impacts associated with wildlife corridors would occur.

ALDI Food Market Mitigated Negative Declaration

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less-Than-Significant Impact. Article VII, Chapter 6, of the Downey Municipal Code (City of Downey 1978b) sets forth provisions for the removal, pruning, and maintenance of street trees. Should any existing trees located in the parkway easements along Lakewood Boulevard or Nash Avenue require removal, pruning, or other maintenance as a result of the proposed project, any such activities are required to comply with the regulations established by the Municipal Code. Therefore, with adherence to these requirements, impacts associated with local policies or ordinances protecting biological resources would be less than significant.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. No adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan overlies the City. Thus, the development on the project site would not be subject to the provisions of any such conservation plans. Therefore, no impacts associated with habitat conservation plans would occur.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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"/>
e) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ALDI Food Market Mitigated Negative Declaration

This analysis is based in part on the Cultural Resources Study for the Aldi Food Market Project, City of Downey, Los Angeles County, California (Dudek 2016; see Appendix B of this MND).

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

No Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a “historical resource” is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources, has been identified as significant in a historical resource survey, or is listed on a local register of historical resources.

A historical resource may be listed in the California Register of Historical Resources if it meets any of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. It is associated with the lives of persons important in California’s past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic value.
4. It has yielded or is likely to yield information important in prehistory or history.

For a building to be considered historic, it typically must be at least 50 years old so sufficient time has passed to determine whether the events or characteristics of the building will have a contribution to history.

The project site is vacant; therefore, no historic buildings exist on site and no historic evaluation was necessary. No impacts would occur.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less Than Significant with Mitigation Incorporated. As part of the cultural resources study prepared for the proposed project (Appendix B), Dudek archaeologists conducted a search of the California Historical Resources Information System at the South Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton. The search included any previously recorded cultural resources and investigations within a 1-mile radius of the project area. The records search also included a review of the NRHP, the California Inventory of Historical Resources, the California

ALDI Food Market Mitigated Negative Declaration

Points of Historical Interest list, the California Historical Landmarks list, and Caltrans Bridge Survey information. Dudek also consulted historical maps and aerial photographs regarding the development of the project site and surrounding area.

Although the project site currently consists of vacant, flat land, residential and commercial buildings previously occupied the site. As a result, the project site has been highly disturbed by development and the construction and subsequent demolition of the on-site buildings. Because of the disturbed and developed condition of the site, Dudek archaeologist Adriane Dorrler conducted a reconnaissance-level survey of the project site. Ms. Dorrler conducted the survey on February 29, 2016, using standard archaeological procedures and techniques for a reconnaissance survey. Ms. Dorrler focused the survey efforts on examining all available areas of exposed ground (i.e., undeveloped areas or areas devoid of asphalt and concrete) for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, features indicative of the current or former presence of historic-era structures or buildings (e.g., standing exterior walls, post holes, foundations), and historic artifacts (e.g., metal, glass, ceramics, building materials).

SCCIC records indicate that 10 previous cultural resources studies have been conducted within a 1-mile radius of the proposed project area. Of these 10 studies, 3 were conducted outside, but adjacent to, the project site. These investigations were related to fiber optic cable lines to be constructed along the railroad right-of-way that forms the southern boundary of the project site. The Union Pacific Railroad (historically, the Southern Pacific Railroad) is eligible for the NRHP, but the proposed project would not affect this significant historic resource.

There are no previously conducted cultural resources studies that overlap the project area (see Appendix B). In addition to archival research conducted (by others) for the Phase I Environmental Site Assessment (see Appendix C), Dudek also consulted historic maps and aerial photographs regarding the development of the project site and neighborhood. Historic topographic maps of the project site were available from the SCCIC for the following years: 1896, 1934, 1942, 1957, and 1982. Historic aerial photographs of the project site were available for the years 1952, 1963, 1972, 1994, 2003, 2004, 2005, 2009, 2010, and 2012. By 1896, the City was relatively developed; downtown Downey was fairly populated; the Southern Pacific Railroad (now Union Pacific Railroad) already bisected the City; and roads, infrastructure, and numerous structures are mapped in the outlying areas around downtown. There is no mapped change until 1942. By then, the commercial district located northwest of the project site was rapidly expanding. According to the 1942 topographic map, the project site was vacant. However, by 1951,

ALDI Food Market Mitigated Negative Declaration

the project site was included within the built-up area on the topographic map. By 1952, the project site was completely developed with mixed residential and commercial buildings. Approximately half of the surrounding area was agricultural land, while the remaining half was developed. There were changes to the project site by 1963. A few of the buildings in the eastern portion of the project site had been demolished. Within the surrounding area, the agricultural land gave way almost entirely to development. By 1972, commercial buildings had been constructed on the eastern portion of the project site, and the surrounding area was completely developed. The majority of the residential structures on the project site had been demolished by 1994. All that remained were the commercial buildings in the eastern portion of the project site. The project site was almost entirely vacant by 2003, aside from a commercial building and associated parking lot at the northern end of the project site. The construction of the Citibank building to the north of the project site occurred between 2005 and 2009. The project site has been completely vacant with no remaining standing structures since 2014.

Dudek's review of record search data and reconnaissance-level pedestrian survey did not identify any cultural resources in the project site. No prehistoric or historic archaeological resources were identified within the 1-mile search radius. There are no discernible topographic features on the project site that indicate a possible water source, bedrock outcrop, or any other natural element suggestive of possible prehistoric land use. The six resources identified outside the project site but within the 1-mile search radius are all historic-age built environment resources. The NRHP-eligible Union Pacific Railroad (19-186110; historically, the Southern Pacific Railroad) is adjacent to, but outside, the proposed project site's southern border.

Based on available information, and in consideration of the early development history of the City, the abundance of razed historic-era built environment structures identified on the project site, and the proximity to the historic-age Union Pacific Railroad, the project site is considered to have a moderate-to-high potential for containing historic-era archaeological deposits. However, given the high level of disturbance presented by this extended history of development, there is a low potential to encounter intact prehistoric cultural deposits or features.

While no archaeological resources were identified as a result of the literature review and pedestrian survey, there is a possibility of encountering previously undiscovered archaeological resources at subsurface levels during ground-disturbing activities associated with the proposed project. Therefore, Mitigation Measure (MM) CR-1 and MM-CR-2 are included and would be implemented to ensure that potential impacts to archaeological resources during construction activities are reduced to a less-than-significant level. Therefore, with implementation of MM-CR-1 and MM-CR-2, the

ALDI Food Market Mitigated Negative Declaration

proposed project would not result in a substantial adverse change in the significance of an archaeological resource and impacts would be less than significant.

MM-CR-1 A qualified archaeologist shall be present for all initial ground-disturbing activities associated with the project. The archaeological monitor shall be responsible for the identification of cultural resources that may be impacted by project activities. The monitor may stop ground-disturbing activities in order to assess any discoveries in the field. Archaeological monitoring may be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The archaeologist shall be responsible for determining the duration and frequency of monitoring.

MM-CR-2 In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5(f); California Public Resources Code Section 21082), the archaeologist may exhaust the data potential of the find through the process of field-level recordation and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

c) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?***

Less Than Significant with Mitigation Incorporated. The City notified the tribes listed on the Native American Heritage Commission Sacred Lands File/Senate Bill 18 and Assembly Bill 52 list on February 24, 2016, to identify whether the proposed project would impact tribal cultural resources on or in close proximity to the project site. In accordance with California Public Resources Code Section 210803.1(b), the City received two requests for formal Assembly Bill 52 consultation from California Native American tribes who are traditionally and culturally affiliated with the geographic area:

- John Tommy Rosas, Tribal Administrator, Tongva Ancestral Territorial Tribal Nation (notification dated March 17, 2016)

ALDI Food Market Mitigated Negative Declaration

- Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation (notification dated March 7, 2016)

Mr. Rosas requested a fee for consulting with the City and Mr. Salas requested Native American monitoring during grading/trenching on site. The City received a written response from Mr. Rosas regarding tribal resources on site in which he noted that there are no on-site tribal resources. In response to Mr. Salas's letter addressing the potential to encounter Native American tribal resources on site, the City participated in a conference call with Mr. Salas on April 5, 2016. In addition to City staff and Mr. Salas, Dr. Gary Stickel (tribal archaeologist) and Tim Poyorena (media relations) participated in the conference call. Although Mr. Salas is unable to provide specific information on potential resources on the site, he did note that the Gabrieleño Band of Mission Indians – Kizh Nation was prevalent in the area. Because the City is unable to rule out potential resources, MM-CR-3 has been included to reduce any impacts to tribal cultural resources to a less-than-significant level:

MM-CR-3 A qualified Native American monitor shall be present for all initial ground-disturbing activities associated with the project. The Native American monitor shall be responsible for the identification of tribal cultural resources that may be impacted by project activities. The Native American monitor may stop ground-disturbing activities in order to assess any discoveries in the field. Tribal monitoring may be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. A qualified archaeologist will be retained to evaluate and appropriately treat any potentially significant discoveries.

- d) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant with Mitigation Incorporated. Paleontological resources include fossil plants and animals and other evidence of past life, such as trace fossils and tracks.

The project site is not known to be associated with any paleontological resources or unique geologic features due to the presence of Holocene-age (less than 10,000-year-old) alluvium underlying the site (Dibblee and Ehrenspeck 2001). Due to the previous commercial and residential development on the site and in the nearby area, there is a low potential for encountering paleontological resources at subsurface levels. However, the possibility of a paleontological discovery cannot be discounted. Accordingly, destruction of paleontological resources or unique geologic features during site-disturbing activities associated with construction of the proposed project is considered a potentially

ALDI Food Market Mitigated Negative Declaration

significant impact. Therefore, MM-CR-4 is provided and would be implemented to ensure that potential impacts to paleontological resources or unique geologic features during construction activities are reduced to a less-than-significant level.

MM-CR-4 In the event that paleontological resources (fossil remains) are exposed during construction activities for the proposed project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's 2010 guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the resource. All recommendations will be made in accordance with the Society of Vertebrate Paleontology's 2010 guidelines, and shall be subject to review and approval by the City of Downey. Work in the area of the find may only resume upon approval of a qualified paleontologist.

e) ***Would the project disturb any human remains, including those interred outside of formal cemeteries?***

Less-Than-Significant Impact. As stated previously, there are no previously recorded cultural resources on the project site. Given the fact that the site has been previously developed, ground-disturbing activities associated with construction of the proposed project are unlikely to uncover previously unknown archaeological resources. In addition, all recorded burials within the City of Downey since the 1860s have occurred in the Downey Cemetery (Blumenthal, pers. comm. 2016b). However, if Native American skeletal remains are uncovered during construction activities, project contractors are required by law to stop work and contact the County coroner. California Health and Safety Code, Section 7050.5, requires that, if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains. Furthermore, if the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the California Native American Heritage Commission within 24 hours (California Health and Safety Code, Section 7050.5c), and the California Native American Heritage Commission will notify the Most Likely Descendant. The Most Likely Descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans. Therefore, if Native American remains were uncovered during construction activities associated with the proposed project site, compliance with existing regulations would ensure that the appropriate

ALDI Food Market Mitigated Negative Declaration

authorities are notified and that discovered remains are treated with the appropriate respect and dignity. As such, impacts would be less than significant.

3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential 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"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis in this section is based on the Phase I Environmental Site Assessment for the Proposed Aldi Grocery Store prepared by Moore Twining and Associates Inc. in April 2015 (see Appendix C) and the City of Downey General Plan (City of Downey 2005).

ALDI Food Market Mitigated Negative Declaration

a) *Would the project expose people or structures to potential 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.*

No Impact. According to the City's General Plan Safety Element, no active faults have been identified within the City. According to Figure 5.5-1, Regional Earthquake Fault Lines, in the General Plan Safety Element, the closest faults in the broader project region include the Norwalk Fault, Whittier Fault, Compton–Los Alamitos Fault, and Newport–Inglewood Fault. None of these faults underlie either the City or the project site. Thus, although the proposed project could experience strong seismic ground shaking (see Section 3.6(a)(ii)), the project site is not susceptible to surface rupture. Therefore, no impacts associated with fault rupture would occur.

ii) *Strong seismic ground shaking?*

Less-Than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to ground shaking during an earthquake. However, as previously addressed in Section 3.6(a)(i), the project site is not located within an active fault zone, and the site would not be affected by ground shaking more than any other area in the seismically active region. Additionally, as set forth in Section 8001 of the City's Municipal Code, the City has adopted the current California Building Code. As such, the proposed project would be designed in accordance with all applicable design provisions established in the current California Building Code, which dictates specifications to ensure structural integrity during a seismic event.

As stated in the General Plan Safety Element's Program 5.5.1.4, and consistent with Municipal Code, Section 8730.20, a geotechnical/soils report was prepared to address potential seismic-related impacts. The report addresses potential seismic-related impacts based on the particular characteristics of the on-site soils. Primarily because of the liquefaction potential found throughout the City (see Section 3.6(a)(iii)), preparation of a geotechnical/soils report is required for most development projects. Therefore, with adherence to these requirements, as set forth in the General Plan, impacts associated with strong seismic ground shaking would be less than significant.

ALDI Food Market Mitigated Negative Declaration

iii) *Seismic-related ground failure, including liquefaction?*

Less-Than-Significant Impact. Per the General Plan Safety Element, the City has the combination of silts and sands soil types and a relatively high water table that are conducive to liquefaction occurring during intense ground shaking. The California Division of Mines and Geology has designated all areas in the City a liquefaction hazard zone (CDC 1999). As such, consistent with the General Plan Safety Element's Program 5.5.1.4, and consistent with Municipal Code Section 8730.20, a geotechnical/soils report would be prepared to address potential seismic-related impacts based on the particular characteristics of the on-site soils.

In the Phase I Environmental Site Assessment that was prepared for the project site (Appendix C) near surface soils were non-hydric soils and groundwater in the vicinity of the site was estimated to be at 80 feet below surface grade. Because of the depth to groundwater, the potential for seismic-related ground failure is low, but in order to limit the potential for excessive settlement of building foundations, over-excavation and compaction of the near surface soils is recommended to support new foundations on engineered fill. Therefore, with adherence to these requirements, as set forth in the geotechnical report, impacts associated with liquefaction would be less than significant.

iv) *Landslides?*

No Impact. The project site and surrounding area is predominantly flat and lacks any substantial topographical variations. No hillsides are located on or adjacent to the project site. Therefore, no impacts associated with landslides would occur.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Short-Term Construction Impacts

Less-Than-Significant Impact. The proposed project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. However, construction activities would comply with all applicable state and local regulations for erosion control and grading. The proposed project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005). Rule 402 requires dust suppression

ALDI Food Market Mitigated Negative Declaration

techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976).

Additionally, the proposed project would comply with the City's Municipal Code, Section 8024, which states that dust, water, mud, construction materials, or debris shall be contained on the building site. The project site is greater than 1 acre and would also be subject to National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements, and thus, construction activities would be required to incorporate various temporary best management practices (BMPs) designed to prevent erosion and siltation during construction. Therefore, short-term construction impacts associated with soil erosion and topsoil loss would be less than significant.

Long-Term Operational Impacts

Once operational, the project site would be improved with a food market building, paved parking spaces and drive aisles, and landscape areas. Collectively, these on-site areas would reduce the potential for soil erosion and topsoil loss. The structural and paved improvements would be impervious areas lacking any exposed soils. The landscape areas, although pervious, would contain various trees, shrubs, and groundcover that would help stabilize any surface soils and contain these soils to the project site. Therefore, long-term operational impacts associated with soil erosion and topsoil loss would be less than significant.

- c) *Would the project 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?*

Less-Than-Significant Impact. As addressed in Section 3.6(a)(iii), all areas in the City have been identified as being located in a liquefaction hazard zone. As such, consistent with the General Plan Safety Element's Program 5.5.1.4, and consistent with Municipal Code, Section 8730.20, a geotechnical/soils report would be prepared to address potential seismic-related impacts, based on the particular characteristics of the on-site soils. In general, the report would address all potential seismic-related effects and would include design specifications for which construction of the proposed project would be required to adhere in order to reduce any potential liquefaction impacts. Preparation of a geotechnical/soils report is required of most development projects. Therefore, with adherence to this requirement, as set forth in the General Plan, impacts associated with unstable soils, including liquefaction, would be less than significant.

ALDI Food Market Mitigated Negative Declaration

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less-Than-Significant Impact. Expansive soils are characterized by their potential “shrink/swell” behavior. Shrink/swell is the cyclic change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the process of wetting and drying. Clay minerals, such as smectite, bentonite, montmorillonite, beidellite, vermiculite, and others, are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near surface soils, the higher the potential for substantial expansion.

Consistent with the General Plan Safety Element’s Program 5.5.1.4, and consistent with Municipal Code Section 8730.20, a geotechnical/soils report would be prepared to address potential seismic-related impacts, based on the particular characteristics of the on-site soils. In general, the report would address all potential seismic-related effects and would include design specifications for which construction of the proposed project would be required to adhere in order to reduce any potential expansive soils impacts. Preparation of a geotechnical/soils report is required of most development projects. The identification of expansive soils is standard practice for a geotechnical investigation, and replacement of expansive soils with engineered fill or addition of soil amendments are effective means of reducing potential effects related to expansive soils. Therefore, with adherence to this requirement, as set forth in the General Plan, impacts associated with expansive soils would be less than significant.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The proposed project would connect to the existing municipal sewer system and would not require a septic or alternative wastewater disposal system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur.

ALDI Food Market Mitigated Negative Declaration

3.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less-Than-Significant Impact. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHGs). There are currently no established thresholds for assessing whether the GHG emissions of a project in the SCAQMD are significant. While the project would result in emissions of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate change. However, it is generally believed that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory, as scientific uncertainty regarding the significance of a project’s individual and cumulative effects on global climate change remains.

Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resource Agency, which noted in its public notice for the proposed CEQA amendments that the evidence before it indicates that, in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the California Natural Resource Agency’s Final Statement of Reasons for Regulatory Action on the CEQA Amendments confirm that an EIR or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b). Accordingly, further discussion of the project’s GHG emissions and their impact on global climate are addressed in the following text.

ALDI Food Market Mitigated Negative Declaration

Status of Proposed SCAQMD Thresholds. The SCAQMD has not adopted recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects. SCAQMD plans to provide guidance to local lead agencies on determining GHG significance thresholds in their CEQA documents by forming a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance guidance or thresholds are established. SCAQMD proposes three tiers of compliance that may lead to a determination that impacts are less than significant. These tiers include the following:

1. Projects with GHGs within budgets set out in approved regional plans, to be developed under the Senate Bill 375 process
2. Projects with GHG emissions that are below designated quantitative thresholds, such as:
 - i. Industrial projects with incremental GHG emissions increases that fall below (or are mitigated to be less than) 10,000 metric tons of carbon dioxide equivalent (MT CO₂E) per year
 - ii. Commercial and residential projects with incremental GHG emissions increases that fall below (or are mitigated to be less than) 3,000 MT CO₂E per year (provided that such projects also meet energy efficiency and water conservation performance targets that have yet to be developed)
3. Projects that purchase GHG offsets, which either alone or in combination with one of the two tiers mentioned previously, achieve the target significance screening level (SCAQMD 2010)

From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The most recent working group meeting, on September 28, 2010, proposed two options that lead agencies can select from to screen thresholds of significance for GHG emissions in residential and commercial projects, and proposed to expand the industrial threshold to other lead agency industrial projects. Option 1 proposes a threshold of 3,000 MT CO₂E per year for all residential and commercial projects. Option 2 proposes a threshold value by land use type where the numeric threshold is 3,500 MT CO₂E per year for residential projects, 1,400 MT CO₂E per year for commercial projects, and 3,000 MT CO₂E per year for mixed-use projects (SCAQMD 2010). Although both options are recommended, a lead agency is advised to use only one option and to use it consistently. The approach used in this analysis is to disclose the most recent regulatory activity. Although the proposed project does not fall into a specific land

ALDI Food Market Mitigated Negative Declaration

use category mentioned previously, the lead agency has determined that the project’s GHG emissions will be compared to Option 1 of the SCAQMD recommendations.

Construction GHG Emissions. Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road hauling and vendor trucks, and worker vehicles. The SCAQMD has not proposed or adopted relevant quantitative GHG thresholds for construction-generated emissions. Nonetheless, GHG emissions generated during construction of the project are included in this assessment for disclosure purposes.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3, Air Quality. The GHG emissions are expressed in units of MT CO₂E.³ On-site sources of GHG emissions include off-road equipment, and off-site sources include hauling and vendor trucks and worker vehicles. Table 6 presents construction emissions for the project from on-site and off-site emissions sources.

Table 6
Estimated Annual Construction Greenhouse Gas Emissions

Year	MT CO ₂	MT CH ₄	MT N ₂ O	MT CO ₂ E
2016	124.03	0.03	0.00	124.71

Source: See Appendix A for complete results.

Notes: MT = metric tons; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.

As shown in Table 6, the estimated total GHG emissions during construction of the project would be approximately 125 MT CO₂E in 2016. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short term, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. As the project would not cause a cumulatively considerable contribution, it would result in a cumulative impact in terms of climate change that would be less than significant.

Operational GHG Emissions. In general, operational GHG emissions are generated through mobile sources (motor vehicle trips to project land uses); energy use (natural gas and generation of electricity consumed by the project); area sources (landscape maintenance equipment); water treatment, distribution, and supply; and solid waste. In

³ CO₂E for a gas is derived by multiplying the mass of the gas by the associated global warming potential (GWP), such that MT CO₂E = (metric tons of a GHG) × (GWP of the GHG). For example, the GWP for methane (CH₄) is 21. This means that emissions of 1 MT CH₄ are equivalent to emissions of 21 MT CO₂.

ALDI Food Market Mitigated Negative Declaration

addition, the proposed project would involve the use of operational equipment. GHG emissions associated with mobile, area, and energy sources and operational equipment were estimated using CalEEMod (see Appendix A).

Area and energy source emissions were also estimated in a manner consistent with the analysis in Section 3.3, Air Quality, mentioned previously. Default CalEEMod factors for water supply and wastewater treatment were used to estimate GHG emissions for project buildout. Default values for solid waste generation were changed from 104.68 tons per year to 165.78 tons per year for a more conservative estimate, as described in Section 3.17(f).

Mobile source emissions were estimated using the assumptions described in Section 3.3, Air Quality. CalEEMod default data for temperature, variable start information, and emission factors representing the vehicle mix and emissions for 2017 were conservatively used for the model inputs.

Solar photovoltaic (PV) panels to be installed on the roof of the ALDI food market would provide an additional energy source to the market. According to the National Renewable Energy Laboratory PVWatts Calculator, assuming the 110.1-kilowatt-peak PV panels have an area of 269 square feet (which is the default size for a PV panel rooftop array), the system would generate approximately 6,247 kilowatt-hours of energy per year (NREL 2016). PVWatts default values were used. This additional energy source was provided as energy mitigation in CalEEMod to calculate GHG emissions for the project.

Equipment used during operation would include two electric pallet jacks, two electric straddle jacks, and two motorized carts for customer use. It was assumed that each piece of equipment would operate for 12 hours a day (the entire duration of the hours of operation) and each type of equipment would include a 5-kilowatt motor. Emissions of CO₂, CH₄, and N₂O were estimated based on the electricity usage for each type of equipment and the respective GHG intensity factor for Southern California Edison. Total CO₂E emissions were calculated based on the global warming potential (GWP) for each GHG.

Estimated operational GHG emissions from electricity usage, mobile sources, area sources, water consumption, wastewater treatment, solid waste generation, and operational equipment associated with implementation of the project are shown in Table 7.

ALDI Food Market Mitigated Negative Declaration

Table 7
Estimated Annual Operational Greenhouse Gas Emissions (unmitigated)

Emission Source	MT CO ₂ E
Energy (natural gas and electricity)	230
Area source	<0.01
Mobile source	1,908
Solid waste	75
Water supply and wastewater	12
Operational equipment	38
Combined total emissions	2,263

Notes: MT CO₂E = metric tons carbon dioxide equivalent.
Calculations available in Appendix A.

As shown in Table 7, the estimated total annual operational GHG emissions would be 2,263 MT CO₂E per year. Mobile emissions would be the primary source of GHG emissions generated under the project. The project would not exceed the SCAQMD draft threshold for residential and commercial projects of 3,000 MT CO₂E per year. Therefore, impacts would be less than significant.

b) *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less-Than-Significant Impact. The Climate Change Scoping Plan, approved by the California Air Resources Board on December 12, 2008, provides an outline for actions to reduce California’s GHG emissions. The Scoping Plan requires the California Air Resources Board and other state agencies to adopt regulations and other initiatives to reduce GHGs. Furthermore, neither the City nor the SCAQMD have adopted any GHG reduction measures that would apply to the GHG emissions associated with the project. At this time, no mandatory GHG regulations or finalized agency guidelines would apply to implementation of this project, and no conflict would occur. Therefore, this cumulative impact would be less than significant.

3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
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"/>

ALDI Food Market Mitigated Negative Declaration

	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis in this section of the MND is based on a Phase I Environmental Site Assessment and a Focused Phase II Environmental Site Assessment for the ALDI Food Market Project site. Both are included in Appendix C of this MND.

- a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Construction

Less-Than-Significant Impact. A variety of hazardous substances and wastes would be transported to and stored, used, and generated on the project site during construction of the proposed project. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators

ALDI Food Market Mitigated Negative Declaration

containing such materials. If not transported, used, or disposed of in a safe manner, hazardous materials used during construction represent a potential threat to the public and the environment. However, these materials would be transported, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, hazardous materials would not be disposed of or released onto the ground or into the underlying groundwater or any surface water during construction (or operation) of the proposed project, and completely enclosed containment would be provided for all refuse generated on the project site. Furthermore, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed and transported to a permitted waste facility for treatment, storage, or disposal. Use of these materials during construction for their intended purpose would not pose a significant risk to the public or the environment. As such, impacts during construction would be less than significant.

Operations

Less-Than-Significant Impact. Hazardous chemicals used in markets for cleaning and sanitizing practices may be used during operation, and will be handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, in accordance with state law (California Health and Safety Code, Section 25500 et seq.), every business in the City that handles or stores hazardous wastes above a specified amount is required to report their inventories of hazardous materials to the Downey Fire Department (DFD). Therefore, if the proposed market would handle or store amounts equal to or above 55 gallons of hazardous liquid or 200 cubic feet of gas, the owner/operator of the market is required to submit a Hazardous Materials Business Emergency Plan to the DFD. Because hazardous materials/chemicals used during operations would be transported, used, and disposed of in accordance 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 create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less Than Significant with Mitigation Incorporated. As discussed under Section 3.8(a), a variety of hazardous substances and wastes typical to standard construction projects would be stored and used on the project site during construction of the proposed project. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment would be the responsibility of the

ALDI Food Market Mitigated Negative Declaration

construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. However, in order to ensure that reasonably foreseeable and accident conditions are addressed and sufficiently responded to, MM-HAZ-1 is provided and would be implemented to ensure potential impacts during construction are reduced to a less-than-significant level.

MM-HAZ-1 A Site Mitigation Plan (SMP) shall be developed and implemented during all construction activities. The SMP would also include a hazardous substance management, handling, storage, disposal, and emergency response plan that establishes procedures for managing any hazardous substance releases on the project site. Hazardous materials spill kits would be maintained on site to effectively manage and clean any small accidental spills. In addition, the SMP would include strategies for identification and management of contaminated soil, if encountered during project development, and would outline mitigation measures if development activities result in an accidental release of contaminants. A project-specific Health and Safety Plan shall be prepared in accordance with the Occupational Safety and Health Administration standards, included in the SMP, and implemented during all construction-related activities. Copies of the SMP and Health and Safety Plan shall be maintained on site during demolition, excavation, and construction of the proposed project. All workers on the project site should be familiar with these documents.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant with Mitigation Incorporated. Downey High School, located at 11040 Brookshire Avenue, is located approximately 1,000 feet northwest of the project site. As discussed in Section 3.8(a), during operation of the proposed project, the facility would not routinely include the transport, use, or disposal of hazardous materials. However, a variety of hazardous substances and wastes would be stored, used, and generated on the project site during construction of the proposed project. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. With implementation of MM-HAZ-1, impacts would be less than significant.

ALDI Food Market Mitigated Negative Declaration

- d) *Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less-Than-Significant Impact. Moore Twining and Associates Inc. prepared a Phase I Environmental Site Assessment (see Appendix C) for the proposed project to determine whether there have been any impacts to the project site due to current or past hazardous materials storage on site. As part of the hazards assessment, a search of regulatory records was conducted by Environmental Data Resources Inc. (EDR) according to the American Society for Testing and Materials E 1527-13 using standard search radii, which are listed in the EDR report (Appendix D of the Phase I). The EDR report gives a listing of sites within an approximately 2-mile radius of the proposed project site that are known to be chemical handlers, hazardous waste generators, or polluters. Information in these listings includes the location of the site relative to the proposed project site, sources of pollution, and the status of the listed site.

The project site is not currently listed in any of the federal, state, local, or EDR proprietary databases. A review of historical documentation reveals the site was occupied by residential development and a restaurant from the mid-1920s to the mid-2000s. Therefore, there is potential for subsurface features, such as foundations, septic tanks and leach fields, water wells, tanks, and other features to be present. The historical on-site address of 11239 Lakewood Boulevard appears on the HAZNET database due to the disposal of approximately 1.26 tons of asbestos-containing materials in 2000. This waste was reported to have been disposed of during the demolition of a previous on-site structure. The waste was reported to have been disposed of at an approved landfill.

The Citibank/Former Union 76 Service Station, located at 8764 Firestone Boulevard, adjacent and north of the site, appears on LUST, Los Angeles County HMS, HAZNET, and EDR's US Historical Auto Stat databases due to a leaking underground storage tank incident. According to the Phase I Environmental Site Assessment, the release was limited to soil at the facility. Soil samples were collected as part of the Phase II investigation and testing revealed elevated concentrations of total petroleum hydrocarbons. Additional investigation led to preparation of a Remedial Action Plan in 2008. The selected method of remediation was excavation and off-site disposal of impacted soil. The depth of excavation was 10 feet below surface grade with an estimated excavation volume of 347 cubic yards. In total, 660 cubic yards of impacted soils was removed and disposed of. The State Water Resources Control Board issued a closure letter in October 2008. Four other sites, including Watson's Body & Paint Shop, Shell, Texaco, and Verizon, appear in hazardous materials databases, but the impact to the current site is low due to the closure of underground storage tanks or the lack of evidence

ALDI Food Market Mitigated Negative Declaration

of any releases. Lastly, the Union Pacific Railroad (historically, Southern Pacific Railroad) tracks easement is 10 feet south of the project site. Railroad tracks often have elevated levels of arsenic, petroleum hydrocarbons, and other constituents of concern. Due to the proximity of the easement to the site boundary, there is a potential for runoff to impact on-site soils; therefore, limited soils testing was recommended. A Focused Phase II Environmental Site Assessment was conducted and five soil samples were collected. Organic chemicals of concern were not detected above laboratory reporting limits with the exception of total petroleum hydrocarbons (TPHd), but those were below the screening levels for residential land use. Levels of arsenic and other detected metals represented background levels. Therefore, impacts resulting from development of the project site as proposed would be less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

Less-Than-Significant Impact. The proposed project is not located within 2 miles of a public airport, nor is it located within an airport land use plan. The nearest airports are the Compton–Woodley Airport, located approximately 8 miles away, and the Fullerton Municipal Airport, approximately 9 miles away. The proposed project is a one-story building and would not result in any flight hazards. The project site is not in any of the airport influence areas for any nearby airports (Orange County Airport Land Use Commission 2004). Therefore, impacts resulting from the proposed project would be less than significant.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The nearest private airstrip to the project site is the Goodyear Blimp Base Airport, located approximately 10.7 miles southwest at 19200 South Main Street in Gardena, California (Airnav.com 2016). As proposed, the project would entail the construction and operation of a food market in an urbanized setting. As the proposed project is not located in the vicinity of a private airstrip and construction and operations would not result in a safety hazard for people residing or working in the area, no impact would occur as a result of the proposed project.

ALDI Food Market Mitigated Negative Declaration

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less-Than-Significant Impact. The project would not interfere with the City's Emergency Operation Plan. While one travel lane on Lakewood Boulevard may be temporarily closed to construct the deceleration lane into the site, the remaining lanes would remain open and the lane closure would be temporary. The project would be constructed in 4.5 months. Therefore, impacts resulting from the proposed project would be less than significant.

- h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. According to the City's General Plan Land Use Map (City of Downey 2012a), the project site and surrounding area are completely developed as an urban environment, and no wildlands exist within or adjacent to the project site. Therefore, no impacts would occur as a result of the project.

3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ALDI Food Market Mitigated Negative Declaration

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements?*

Short-Term Construction Impacts

Less-Than-Significant Impact. Without the appropriate controls in place, stormwater that is allowed to flow off site can potentially convey various sediments, pollutants, trash, and other constituents downstream, which subsequently adversely affects water quality of receiving waters.

To reduce the potential for downstream water quality impacts, the proposed project would comply with Municipal Code, Section 8024 (City of Downey 1978c), which states that dust, water, mud, materials of construction, or debris shall be contained on the building site. The project site is greater than 1 acre and would be subject to NPDES Construction General Permit requirements, and would be required to incorporate various temporary BMPs designed to prevent erosion and siltation, as well as the off-site conveyance of various on-site constituents, during construction. Therefore, short-term construction impacts associated with water quality standards would be less than significant.

ALDI Food Market Mitigated Negative Declaration

Long-Term Operational Impacts

Once operational, the project site would be entirely improved with a grocery store building, paved parking spaces and drive aisles, and landscape areas. Collectively, these on-site areas would reduce the potential for soils erosion and topsoil loss. The structural and paved improvements would cover impervious areas lacking any exposed soils. The landscape areas, although pervious, would contain various trees, shrubs, and groundcover that would help to stabilize any surface soils while also helping to contain these soils to the project site.

The proposed project would comply with Municipal Code Section 5707(b)(11)(ii), which requires redevelopment projects that alter more than 50% of the impervious surfaces of the existing development, or where the existing development was not subject to post-construction stormwater quality control requirements, to design and implement post-construction controls to mitigate stormwater pollution throughout the entire project site. As such, the proposed project would incorporate a newly engineered stormwater drainage system, various BMPs, and low-impact design (LID) techniques to treat on-site stormwater. Prior to the operation of the proposed project, the City will review this stormwater drainage and treatment system to ensure that post-development stormwater flows do not exceed pre-development flows, consistent with Municipal Code requirements. Additionally, consistent with Municipal Code Section 5707(a), the proposed project would prepare an Urban Runoff Mitigation Plan as a condition of approval. The Urban Runoff Mitigation Plan would demonstrate that the proposed BMPs, numeric design criteria, and/or design elements meet the requirements set forth in the Municipal Code. Therefore, long-term operational impacts associated with water quality standards would be less than significant.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Groundwater Supplies

Less-Than-Significant Impact. Groundwater from the Central Basin is pumped from wells located within the City's boundaries and provides the City with its principal source of potable water. The groundwater available to the City is good quality and is currently extracted and pumped directly into the water transmission and distribution systems without disinfection or treatment of any kind (City of Downey 2012c).

ALDI Food Market Mitigated Negative Declaration

Beginning in fiscal year (FY) 2000–2001, groundwater became the sole source of drinking water for the City. Due to the high cost of the imported Central Basin Municipal Water District (CBMWD) water, the City intends to rely solely on its groundwater wells to meet the potable water demands of its customers in the future (City of Downey 2012c).

In the Central Basin Judgment of 1965 (Central Basin Judgment), the Superior Court fixed allowable withdrawals from the Central Basin at a level that was greater than the amount of water returned to the Central Basin through natural replenishment. With a total allowed pumping limit of 217,000 acre-feet per year (AFY), approximately 80,000 AFY must be artificially replenished in order to maintain a safe yield of 137,000 AFY in the Central Basin. The adjudication allocated the portion of the 217,000 AFY each pumper could extract on an annual basis (City of Downey 2012c).

The limit to the amount of groundwater that each pumper is allowed to extract from the Central Basin on an annual basis is referred to as the Allowed Pumping Allocation (APA), which corresponds to 80% of the party's total water rights. The Central Basin Judgment contains provisions for exceedance of the APA in the event of an emergency. It also allows for a carryover of any unused APA, not to exceed 20% of the purveyor's APA. A purveyor may also extract an additional 10% of its APA with the understanding that this additional amount will be deducted from its APA for the upcoming year (City of Downey 2012c).

The California Department of Water Resources (DWR), Southern Division, was appointed Watermaster of the Central Basin. As such, DWR has the responsibility for ensuring that parties adhere to the terms and conditions stipulated by the Central Basin Judgment. In addition to DWR's role as Watermaster, the Water Replenishment District of Southern California (WRD) and Los Angeles County Department of Public Works (LACDPW) have some responsibilities for groundwater management in the Central Basin. WRD is responsible for purchasing groundwater replenishment water and may address water quality issues in the Central Basin. In order to fund the expense of purchasing imported and recycled water and associated administrative costs, WRD charges a replenishment assessment on each acre-foot of water extracted from the Central Basin. Groundwater replenishment operations are provided by LACDPW, and replenishment water is paid for through revenues raised by WRD (City of Downey 2012c).

The City was one of the original parties involved in the Central Basin Judgment and has acquired additional water rights since that time, resulting in an APA of 16,554 AFY (FY 2009–2010). The City has 20 active wells that it uses to pump groundwater from the Central Basin. These wells are located throughout the City and have a combined

ALDI Food Market Mitigated Negative Declaration

production capacity of approximately 53,211 AFY (based on continuous operations) (City of Downey 2012c).

The City’s 2010 Urban Water Management Plan (UWMP) provides multiple-dry-year supply and demand analysis for the City’s domestic water service area. As shown in Table 8, the City’s supplies can meet demands during multiple dry years for the next 20 years.

As previously addressed, the flexibility afforded by the Central Basin Judgment through its 20% carryover and 10% emergency exceedance provisions, coupled with the City’s corresponding groundwater pumping and leasing practices, enables the City to meet its water demands under this multiple-dry-year scenario over the next 20 years.

In its UWMP, the City estimated that commercial uses within its water service area would demand an average of 1.53 AFY per account in 2015, 1.49 AFY per account in 2020, and 1.48 AFY per account in 2020. Thus, it is expected that, as a commercial use, the proposed project could demand approximately 1.53 AFY of water. As discussed previously, groundwater became the sole source of domestic water for the City. Nonetheless, as stated in the UWMP and summarized in Table 8, the proposed project’s water demand would represent a nominal percentage of the City’s current and future supplies, and overall, the City has the water supplies to adequately serve the project.

**Table 8
Supply and Demand Comparison – Multiple-Dry-Year Events**

Scenarios	Supply and Demand	2015	2020	2025	2030
Multiple-dry-year first-year supply	Supply totals	19,237	19,330	19,675	20,027
	Demand totals	19,237	19,330	19,675	20,027
	Difference	0	0	0	0
Multiple-dry-year second-year supply	Supply totals	19,489	19,584	19,934	20,090
	Demand totals	19,489	19,584	19,934	20,090
	Difference	0	0	0	0
Multiple-dry-year third-year supply	Supply totals	19,562	19,657	20,008	20,365
	Demand totals	19,562	19,657	20,008	20,365
	Difference	0	0	0	0

Groundwater Recharge

Less-Than-Significant Impact. The project site is currently vacant, but it is a small site. As such, the project site does not currently serve as a significant location for dedicated groundwater recharge.

ALDI Food Market Mitigated Negative Declaration

Once operational, the project site would be predominantly composed of paved, impervious surfaces, and structures, including the grocery store building, paved parking spaces, and drive aisles. However, the proposed project would also include an underground stormwater retention facility to treat on-site stormwater. In addition to treating stormwater flows, this retention basin would collect and contain water on site and would promote groundwater recharge by allowing these on-site flows to percolate into subsurface soils. Therefore, impacts associated with groundwater recharge would be less than significant.

- c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?***

Less-Than-Significant Impact. The proposed project would incorporate a newly engineered stormwater drainage system, various BMPs, and LID techniques. Prior to the operation of the proposed project, the City will review this stormwater drainage and treatment system to ensure that post-development stormwater flows do not exceed pre-development flows, consistent with Municipal Code requirements. Additionally, consistent with Municipal Code Section 5707(a) (City of Downey 1978d), the proposed project would prepare an Urban Runoff Mitigation Plan as a condition of approval. The Urban Runoff Mitigation Plan is required to demonstrate that the proposed BMPs, numeric design criteria, and/or design elements meet the requirements set forth in the Municipal Code.

Further, the proposed project would comply with Municipal Code Section 5708, which requires all new development and redevelopment projects within the City to prepare pre-development and post-development hydrology studies based on current LACDPW design storm and hydrology methods. Per this section, in the event that post-development stormwater discharge rates are expected to generate higher peak runoff flows compared to those that currently exist, the City requires reasonable on-site drainage improvements to accommodate the potential effect of such additional water flows. Thus, with construction of the new stormwater drainage system, incorporation of BMPs and LID techniques, and adherence to all applicable state and local regulations, the project would neither alter the existing drainage pattern of the project site or the surrounding area nor affect flow rates or volumes either on or off site. Therefore, impacts associated with altering existing drainage patterns would be less than significant.

- d) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?***

Less-Than-Significant Impact. Refer to Section 3.9(c).

ALDI Food Market Mitigated Negative Declaration

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less-Than-Significant Impact. Consistent with Municipal Code Section 5708, the proposed project would prepare pre-development and post-development hydrology studies based on current LACDPW design storm and hydrology methods. Per this section, in the event that post-development stormwater discharge rates are expected to generate higher peak runoff flows compared to those that currently exist, the City will require reasonable on-site drainage improvements to accommodate the potential effect of such additional water flows. As such, the proposed project would incorporate a newly engineered stormwater drainage system, various BMPs, and LID techniques. Prior to the operation of the proposed project, the City will review this stormwater drainage and treatment system to ensure that post-development stormwater flows do not exceed pre-development flows, consistent with Municipal Code requirements. Therefore, impacts associated with stormwater drainage system capacity would be less than significant.

- f) *Would the project otherwise substantially degrade water quality?*

Less-Than-Significant Impact. Listing a water body as impaired in California is governed by the Water Quality Control Policy for developing California's Clean Water Act Section 303(d) listing policy. The State Water Resources Control Board and Regional Water Quality Control Boards assess water quality data for California's waters every 2 years to determine whether they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Section 303(d) of the federal Clean Water Act.

In the project area, two water bodies are included on the Section 303(d) list of impaired water bodies—the Rio Hondo River (Reach 1) and the San Gabriel River (Reach 2). The Rio Hondo River is identified on the Section 303(d) list because it contains levels of coliform bacteria, copper, lead, toxicity, trash, zinc, and pH that exceed acceptable thresholds. The San Gabriel River is listed because it contains unacceptable levels of coliform bacteria, cyanide, and lead (SWRCB 2011). As such, any development project that would either directly or indirectly result in a discharge of these or any other constituents into these listed water bodies represents an adverse impact.

However, as previously addressed, the proposed project would incorporate temporary BMPs during construction activities and a newly engineered stormwater drainage system, various BMPs, and LID techniques during the operational phase to help ensure that stormwater, as well as any potential pollutants contained within these flows, is adequately collected and treated on the project site to avoid conveying stormwater off site and

ALDI Food Market Mitigated Negative Declaration

causing subsequent downstream impacts. Therefore, impacts associated with substantially degrading water quality would be less than significant.

- g) ***Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

No Impact. The proposed project does not include any residential uses or habitable structures. Nonetheless, according to the Flood Insurance Rate Map (Panel No. 06037C1840F) published by the Federal Emergency Management Agency, the project site and surrounding area is located in the Flood Hazard Zone X, which is defined as an area susceptible to 0.2% chance of flooding (i.e., 500-year floodplain). Therefore, based both on the proposed project's lack of residential uses and the project site being located outside the 100-year floodplain, no impacts associated with placing housing within a 100-year flood hazard area would occur.

- h) ***Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

Less-Than-Significant Impact. As addressed in Section 3.9(g), according to the Federal Emergency Management Agency, the project site and surrounding area is located outside the 100-year flood hazard area. The General Plan Safety Element states that since the U.S. Army Corps of Engineers completed work in 2000 related to raising levees adjacent to the Rio Hondo River, the City is no longer susceptible to flooding from 100-year storm events, although the risk of flooding from unusual amounts of rainfall is present. Consistent with requirements set by the City and the Regional Water Quality Control Board, the proposed project would incorporate a newly engineered stormwater drainage system, various BMPs, and LID techniques. Prior to the operation of the proposed project, the City will review this stormwater drainage and treatment system to ensure that post-development stormwater flows do not exceed pre-development flows, which would help safeguard against on-site flooding effects during times of atypical amounts of rainfall (e.g., 500-year storm events). Therefore, impacts associated with placing structures within a 100-year flood hazard area would be less than significant.

- i) ***Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

Less-Than-Significant Impact. According to the General Plan Safety Element, since the U.S. Army Corps of Engineers completed work in 2000 related to raising levees adjacent to the Rio Hondo River, the City is no longer susceptible to flooding from 100-year storm events, although the risk from flooding from unusual amounts of rainfall is present.

ALDI Food Market Mitigated Negative Declaration

Consistent with requirements set by the City and the Regional Water Quality Control Board, the proposed project would incorporate a newly engineered stormwater drainage system, various BMPs, and LID techniques. Prior to the operation of the proposed project, the City will review this stormwater drainage and treatment system to ensure that post-development stormwater flows do not exceed pre-development flows, which would help safeguard against on-site flooding effects during times of atypical amounts of rainfall (e.g., 500-year storm events). Therefore, impacts associated with flooding would be less than significant.

j) *Would the project result in impacts associated with inundation by seiche, tsunami, or mudflow?*

No Impact. Due to the lack of an adjacent lake or other water body, the project site would not be susceptible to seiche. Additionally, because of the site’s inland location, the proposed project would not be subject to tsunami. Further, the lack of nearby topographical features typically associated with mudflow (e.g., hillside, riverbanks) would result in a very low probability for mudflow to affect the project site. Therefore, no impacts associated with seiche, tsunami, or mudflow would occur.

3.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project physically divide an established community?*

No Impact. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impair mobility within an existing community or between a community and outlying area. Under the existing conditions, the project site is not used as a connection between established communities.

ALDI Food Market Mitigated Negative Declaration

Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian rights-of-way. Therefore, no impacts associated with physical division of an established community would occur.

- b) ***Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

Less-Than-Significant Impact. Under the existing conditions, the project site is currently vacant. The project site is located in a heavily urbanized, mixed-use area of the City. Surrounding uses in the immediate project area include the Coca Cola Bottling Company plant across the Union Pacific Railroad (historically, the Southern Pacific Railroad) to the south; retail uses located east of the project site, across Lakewood Boulevard; a Citibank building, which fronts Firestone Avenue, immediately north of the project site; and single-family residences, a restaurant, and an automotive body and paint showroom and garage west of the project site.

Currently, the City of Downey General Plan Land Use Map designates the project site as General Commercial, while the City's Zoning Map identifies the site as a Lakewood/Firestone Specific Plan area. In order to facilitate implementation of the proposed project, the applicant has filed a request for a Specific Plan Amendment:

- ***Specific Plan Amendment:*** The proposed project site is located in sites 9, 10, and 11 of Subarea 3 of the Lakewood/Firestone Specific Plan area. The Specific Plan allows for the development and operation of "Standard Permitted Uses," which include various commercial and retail uses, but does not include grocery stores or food markets. The Lakewood/Firestone Specific Plan would be amended to allow for the development and operation of the food market, with incidental alcohol sales, specifically for Sites 9, 10, and 11 of Subarea 3.

The intent of the City of Downey Lakewood/Firestone Specific Plan is to encourage retail uses that would complement and benefit the Stonewood Shopping Center located at 251 Stonewood Street. As discussed within the Specific Plan, a study conducted by the firm Market Profiles was used to inform and aid in the preparation of the Specific Plan document. The Market Profile study affirmed that local retailers would prefer to locate near regional shopping centers to capitalize on the customer exposure that arterials adjacent to malls provide. The Market Profile study concluded that certain retailers were unrepresented in the City. Such retailers included apparel, art supply, photographic equipment, stationary and book, office and school supply, furniture, appliance, and

ALDI Food Market Mitigated Negative Declaration

specialty stores, and food stores. At the time of the study, it was determined that Downey residents often left the City to visit the retailers described above. Land uses permitted within the Lakewood/Firestone Specific Plan are consistent with the General Commercial designation (City of Downey 1992).

While the Specific Plan currently does not include grocery stores or food markets as a “Standard Permitted Use,” the proposed project would support the intent of the Specific Plan: encouraging retail uses that would complement and benefit the Stonewood Shopping Center and encouraging retailers that are unrepresented in the City (including food stores). The proposed project would also be consistent with the General Commercial land use designation of the Specific Plan area.

Site 8 of Subarea 3 is currently occupied by the Citibank building and is not part of the proposed project site. Sites 9, 10, and 11 of Subarea 3 make up the project site. Vacant buildings, vacant land, and two small houses occupied Subarea 3 of the Specific Plan area at the time of adoption of the Lakewood/Firestone Specific Plan. It was determined that Subarea 3 would be ideal for a commercial development that operates as a single center. To meet City requirements for right-of-way width, dedication (1 to 3 feet) from Lakewood Boulevard would be required for subdivision actions associated with Sites 9, 10, and 11. It was also recommended that Nash Avenue be used for secondary access to Subarea 3. Additionally, the Lakewood/Firestone Specific Plan identifies the single-family residences located west of Subarea 3 as an area zoned for commercial uses (City of Downey 1992). Single-family residents still occupy this site.

Specifically, for Subarea 3, the proposed project would consolidate Sites 9, 10, and 11, allowing the sites to operate as a “single center of commercial development” as described above. Additionally, as part of the proposed project, an 18-foot right-of-way dedication would be located on the eastern edge of the project site to allow for a deceleration lane from Lakewood Boulevard. This would meet the City’s requirements for right-of-way width. As described above, secondary access to the project site would be via Nash Avenue. Although single-family residential is located to the west of the project site, these uses are not consistent with the Specific Plan and zoning for the area.

Given the urban setting of the project site, mix of uses and architectural styles, and presence of existing commercial development, the proposed project is anticipated to be consistent with the character of the surrounding area (see Section 3.1(c) of this MND for further discussion regarding potential aesthetic character effects). As such, based on these characteristics, and considering that the proposed project is consistent with the Lakewood/Firestone Specific Plan, impacts associated with the Specific Plan Amendment would be less than significant.

ALDI Food Market Mitigated Negative Declaration

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. There is no adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan in the City. Thus, the development on the project site would not be subject to the provisions of any such conservation plans. Therefore, no impacts associated with conflict with habitat conservation plans would occur.

3.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
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"/>
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"/>

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no gas, geothermal, or other known wells located on or in the vicinity of the project site. However, there is one oil well located approximately 0.6 miles west of the project site, operated by Downey Syndicate, and another located 0.6 miles to the east, operated by the Union Oil Company of California (CDC 2016). The proposed project would not result in a land use conflict with the existing oil extraction, nor would it preclude future oil extraction on underlying deposits. The Downey Vision 2025 Comprehensive General Plan Update Environmental Impact Report (City of Downey 2004) (see Section 8.5) states that there are no known mineral resource zones present in the City. According to the Mineral Resources and Oil Field Mapping conducted for the Los Angeles County Bicycle Master Plan (see County of Los Angeles 2012, Figure 3.8-1), there are no known mineral resources on site or within the project vicinity. As such, the project site is not mapped as or known to contain an important mineral resource. Therefore, the proposed project would not result in the loss

ALDI Food Market Mitigated Negative Declaration

of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact. The Downey Vision 2025 Comprehensive General Plan Update Environmental Impact Report (City of Downey 2004) (see Section 8.5) states that there are no known mineral resource zones present within the City. Further, as discussed in Section 3.11(a), only two active oil wells exist within the vicinity of the project site, and the proposed project would neither result in a land use conflict with the existing oil extraction nor preclude future oil extraction on underlying deposits. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of 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"/>
f) For a project within the vicinity of a private airstrip, exposure of 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"/>

ALDI Food Market Mitigated Negative Declaration

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant with Mitigation Incorporated. During project construction, the project would result in a temporary increase in noise levels due to the use of construction equipment. Employees and visitors of the food market would generate additional traffic on local streets. Traffic noise would be a long-term source of noise from the project. The operation of the food market would also result in noise from trucks idling and delivering food market products.

The City’s General Plan Noise Element addresses land use compatibility. The Noise Element states that an exterior community noise equivalent level greater than 60 A-weighted decibels (adjusted for the frequency response of the human ear) (dBA) is normally unacceptable for residential uses, schools, parks, and other non-residential noise-sensitive land uses (City of Downey 2005).

Noise levels are regulated by the City’s Municipal Code, Article IV, Chapter 6 (City of Downey 1978e). The sound limits apply to noise generation from one property to an adjacent property. The sound level limits depend on the time of day, the duration of the noise, and land use. According to the City’s Municipal Code, the maximum permissible sound pressure level measured at the property boundary of residential, commercial, or manufacturing land uses from any noise source not operating on a public right-of-way shall constitute a public nuisance when such noise level exceeds 5 dBA above the ambient noise level at any period during the course of a 24-hour day. However, if a noise source is of a continuous nature and cannot reasonably be discontinued for a time period wherein the ambient noise level can be determined, the maximum permissible steady noise level by sound sources across the property boundary of any land use cited below may be less than, but not greater than, the sound level limits that are depicted in Table 9 (City of Downey 1978e).

**Table 9
Exterior Noise Limits**

Land Use Category	Noise Level (dBA)	
	Nighttime 10:00 p.m.–7:00 a.m.	Daytime 7:00 a.m.–10:00 p.m.
Residential	45	55
Commercial	65	65
Manufacturing	70	70

Source: City of Downey 1978e.

ALDI Food Market Mitigated Negative Declaration

The nearest sensitive receptors that would potentially be impacted by noise generated during construction of the project are residential uses located approximately 40 feet west of the project site. As defined in Table 9, residential land uses have a daytime noise standard of 55 dBA during the hours of 7:00 a.m. to 10:00 p.m. and a nighttime noise standard of 45 dBA during the hours of 10:00 p.m. to 7:00 a.m.

However, according to the City's noise ordinance, construction, repair, or remodeling equipment and devices and other related construction noise sources are exempted from the provisions of the City's noise ordinance, provided a valid permit for such construction, repair, or remodeling has been obtained from the City. In any circumstance other than emergency work, no repair or remodeling is permitted to take place between 9:00 p.m. of one day and 7:00 a.m. of the following day, and no repair or remodeling is permitted to exceed 85 dBA across any property boundary at any time during the course of a 24-hour day (City of Downey 1978e).

Ambient Noise Monitoring

Noise measurements were conducted at three locations adjacent to the project to determine the approximate ambient daytime noise level. One additional noise measurement was conducted to approximate the ambient daytime and nighttime noise levels for the proposed project location.

The three noise measurements (for daytime noise) were conducted on March 17, 2016, between 3:30 p.m. and 5:45 p.m. (see Appendix D). The three daytime, short-term (1 hour or less) attended sound level measurements were taken with a Rion NL-32 sound-level meter. This sound-level meter meets the current American National Standards Institute standard for a Type 1 precision sound-level meter. The sound-level meter was positioned at a height of approximately 5 feet above the ground. The measured daytime average sound levels ranged from 54 to 69 dBA, as depicted in Table 10. The measurement results are in terms of the time-averaged equivalent noise level (L_{eq}).

The 24-hour noise measurement was conducted from March 16 to March 17, 2016, between 5:30 p.m. and 4:45 p.m. Several 15-minute noise measurements were taken over the 24-hour period. The non-attended sound level measurements were taken with a SoftdB Piccolo sound-level meter. The sound-level meter meets the current American National Standards Institute standard for a Type 2 precision sound-level meter. The sound-level meter was placed on a tree located on site at a height of approximately 5.5 feet above the ground. The measured daytime average sound levels (7:00 a.m. to 10:00 p.m.) ranged from 52 to 66 dBA, with an overall average of 60 dBA, as depicted in Table 10. The measured nighttime average sound levels (10:00 p.m. to 7:00 a.m.) ranged from

ALDI Food Market Mitigated Negative Declaration

49 to 71 dBA, with an overall average of 58 dBA, as depicted in Table 10. The measurement results are in terms of the time-averaged sound level.

Table 10
Ambient Measured Noise Levels

Site	Location	Sound Level (dBA L _{eq})	Noise Sources
<i>Daytime Short-Term Noise Measurements</i>			
M1	Single-family residential; 8740 McCahill Street	55	Traffic noise, electric handsaw, Coca-Cola Bottling Company Plant noise, barking dog, Coca-Cola Bottling Company Plant noise, birds
M2	Single-family residential; 8729 McCahill Street	54	Traffic noise, distant aircraft, electric handsaw, birds
M3	Single-family residential; 11408 Lakewood Boulevard	69	Traffic noise, distant aircraft, radio noise from passing cars, Coca-Cola Bottling Company Plant noise
<i>Daytime and Nighttime 24-hour Noise Measurements</i>			
M4	Project site; 11215 Lakewood Boulevard	Nighttime Noise Measurements^a Range: 49–71 Average: 58	Attendant was not present; however, based on daytime observations noise could be attributed to traffic noise, Coca-Cola Bottling Company Plant noise, and freight train noise
		Daytime Noise Measurements^b Range: 52–66 Average: 60	Attendant was not present during entire duration of measurement; however, based on initial observations noise could be attributed to traffic noise, Coca-Cola Bottling Company Plant noise, and freight train noise

Source: See Appendix D for complete results.

Notes: dBA = A-weighted decibels; L_{eq} = time-averaged equivalent noise level.

^a Nighttime noise measurements were taken from 10:00 p.m. to 7:00 a.m.

^b Daytime noise measurements were taken from 7:00 a.m. to 10:00 p.m.

Construction of the Project

The noise levels generated by construction equipment would vary greatly depending on factors such as the type and specific model of the equipment, the operation being performed, and the condition of the equipment. The average sound level of the construction activity also depends on the amount of time that the equipment operates and the intensity of the construction during the period. Development activities for project construction would generally involve the following sequence:

- Site preparation
- Building construction

ALDI Food Market Mitigated Negative Declaration

- Grading
- Trenching
- Paving
- Architectural coating

As discussed in Section 3.3, Air Quality, the following equipment is anticipated to be used during project construction:

- Rubber-tired dozers
- Tractors/loaders/backhoes
- Scrapers
- Skid steer loaders
- Excavators
- Water trucks
- Forklifts
- Rough-terrain forklifts
- Pavers
- Rollers
- Aerial lifts

The range of maximum noise levels for various types of construction equipment at a distance of 50 feet is depicted in Table 11.

Table 11
Construction Equipment Noise Emission Levels

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Backhoe	80
Dozer	85
Loader	85
Paver	89
Roller	74
Scraper	89
Truck	88

Source: FTA 2006.

Note: dBA = A-weighted decibels.

ALDI Food Market Mitigated Negative Declaration

As previously mentioned, the nearest sensitive receptors that would potentially be impacted by noise generated during construction of the project are residential uses located approximately 40 feet west of the project site. The estimated construction noise levels at nearby residential uses are summarized in Table 12. Construction noise levels at more distant locations would be correspondingly lower, and intervening structures would also reduce the noise from construction activities.

Table 12
Short-Term (Construction) Noise Levels

Noise-Sensitive Land Use	Approximate Distance from Nearest Construction	Construction Noise Level Range (dBA L_{eq})	City of Downey Noise Ordinance Construction Noise Standard (dBA)
Residences at 8740 McCahill Street	40 feet	74–89	85

Source: City of Downey 1978e.

Notes: dBA = A-weighted decibels; L_{eq} = time-averaged equivalent noise level.

The construction noise level range shown in Table 12 represents the maximum noise levels that could be experienced from the nearest sensitive receptors; the majority of construction activities would occur more than 40 feet from the nearest sensitive receptors. However, construction activities associated with construction of the project would exceed the City’s construction noise ordinance standards and have the potential to adversely affect adjacent noise-sensitive uses (residences) through annoyance and disruption of conversations. As such, noise from construction activities would represent a significant impact at nearby residential uses during the louder stages of construction. It is anticipated that not all construction equipment would be used simultaneously for long periods during the construction phase. To minimize impacts associated with construction noise, the project would be required to implement mitigation to reduce this potential impact, such as limiting construction hours, placing mufflers on equipment engines, and orienting stationary sources to direct noise away from sensitive uses (MM-NOISE-1). Additionally, construction noise is temporary in nature and would cease once construction work is completed (construction is expected to be completed in 4.5 months). With implementation of MM-NOISE-1, impacts related to short-term construction would be considered less than significant with mitigation incorporated.

Operation of the Project

As a result of growth in the area, as well as operation of the project, traffic on local arterial streets is expected to increase relative to current conditions. Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration’s Traffic Noise Model, Version 2.5. Data used to model noise from

ALDI Food Market Mitigated Negative Declaration

vehicular traffic were derived from the project-specific traffic impact analysis report prepared by Stantec (Appendix E). Information used in the model included the Existing 2016, Existing with Project 2016, Baseline 2017, and Baseline with Project 2017 traffic volumes. Noise levels were modeled at representative noise-sensitive receptors. The receptors were modeled to be 1.5 meters (5 feet) above the local ground elevation. One receptor (M4) represents an on-site receptor and four receptors (M1, M2, M3, and M4) represent existing off-site single-family residences.

The information provided from this modeling, along with the results from ambient noise survey measurements, was compared to the noise impact significance criteria to assess whether project-related traffic noise would cause a significant impact, and if so, where these impacts would occur. The results of the comparisons are presented in Table 13.

Table 13
Project-Related Traffic Noise

Modeled Receptor	Receptor Address	Roadway Intersection	Existing 2016 (dBA)	Existing with Project 2016 (dBA)	Baseline 2017 (dBA)	Baseline with Project 2017 (dBA)	Maximum Project-Related Noise Level Increase (dB)
M1: Single-family residential	8740 McCahill Street	Nash Avenue and Firestone Boulevard	57	59	57	59	2
M2: Single-family residential	8729 McCahill Street	Nash Avenue and Firestone Boulevard	54	55	55	55	1
M3: Single-family residential	11408 Lakewood Boulevard	Lakewood Boulevard and Firestone Boulevard	70	70	71	71	0
M4: Project Site	11215 Lakewood Boulevard	Nash Avenue and Firestone Boulevard	59	60	60	60	1
M5: Single-family residential	11114 Marbel Avenue	Lakewood Boulevard and Firestone Boulevard	59	59	59	59	0
M6: Single-family residential	11115 Marbel Drive	Lakewood Boulevard and Firestone Boulevard	58	59	59	59	1

Source: FHWA 2004.

Notes: dBA = A-weighted decibels; dB = decibels.

Project-related traffic noise levels are rounded to the nearest whole numbers.

ALDI Food Market Mitigated Negative Declaration

As Table 13 shows, the project would result in a maximum 2 dB increase in the noise level along these roads in the vicinity of the project. Noise levels provided in Table 13 represent noise associated with traffic only. Traffic noise associated with the project would not exceed the maximum permissible noise level increase of 5 dBA above the ambient noise level, as outlined in Article IV, Chapter 6, Section 4606.3A of the City's municipal code (City of Downey 1978e). The proposed project is not anticipated to result in significant noise increases or cause an exceedance of applicable noise standards. Therefore, the impact from traffic noise associated with the project would be less than significant.

Noise associated with the project would include opening and shutting of car doors, starting engines, and idling vehicles. Noise associated with shutting of car doors, starting engines, and idling vehicles would be temporary and relatively brief and thus would not cause a substantial noise impact.

In addition, the project would also result in noise from trucks delivering food market products. This could include noise from idling trucks, truck back-up alarms, and truck loading and unloading. The delivery dock would be located in the southwest region of the project site, facing Nash Avenue. The nearest receptor would be located approximately 60 feet west of the delivery dock. Although the market would operate from 9:00 a.m. to 9:00 p.m. every day, deliveries could occur outside these hours of operation. As shown in Table 9, the exterior noise limit for residential land uses is 45 dBA during the nighttime (10:00 p.m. to 7:00 a.m.) and 55 dBA during the daytime (7:00 a.m. to 10:00 p.m.). According to Table 10, existing nighttime noise measurements averaged 54 dBA L_{eq} , which exceeds the nighttime exterior noise limit. Existing nighttime noise measurements ranged from 49 to 71 dBA L_{eq} . During the entirety of the recording period, the maximum measured noise level (L_{max}) was 93 dBA, which occurred at 10:30 p.m. Although no attendant was present during this reading, given the proximity to the Union Pacific Railroad tracks, it is assumed that this maximum noise reading was a result of a passing train. Because delivery trucks have the potential to adversely affect adjacent noise-sensitive uses (residences), the project would be required to implement mitigation to reduce this potential impact (MM-NOISE-2). Upon implementation of MM-NOISE-2, impacts related to operation would be considered less than significant with mitigation incorporated.

Mitigation Measures

MM-NOISE-1 In order to reduce impacts related to heavy construction equipment moving and operating on site during project construction, grading,

ALDI Food Market Mitigated Negative Declaration

demolition, and paving prior to issuance of grading permits, the applicant shall ensure that the following procedures are followed:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise reduction methods, such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and using electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed so noise is directed away from or shielded from sensitive noise receptors where feasible.
- During construction, stockpiling and vehicle staging areas shall be located as far as practicable from noise-sensitive receptors.
- Construction shall be restricted to weekdays between the hours of 7:00 a.m. and 7:00 p.m. and Saturdays between the hours of 8:00 a.m. and 5:00 p.m. No construction shall occur on Sunday. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent. In the event the City receives a complaint, appropriate corrective actions shall be implemented, and a report of the action shall be provided to the reporting party.

MM-NOISE-2 In order to reduce impacts related to deliveries, the applicant shall ensure that the following procedures are followed:

- The applicant would be required to build and maintain a 7-foot masonry wall above finished grade on the west side of the project site.
- Signage shall be posted in the delivery dock area requiring that delivery trucks limit idling to 5 minutes or less; requesting that back up alarms be turned off, if possible; and requesting that truck drivers be courteous to neighbors.

ALDI Food Market Mitigated Negative Declaration

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less-Than-Significant Impact. Ground-borne vibration is a small, rapidly fluctuating motion transmitted through the ground that diminishes (attenuates) fairly rapidly over distance. Ground-borne vibration from heavy equipment operations during construction of the proposed project was evaluated and compared with relevant vibration impact criteria using the Federal Transit Administration's Transit Noise and Vibration Impact Assessment, which provides vibration impact criteria and recommended methodologies and guidance for assessment of vibration effects (FTA 2006).

At a distance of approximately 40 feet, the vibration level from heavy construction machinery (such as a loaded truck or a drilling rig) would be between approximately 0.038 peak particle velocity in inches per second (PPV IPS) and 0.044 PPV IPS. Vibration levels of this magnitude would likely be perceptible at nearby residences, but would be below the FTA threshold of potential damage for normal structures (0.20 PPV IPS) and would not be considered excessive. Therefore, short-term construction-related vibration impacts would be less than significant.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less-Than-Significant Impact with Mitigation Incorporated. Refer to Section 3.12(a). Operation of the project would not result in a significant permanent noise impacts; therefore, this impact would be considered less than significant with incorporation of MM-NOISE-2.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant with Mitigation Incorporated. Refer to Section 3.12(a). Construction of the project would not result in any significant temporary or periodic noise impacts; therefore, this impact would be considered less than significant with incorporation of MM-NOISE-1.

ALDI Food Market Mitigated Negative Declaration

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in exposure of people residing or working in the project area to excessive noise levels?*

No Impact. The proposed project is located neither within 2 miles of a public airport nor within an airport land use plan. The nearest airports are the Compton–Woodley Airport, located approximately 8 miles away, and the Fullerton Municipal Airport, approximately 9 miles away. Therefore, there would be no impact.

- f) *For a project within the vicinity of a private airstrip, would the project result in exposure of people residing or working in the project area to excessive noise levels?*

No Impact. The nearest private airstrip to the project site is the Goodyear Blimp Base Airport, located approximately 10.2 miles southwest at 19200 South Main Street in Gardena, California (Airnav.com 2016). The proposed project is not located within the vicinity of a private airstrip; therefore, there would be no impact.

3.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No Impact. The proposed project involves the construction of a food market and associated improvements. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed project.

ALDI Food Market Mitigated Negative Declaration

Additionally, the employees hired to construct and operate the proposed ALDI food market would be minimal (15 during construction and 15–20 during operation) and would come from the region. As such, it is not anticipated that people would relocate into the City as a result of the proposed project.

Further, the proposed project would generally connect to existing utilities and infrastructure located adjacent to the project site. The proposed project would not construct new or extend existing utilities or infrastructure into areas not currently served by such improvements. Thus, the proposed project would not indirectly induce population growth. Therefore, no impacts associated with population growth inducement would occur.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed project would neither displace existing housing nor necessitate the construction of replacement housing. Therefore, no impact would occur.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. There is currently no housing on the project site. As such, the site does not support a residential population. Therefore, no impacts would occur.

3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ALDI Food Market Mitigated Negative Declaration

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

Fire protection?

Less-Than-Significant Impact. Fire protection and emergency medical response services in the City are provided by the City of Downey Fire Department (DFD). The DFD operates out of four fire stations that house four engine companies, one truck company, two paramedic squads, two Basic Life Support ambulances, one urban search and rescue unit, and one command vehicle (City of Downey 2015). The City is divided into four districts, with each district primarily served by one of four stations. The project site is located in District 4, which is served by Fire Station No. 4 (9349 Florence Avenue), located approximately 1.1 miles northeast of the site.

The project site is already within the service area of the DFD. Once operational, the proposed project would continue to be served by the DFD. Additionally, as previously discussed in Section 3.13(a), the proposed project would not directly or indirectly induce population growth in the City. While the proposed project could potentially result in a slight increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and not result in the need for new DFD facilities. Overall, it is anticipated that the proposed project would be adequately served by existing DFD facilities, equipment, and personnel. Therefore, impacts associated with the construction or expansion of DFD facilities would be less than significant.

Police protection?

Less-Than-Significant Impact. In the City, police protection services are provided by the Downey Police Department (DPD). The DPD operates out of its headquarters located at 10911 Brookshire Avenue, roughly 0.4 miles northwest of the project site.

Similar to fire protection services, the project site is already within the service area of the DPD, and once operational, the proposed project would continue to be served by the DPD. Additionally, the proposed project would not directly or indirectly induce population growth in the City. While the proposed project would potentially result in a slight increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and not result in the need for new DPD facilities. Overall, it is anticipated that the proposed project would be adequately served by existing DPD

ALDI Food Market Mitigated Negative Declaration

facilities, equipment, and personnel. Therefore, impacts associated with the construction or expansion of DPD facilities would be less than significant.

Schools?

No Impact. Public kindergarten through high school education in the City is provided by the Downey Unified School District. As previously discussed in Section 3.13(a), the proposed project would not directly or indirectly induce population growth in the City. The number of employees hired to construct and operate the proposed ALDI food market would be minimal and it is assumed they would come from the region. As such, it is not anticipated that people would relocate to the City as a result of the proposed project, and an increase in school-age children requiring public education is not expected to occur as a result of the proposed project. Therefore, no impacts associated with the construction or expansion of Downey Unified School District facilities would occur.

Parks?

No Impact. As further discussed in Section 3.15, Recreation, no residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed project. The number of employees hired to construct and operate the proposed ALDI food market would be minimal and it is assumed they would come from the region. As such, it is not anticipated that people would relocate into the City as a result of the proposed project, and an increase in patronage at park facilities is not expected. Therefore, no impacts associated with the construction or expansion of park facilities would occur.

Other public facilities?

No Impact. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed project. The number of employees hired to construct and operate the proposed ALDI food market would be minimal and it is assumed they would come from the region. As such, it is not expected that people would relocate to the City as a result of the proposed project; thus, a substantial increase in patronage at libraries, community centers, or other public facilities is not expected. Therefore, no impacts associated with the construction or expansion of public facilities would occur.

ALDI Food Market Mitigated Negative Declaration

3.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project 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"/>

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

No Impact. Neither the construction nor the operation of the proposed project would generate new permanent residents that would increase the use of existing parks and recreational facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Additionally, due to the anticipated limited number of construction personnel and duration of construction activities (approximately 4.5 months), short-term impacts to local recreational facilities would not occur. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the proposed project.

- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

No Impact. The proposed project does not include development of any residential uses and thus would not generate new permanent residents that would increase the demand for recreational facilities. Further, the proposed project would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Because the proposed project does not include development of any residential uses, it would not generate new permanent residents that would increase the demand for recreational facilities. As such, no impacts would occur as a result of implementation of the proposed project.

ALDI Food Market Mitigated Negative Declaration

3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This analysis is based on the ALDI Food Market Traffic Impact Analysis (TIA) prepared by Stantec (March 2016; included as Appendix E to this MND).

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less-Than-Significant Impact with Mitigation Incorporated. The TIA prepared for the project analyzed Existing 2016 and Baseline 2017 year traffic operation within the study

ALDI Food Market Mitigated Negative Declaration

area to provide a baseline for Existing 2016 and Baseline 2017 level of service (LOS). The project is anticipated to be completed in one phase by 2017. Baseline 2017 traffic volumes have been developed by factoring Existing 2016 volumes by an ambient growth rate of 1% per year (for 1 year) and then adding traffic from identified future development projects.

To provide a detailed analysis of existing peak hour and Baseline 2017 year traffic operation within the study area and to provide a baseline for Existing 2016 and Baseline 2017 LOS, signalized intersection LOS was determined using the Intersection Capacity Utilization method.

City of Downey Criteria

The City's target minimum LOS is LOS D, which should be maintained during the peak commute hours. Hence, any intersection operating at LOS E or F is considered deficient/unsatisfactory. Based on projected traffic volumes in the City, many intersections are expected to reach unacceptable LOS, defined as E or F. Therefore, the General Plan advances programs to reduce congestion to provide acceptable LOS, defined as A, B, C, or D (City of Downey 2005).

Los Angeles County Congestion Management Program Criteria

In addition to the General Plan, the standards and requirements of the Los Angeles County Congestion Management Program (CMP) provide the basis for evaluating the potential for project traffic impacts within the City. The CMP is a state-mandated program that was enacted by the State Legislature with the passing of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. The CMP impact criteria apply for analysis of both freeway and intersection monitoring locations. For the purposes of the CMP, a significant impact would occur if the proposed project were to increase traffic demand on a CMP facility by 2% of capacity causing LOS F; if the facility is already at LOS F, a significant impact would occur when the proposed project increases traffic demand on a CMP facility by 2% of capacity. The Lakewood/Firestone Boulevard intersection included in this analysis is currently identified in the County CMP but does not meet this criterion for either existing or future no project or with project conditions.

Study Area

Lakewood Boulevard

The project site is 1.76 acres and is located at 11215 Lakewood Boulevard, south of Firestone Boulevard in the City of Downey. Lakewood Boulevard is designated a Major

ALDI Food Market Mitigated Negative Declaration

Arterial roadway per the City's General Plan. Lakewood Boulevard is a six-lane, divided roadway with a center raised landscaped median, and provides three travel lanes in the northbound and southbound directions. On-street parking is prohibited on both sides of the roadway, and the posted speed limit is 40 miles per hour (mph). Lakewood Boulevard will provide a right-in/right-out project access at one of the two site driveways. The project will provide a dedicated southbound right-turn/deceleration lane on Lakewood Boulevard at the access driveway.

Nash Avenue

Nash Avenue is a local street and will provide project access between the western site driveway on Nash Avenue and Firestone Boulevard. Nash Avenue has a 30-foot curb-to-curb width, with parking allowed on the west side from Firestone Boulevard to the end of the street north of the railroad right-of-way. On-street parking is prohibited along the east side of Nash Avenue from McCahill Street to Firestone Boulevard.

Firestone Boulevard

Firestone Boulevard is just to the north of the project site and is designated a Major Arterial Roadway per the City's General Plan. Firestone Boulevard is a six-lane divided roadway with a center raised median and provides three travel lanes in the eastbound and westbound directions. On-street parking is prohibited on both sides of the roadway and the posted speed limit is 35 mph. The intersection of Firestone Boulevard and Lakewood Boulevard is a CMP intersection.

Bellflower Boulevard

Bellflower Boulevard is located in the project study area to the southeast and intersects with Lakewood Boulevard at the Coca Cola Bottling Company plant access south of the railroad tracks. Bellflower Boulevard is a north-south designated Secondary Arterial roadway and provides two through lanes in each direction with a painted two-way left-turn lane median and left-turn lanes at intersections. On-street parking is allowed where not prohibited along both sides of the roadway, and the posted speed limit is 40 mph.

Study Intersections

The key intersections selected for evaluation in this report provide local and regional access to the study area. The following intersections are included in the study area for analysis:

1. Lakewood Boulevard at Firestone Boulevard (signalized)

ALDI Food Market Mitigated Negative Declaration

2. Lakewood Boulevard at Bellflower Boulevard/Coca Cola Bottling Company Access (signalized)

The primary project access is provided to/from southbound Lakewood Boulevard via a right-in/right-out access driveway. An 11-foot-wide right-turn/deceleration lane is provided for ingress. The driveway and drive aisle width at this location is 30 feet. The planned on-site circulation for delivery trucks is to use this access and the 30-foot-wide central aisle to reach the western side of the site, where trucks will make a right turn and pull ahead to the northwest corner of the site and then back into the delivery dock. Trucks will depart the site via a 42-foot-wide driveway onto Nash Avenue. The drive aisle on the western portion of the site, where trucks will maneuver to straighten out before backing to the dock, has been designed to accommodate this movement and has a minimum width of 30 feet. Both project access driveways will be one-way stop controlled.

Existing Traffic Volumes

For Existing 2016 conditions, the Lakewood/Firestone intersection is operating at LOS C during both the AM and PM peak hours and the Lakewood/Bellflower intersection is operating at LOS A during both AM and PM peak hours, based on Existing 2016 intersection volumes and improvements. The Existing 2016 weekday 24-hour traffic volumes on Firestone Boulevard are approximately 37,000 and 43,000 vehicles per day to the east and west of Lakewood Boulevard, respectively. These volumes are below the capacity of this roadway (which is approximately 54,000 vehicles per day). The Existing 2016 weekday 24-hour volumes along Lakewood Boulevard south of Firestone Boulevard are approximately 39,000 vehicles per day and are also below the capacity of this roadway (also approximately 54,000 vehicles per day). The Existing 2016 weekday 24-hour volumes on Bellflower Boulevard are approximately 12,000 vehicles per day, which is below this roadway's estimated capacity of approximately 36,000 vehicles per day.

Cumulative Project Traffic Volumes

The City has identified 17 related projects within the project study area. Related projects, as defined by CEQA Guidelines Section 15355, are "closely related past, present and reasonably foreseeable probable future projects." The TIA assumes that these related projects will be developed and operational when the proposed project is operational.

Project Traffic Characteristics

Trip generation rates and forecast project daily and peak hour traffic volumes are shown in Table 14. The trip generation rates used to forecast traffic volumes produced by the

ALDI Food Market Mitigated Negative Declaration

project were identified by the Institute of Transportation Engineers using Trip Generation, 9th Edition (ITE 2012).

The first part of Table 14 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed project, and the lower part presents the forecast daily and peak hour project traffic volumes. The trip generation potential for the proposed project was forecast using the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition.

As shown in Table 14, project buildout is expected to generate 63 total trips (39 inbound, 24 outbound) during AM peak hour, while generating 224 total trips (114 inbound, 110 outbound) during PM peak hour. Additionally, the project is expected to generate 2,634 average daily trips upon buildout.

Table 14
ALDI Market – Trip Generation Summary

Trip Generation Rates										
Land Use	Unit	ITE Land Code	Quantity	Daily Rate	AM Peak Hour Split			PM Peak Hour Split		
					Rate	In	Out	Rate	In	Out
Supermarket	SF	850	18,557	102.24	3.40	62%	38%	9.48	51%	49%
Project Trip Generation										
Land Use	Quantity	ADT	AM Peak Hour Volume In			PM Peak Hour Volume In				
			Total	In	Out	Total	In	Out		
Supermarket	18,557	2,634	63	39	24	224	114	110		

Source: ITE 2012.

Notes: ITE = Institute of Transportation Engineers; SF = square feet; ADT = average daily trips.

Project Trip Distribution and Assignment

Approximately 20% of project traffic is assigned to/from the east and 30% to/from the west via Firestone Boulevard. Approximately 15% each is assigned to/from the south/southeast via Lakewood Boulevard and Bellflower Boulevard, and 20% to/from the north via Lakewood Boulevard.

Intersection Capacity Analysis

Existing 2016 Conditions

Table 15 shows that the Lakewood/Firestone intersection is currently operating at LOS C during both AM and PM peak hours and the Lakewood/Bellflower intersection is operating at LOS A during both peak hours with Existing 2016 traffic volumes and improvements.

ALDI Food Market Mitigated Negative Declaration

Table 15
Existing 2016 LOS at Study Area Intersections (Signalized)

Intersections	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Lakewood Boulevard/Firestone Boulevard	0.71	C	0.78	C
Lakewood Boulevard/Bellflower Boulevard	0.47	A	0.49	A

LOS = level of service; ICU = Intersection Capacity Utilization.

Baseline 2017 Conditions

To analyze Baseline 2017 (no project) conditions on the existing circulation network, an ambient growth factor of 1% per year has been applied to 2016 volumes, and cumulative traffic from other known development projects that passes through the study area intersections has been added to the forecasts. The results of this analysis are shown in Table 16.

Table 16 shows that, with forecast Baseline 2017 peak hour volumes, the study area intersection LOS is the same as Existing 2016 conditions with one exception. At Firestone/Lakewood Boulevard the forecast LOS is expected to decline from LOS C to LOS D in the PM peak hour. This is due to the traffic volume generated by cumulative projects included in the study. AM peak hour LOS at Firestone/Lakewood Boulevard and Lakewood/Bellflower Boulevard for both AM and PM peak hours remains the same as Existing 2016 conditions.

Table 16
Baseline 2017 LOS at Study Area Intersections (Signalized)

Intersections	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Lakewood Boulevard/Firestone Boulevard	0.75	C	0.87	D
Lakewood Boulevard/Bellflower Boulevard	0.53	A	0.59	A

LOS = level of service; ICU = Intersection Capacity Utilization.

Existing 2016 with Project Conditions

Table 17 summarizes the peak hour LOS results at the key study intersections for Existing 2016 traffic conditions with and without the project. Table 17 shows that, with Existing 2016 volumes and with Existing plus Project 2016 peak hour volumes, all intersections in the study area will continue to operate at LOS C or better. Therefore, impacts will be less than significant.

ALDI Food Market Mitigated Negative Declaration

Table 17
Existing and Existing with Project 2016 LOS at Study Area Intersections (Signalized)

Intersections	Existing 2016				Existing with Project 2016			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Lakewood Boulevard/Firestone Boulevard	0.71	C	0.78	C	0.71	C	0.79	C
Lakewood Boulevard/Bellflower Boulevard	0.47	A	0.49	A	0.48	A	0.50	A

LOS = level of service; ICU = Intersection Capacity Utilization.

Baseline 2017 with Project Conditions

Table 18 shows the results of intersection LOS analysis for Baseline 2017 with Project traffic volume conditions. Table 18 shows that, with forecast Baseline 2017 with Project peak hour volumes, the Lakewood/Firestone and Lakewood/Bellflower intersections will continue to operate at the same LOS C and A, respectively, as under Baseline 2017 conditions with the PM peak hour at Lakewood/Firestone being an exception. During the PM peak hour, the LOS at Lakewood/Firestone is predicted to decline by one service level to LOS E.

The forecast Baseline with Project 2017 PM peak hour of 0.91, LOS E, at the Lakewood/Firestone intersection does not meet the City target of LOS D or better. LOS E is exceeded during the PM peak hour because project traffic volumes combine with the traffic volumes from cumulative projects. It should be noted that the LOS D threshold (0.90) is exceeded by a single percentage point (0.01) under Baseline with Project 2017 PM peak hour conditions.

The City has identified a future planned improvement to this intersection. This improvement would provide a second left-turn lane on both the northbound and southbound approaches of Lakewood Boulevard. Table 18 shows that with this planned improvement, the impact of the project and other cumulative development traffic volumes would be mitigated and PM peak hour LOS would improve to 0.80, LOS C.

Table 18
Baseline and Baseline with Project 2017 LOS at Study Area Intersections (Signalized)

Signalized Intersections	Baseline 2017				Baseline with Project 2017			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Lakewood Boulevard/Firestone Boulevard	0.75	C	0.87	D	0.76	C	0.91	E
Lakewood Boulevard/Firestone Boulevard— With Improvement (Add second left-turn lanes on NB/SB Lakewood Boulevard approaches)	—	—	—	—	0.71	C	0.80	C

ALDI Food Market Mitigated Negative Declaration

Table 18
Baseline and Baseline with Project 2017 LOS at Study Area Intersections (Signalized)

Signalized Intersections	Baseline 2017				Baseline with Project 2017			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Lakewood Boulevard/Bellflower Avenue	0.53	A	0.59	A	0.53	A	0.60	A

LOS = level of service; ICU = Intersection Capacity Utilization.

A fair-share contribution would mitigate impacts to the Lakewood Boulevard/Firestone Boulevard intersection, contributing to the implementation of dual left-turn lanes on the Lakewood Boulevard north–south approaches (MM-TR-1). This fair-share contribution is based on the percentage of the project’s PM peak hour traffic generation at the intersection to the total PM peak hour traffic at the intersection generated by the project and cumulative projects. Based on the total forecast PM peak hour development volumes at the intersection, the project’s fair-share contribution is estimated at 14.54%.

MM-TR-1 The project applicant shall contribute its fair share (estimated at 14.54%) or appropriate share toward the improvement of the intersection of Lakewood Boulevard at Firestone Boulevard. The identified improvement is to add second left-turn lanes on the northbound and southbound approaches of Lakewood Boulevard.

With implementation of MM-TR-1, the project’s impact would be less than significant.

b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less-Than-Significant Impact with Mitigation Incorporated. As discussed in Section 3.16(a), the CMP intersection of Lakewood Boulevard/Firestone Boulevard would operate at an unacceptable LOS E during the PM peak hour in the future with project condition. With implementation of MM-TR-1, impacts would be less than significant.

c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The project proposes to construct a supermarket on a vacant site. The nearest airports to the proposed project are Compton–Woodley Airport, located approximately

ALDI Food Market Mitigated Negative Declaration

8 miles away, and the Fullerton Municipal Airport, approximately 9 miles away. Due to the distance of the project site from these airports, most planes are at a high enough altitude to not be impacted by the proposed project. The proposed project does not project lights into the sky or have any other feature that could disrupt existing air traffic patterns. The project would have no impact on air traffic patterns.

- d) ***Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less-Than-Significant Impact. The project proposes to construct a supermarket on a vacant site. Vehicular access would be provided to the site from two driveways: (1) from Lakewood Boulevard via a right-in/right-out access driveway and (2) from Nash Avenue. As discussed in Section 3.16(a), the project would not generate incompatible uses with the surrounding commercial area. The access points have been designed consistently with the City's circulation standards and do not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. For these reasons, the project would have a less-than-significant impact related to design hazards or incompatible uses.

- e) ***Would the project result in inadequate emergency access?***

Less-Than-Significant Impact. The site is located in an established, developed area with ample access for emergency service providers. A project access is provided to/from southbound Lakewood Boulevard via a right-in/right-out access driveway. An 11-foot-wide right-turn/deceleration lane is provided for ingress. The driveway and drive aisle width at this location is 30 feet. The access onto Nash Avenue is a 42-foot-wide driveway and has a minimum width of 30 feet. Both project access driveways will be one-way stop controlled. For these reasons, the project would have a less-than-significant impact related to emergency access.

- f) ***Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

Less-Than-Significant Impact. The project's access points have been designed consistently with the City's circulation standards and would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Furthermore, during demolition and construction activities, the area along the Lakewood Boulevard side of the project site could be temporarily impacted/temporarily closed to pedestrians. However, in accordance with the Americans with Disabilities Act requirements for accessibility in temporary traffic control zones, if sidewalks are

ALDI Food Market Mitigated Negative Declaration

removed from public circulation as a result of construction activities, then the project contractor would be required to clearly delineate an alternative circulation route location and provide any instruction required for its use. There are no striped bike lanes on Lakewood Boulevard along the project frontage. Once constructed, the project would not impact public transit, bicycle, or pedestrian facilities. Therefore, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

3.17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

Less-Than-Significant Impact. Wastewater produced within the City is composed primarily of effluent water generated from the City's various customers (i.e., residential, commercial, industrial). The quantity of wastewater generated is related to the population

ALDI Food Market Mitigated Negative Declaration

and the water use within the corresponding service area. Upon generation, wastewater is transferred by way of service connections (i.e., laterals) and collection mains to trunk sewers and interceptors. Sewer connections (laterals) are privately owned, operated, and maintained, while collection mains and trunk sewers are owned, operated, and maintained by the City and the County Sanitation Districts of Los Angeles County (CSDLAC), respectively (City of Downey 2012c).

The City's sanitary sewer system is composed of approximately 200 miles of sewer collection mains, 4,300 manholes, two lift stations, and other associated facilities. The piping is primarily composed of vitrified clay, and ranges in diameter from 6 inches to 21 inches, with the majority (90%) of the piping at 8 inches wide. CSDLAC owns, operates, and maintains a network of approximately 27 miles of trunk sewers that range from 10 inches to 78 inches in diameter within the City (City of Downey 2012c).

In addition to providing sewage conveyance via trunk sewers and interceptors, CSDLAC provides treatment services for the City. CSDLAC owns and operates a total of 10 water reclamation plants (WRPs) and a main processing plant, which form an interconnected network known as the Joint Outfall System. Sewer systems within the Joint Outfall System convey wastewater to WRPs for water reclamation and hydraulic relief, or flow directly to the main processing facility, the Joint Water Pollution Control Plant, for secondary treatment and solids processing. Wastewater generated within the City is ultimately sent to either Los Coyotes WRP or the Joint Water Pollution Control Plant, depending on the location of the site producing the waste (City of Downey 2012c).

Los Coyotes WRP, which began operation in 1970, has a treatment capacity of approximately 37.5 million gallons per day (MGD) and provides disinfected tertiary-treated effluent. The Los Coyotes WRP serves a regional population of approximately 370,000 people and produces an average of 24.16 MGD (27,059 AFY) of disinfected tertiary-treated recycled water during FY 2009–2010. An average of 5.23 MGD (5,855 AFY), or 21.6% of the recycled water produced during FY 2009–2010 at the Los Coyotes WRP, was reused for landscape irrigation, industrial applications, and groundwater replenishment. The level of treatment necessary for wastewater to be reused as recycled water is approved by the California Department of Public Health. These requirements are contained in California Code of Regulations Title 22, along with a list of approved recycled water uses. Extensive monitoring is conducted by CSDLAC to ensure compliance with all applicable local, state, and federal water quality regulations. Any recycled water generated from the Los Coyotes WRP that is not reused is dechlorinated and discharged to the ocean via the San Gabriel River. Discharge water meets all applicable local, state, and federal water quality standards for discharge water, including NPDES requirements. Waste solids generated from the treatment processes at the Los

ALDI Food Market Mitigated Negative Declaration

Coyotes WRP are transferred via trunk sewers to the Joint Water Pollution Control Plant for solids processing (City of Downey 2012c).

According to CSDLAC (2016), supermarket uses generate approximately 150 gallons per day (GPD) of wastewater per 1,000 square feet. As such, the proposed project would produce roughly 2,784 GPD of wastewater. The proposed project would not necessarily be of the same magnitude or scale as a supermarket; therefore, this estimate is conservative. As previously discussed, wastewater generated within the City is treated at Los Coyotes WRP, which has a treatment capacity of 37.5 MGD. Thus, the proposed project's wastewater generation would represent a nominal percentage of Los Coyotes WRP's permitted treatment capacity. Operation of Los Coyotes WRP is monitored continuously to ensure adherence with all applicable federal, state, and local water quality regulations, and all discharge is permitted in accordance with all relevant NPDES requirements. Therefore, impacts associated with wastewater treatment requirements would be less than significant.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Water Treatment

Less-Than-Significant Impact. Groundwater from the Central Basin is pumped from wells located within the City's boundaries and provides the City with its principal source of potable water. The groundwater available to the City is good quality and is currently extracted and pumped directly into the water transmission and distribution systems without disinfection or treatment of any kind.

Beginning in FY 2000–2001, groundwater became the sole source of drinking water for the City. Due to the high cost of the imported Central Basin Municipal Water District (CBMWD) water, the City intends to rely solely on its groundwater wells to meet the potable water demands of its customers in the future. Considering the high quality of the groundwater that would serve the proposed project, no additional water treatment facilities would be required as a result of project water demands. Therefore, impacts associated with domestic water treatment facilities would be less than significant.

In the event the proposed project uses treated recycled water to meet landscape irrigation demands, recycled water would be provided by Los Coyotes WRP. Los Coyotes WRP produced an average of 24.16 MGD (27,059 AFY) of disinfected tertiary-treated recycled water during FY 2009–2010. An average of 5.23 MGD

ALDI Food Market Mitigated Negative Declaration

(5,855 AFY), or 21.6% of the recycled water produced during FY 2009–2010 at Los Coyotes WRP, was reused for landscape irrigation, industrial applications, and groundwater replenishment. Thus, the proposed project's recycled water demands would represent a nominal percentage of the total amount of treated recycled water produced by Los Coyotes WRP, and no additional recycled water treatment facilities would be required as a result of the project. Therefore, impacts associated with recycled water treatment facilities would be less than significant.

Wastewater Treatment

As previously addressed in Section 3.17(a), according to CSDLAC (2016), the proposed project would produce approximately 2,784 GPD of wastewater. Wastewater generated within the City is treated at Los Coyotes WRP, which has a treatment capacity of 37.5 MGD. Thus, the proposed project's wastewater generation would represent a nominal percentage of Los Coyotes WRP's permitted treatment capacity, and no additional wastewater treatment facilities would be required as a result of the project's wastewater generation. Therefore, impacts associated with wastewater treatment facilities would be less than significant.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less-Than-Significant Impact. The proposed project would incorporate a newly engineered stormwater drainage system, various BMPs, and LID techniques. Prior to the operation of the proposed project, the City will review this stormwater drainage and treatment system to ensure that post-development stormwater flows do not exceed pre-development flows, consistent with Municipal Code requirements. This new stormwater drainage system is an ancillary component of the overall proposed project, and all associated improvements would be contained to the project site. As such, any potential environmental effects as a result of construction and operation of this new stormwater drainage system are discussed and evaluated in this MND, and no new or additional impacts, outside of those already addressed and analyzed in this document, would occur. Therefore, impacts associated with construction or expansion of stormwater drainage facilities would be less than significant.

ALDI Food Market Mitigated Negative Declaration

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less-Than-Significant Impact. Groundwater from the Central Basin is pumped from wells located within the City's boundaries and provides the City with its principal source of potable water. The groundwater available to the City is good quality and is currently extracted and pumped directly into the water transmission and distribution systems without disinfection or treatment of any kind (City of Downey 2012c).

Beginning in FY 2000–2001, groundwater became the sole source of drinking water for the City. Due to the high cost of imported CBMWD water, the City intends to rely solely on its groundwater wells to meet the potable water demands of its customers in the future. However, the City will continue to maintain its imported water connections with CBMWD by paying readiness-to-serve and capacity charges to CBMWD in the event this water is needed for emergency purposes. Emergency interconnections with adjacent water agencies are also maintained and serve as supplemental sources of water in the event of an emergency (City of Downey 2012c).

The City also purchases recycled water from CBMWD and resells the recycled water to its customers at a 15% discount from the current rate for domestic water to help promote this potable-water conservation measure. Recycled water is currently used for irrigation of landscaping and in several park ponds within the City and makes up approximately 4% of the City's overall water demand (City of Downey 2012c).

In the Central Basin Judgment, the Superior Court fixed allowable withdrawals from the Central Basin at a level that was greater than the amount of water returned to the Central Basin through natural replenishment. With a total allowed pumping limit of 217,000 AFY, approximately 80,000 AFY must be artificially replenished in order to maintain a safe yield of 137,000 AFY in the Central Basin. The adjudication allocated the portion of the 217,000 AFY each pumper could extract on an annual basis (City of Downey 2012c).

The limit to the amount of groundwater that each pumper is allowed to extract from the Central Basin on an annual basis is referred to as the Allowed Pumping Allocation (APA), which corresponds to 80% of the party's total water rights. The Central Basin Judgment contains provisions for exceedance of the APA in the event of an emergency. It also allows for a carryover of any unused APA, which is not to exceed 20% of the purveyor's APA. A purveyor may also extract an additional 10% of its APA with the understanding that this additional amount will be deducted from its APA for the upcoming year (City of Downey 2012c).

ALDI Food Market Mitigated Negative Declaration

The California Department of Water Resources (DWR), Southern Division, was appointed Watermaster of the Central Basin. As such, DWR has the responsibility for ensuring that parties adhere to the terms and conditions stipulated by the Central Basin Judgment. In addition to DWR's role as Watermaster, the Water Replenishment District of Southern California (WRD) and Los Angeles County Department of Public Works (LACDPW) have some responsibilities for groundwater management in the Central Basin. WRD is responsible for purchasing groundwater replenishment water and may address water quality issues in the Central Basin. In order to fund the expense of purchasing imported and recycled water and associated administrative costs, WRD charges a replenishment assessment on each acre-foot of water extracted from the Central Basin. Groundwater replenishment operations are provided by LACDPW, and replenishment water is paid for through revenues raised by the WRD (City of Downey 2012c).

The City was one of the original parties to the Central Basin Judgment and has acquired additional water rights since then, resulting in an APA of 16,554 AFY (FY 2009–2010). The City has 20 active wells, which it uses to pump groundwater from the Central Basin. These wells are located throughout the City and have a combined production capacity of approximately 53,211 AFY (based on continuous operations) (City of Downey 2012c).

The City's 2010 Urban Water Management Plan (UWMP) provided multiple-dry-year supply-and-demand analysis for the City's domestic water service area. As shown in Table 8 (see Section 3.9, Hydrology and Water Quality), the City's supplies can meet demands during multiple dry years for the next 20 years.

As previously addressed, the flexibility afforded by the Central Basin Judgment through its 20% carryover and 10% emergency exceedance provisions, coupled with the City's corresponding groundwater pumping and leasing practices, enables the City to meet its water demands under this multiple-dry-year scenario over the next 20 years.

In its UWMP, the City estimated that commercial uses within its water service area would demand an average of 1.53 AFY per account in 2015, 1.49 AFY per account in 2020, and 1.48 AFY per account in 2020. Thus, as a commercial use, it is expected that the proposed project could demand approximately 1.53 AFY of water. As discussed previously, groundwater is the sole source of domestic water for the City. Nonetheless, as stated in the UWMP and summarized in Table 8, the proposed project's water demand would represent a nominal percentage of the City's current and future supplies, and overall, the City has the water supplies to adequately serve the project. Therefore, impacts associated with the City's water supplies would be less than significant.

ALDI Food Market Mitigated Negative Declaration

- e) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less-Than-Significant Impact. The proposed project would produce approximately 2,784 GPD of wastewater. Wastewater generated within the City is treated at Los Coyotes WRP, which has a treatment capacity of 37.5 MGD. Thus, the proposed project's wastewater generation represents a nominal percentage of Los Coyotes WRP's permitted treatment capacity, and no additional wastewater treatment facilities would be required as a result of project wastewater generation. Therefore, impacts associated with wastewater treatment capacity would be less than significant.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less-Than-Significant Impact. The closest landfill facility to the proposed project is the Savage Canyon Landfill in the City of Whittier. This 132-acre landfill facility is permitted to accept municipal solid waste, and based on proximity could potentially serve the proposed project. Savage Canyon Landfill has a permitted throughput of 3,350 tons per day and approximately 9,500,000 cubic yards of remaining capacity (CalRecycle 2015).

Food stores on average generate 16,578 pounds of waste material per employee per year. Of the total waste generation, approximately 71%, or 11,825 pounds, is diverted per employee per year (CIWMB 2006). Assuming that the proposed project will employ a maximum of 20 employees, the project could produce approximately 331,560 pounds (165.78 tons) of solid waste per year, or 908 pounds (0.45 tons) per day. Note that these estimates represent a conservative, "worst-case" scenario and do not include credit for the diversion requirements set forth by Assembly Bill 939 (see Section 3.17(g)). Nonetheless, the proposed project's estimated waste generation (without diversion) equates to a nominal percentage of Savage Canyon Landfill's 3,350 tons per day of permitted throughput. Therefore, impacts associated with landfill capacity would be less than significant.

- g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

No Impact. All collection, transportation, and disposal of solid waste generated by the proposed project would comply with all applicable federal, state, and local statutes and regulations. In particular, Assembly Bill 939 requires that at least 50% of solid waste generated by a jurisdiction be diverted from landfill disposal through source reduction,

ALDI Food Market Mitigated Negative Declaration

recycling, or composting. Cities, counties, and regional agencies are required to develop a waste management plan that would achieve a 50% diversion from landfills (California Public Resources Code, Section 40000 et seq.).

Solid waste generated in the City is collected and transported by the City's solid waste removal franchisee, which is permitted and licensed to collect and transport solid waste. Once collected, solid waste is transported to sorting/disposal facilities permitted to accept residential and commercial solid waste, with each facility's operations routinely inspected by regional and state regulatory agencies for compliance with all applicable statutes and regulations. Therefore, no impacts associated with solid waste statutes and regulations would occur.

3.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which 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"/>

ALDI Food Market Mitigated Negative Declaration

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant with Mitigation Incorporated. As discussed in this MND, biological and cultural (historic) impacts are less than significant. Archaeological impacts would be less than significant with the incorporation of mitigation.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less Than Significant with Mitigation Incorporated. As determined in the analysis presented in this MND, the proposed project would not result in significant impacts in any resource areas; therefore, there would be no cumulatively considerable effects.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant with Mitigation Incorporated. Based on the analysis in this MND, for all resource topics the proposed project would have no impact, less-than-significant impacts, or less-than-significant impacts with incorporation of mitigation measures. Therefore, substantial adverse impacts on human beings would not occur as a result of the proposed project.

ALDI Food Market Mitigated Negative Declaration

INTENTIONALLY LEFT BLANK

ALDI Food Market Mitigated Negative Declaration

4 REFERENCES AND PREPARERS

4.1 References Cited

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

33 U.S.C. 1251–1387. Federal Water Pollution Control Act, as amended (commonly referred to as the Clean Water Act).

Airnav.com. 2016. “Goodyear Blimp Base Airport (FAA Identifier 64CL).” Accessed February 2016. <http://www.airnav.com/airport/64cl>.

Blumenthal, D. 2016a. “Construction Scenario.” Email from D. Blumenthal (City of Downey) to R. Struglia and C. Munson (Dudek). April 15, 2016.

Blumenthal, D. 2016b. “Downey Burials.” Email from D. Blumenthal (City of Downey) to R. Struglia and C. Munson (Dudek). May 1, 2016.

California Health and Safety Code, Section 7050.5–7055. Division 7: Dead Bodies; Part 1: General Provisions; Chapter 2: General Provisions.

California Health and Safety Code, Section, 25500–25520. Chapter 6.95: Hazardous Materials Release Response Plans and Inventory; Article 1: Business and Area Plans.

California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.

California Public Resources Code, Sections 40000–40004. Part 1: Integrated Waste Management; Chapter 1: General Provisions. Article 1: Findings and Declarations.

CalRecycle (California Resources Recycling and Recovery Program). 2015. “Facility/Site Summary Details: Savage Canyon Landfill (19-AH-0001).” Accessed August 2015. <http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AH-0001/Detail/>.

Caltrans (California Department of Transportation). 1997. *Transportation Project-Level Carbon Monoxide Protocol*. Prepared by the Institute of Transportation Studies, University of California, Davis. Davis, California: Institute of Transportation Studies, University of California, Davis. Revised December 1997.

ALDI Food Market Mitigated Negative Declaration

- Caltrans. 2016. "Officially Designated State Scenic Highways." California Scenic Highways Mapping System. Accessed March 2016. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.
- CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008.
- CARB (California Air Resources Board). 2008. *Climate Change Scoping Plan: A Framework for Change*. December 2008. Accessed December 9, 2009. <http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>.
- CARB. 2014. "Area Designation Maps/State and National." Last reviewed August 22, 2014. <http://www.arb.ca.gov/desig/adm/adm.htm>.
- CDC (California Department of Conservation). 1999. "State of California Seismic Zones: South Gate Quadrangle." March 25, 1999. http://gmw.consrv.ca.gov/shmp/download/quad/SOUTH_GATE/maps/ozn_sgate.pdf.
- CDC. 2016. "Division of Oil, Gas, and Geothermal Resources Well Finder." Accessed February 2016. <http://maps.conservation.ca.gov/doggr>.
- City of Downey. 1978a. Downey Municipal Code, Article IX: Land Use, Chapter 5: Supplemental Regulations, Section 9520: Landscaping, Lighting, and Walls. Adopted July 25, 1978. <http://qcode.us/codes/downey/>.
- City of Downey. 1978b. Downey Municipal Code, Article VII: Streets and Public Works, Chapter 6: Street Trees. Adopted July 25, 1978. <http://qcode.us/codes/downey/>.
- City of Downey. 1978c. Downey Municipal Code, Article VIII: Building Regulations, Chapter 1: Downey Building Code, Section 8024: Construction Site Operations and Controls. Adopted July 25, 1978. <http://qcode.us/codes/downey/>.
- City of Downey. 1978d. Downey Municipal Code, Article V: Sanitation, Chapter 7: Storm Water and Urban Runoff Pollution and Conveyance Controls, Section 5707(a): Source Controls for Specific Development Categories. Adopted July 25, 1978. <http://qcode.us/codes/downey/>.
- City of Downey. 1978e. Downey Municipal Code, Article IV – Public Welfare, Morals, and Policy, Chapter 6 –Unnecessary Noises. Adopted July 25, 1978. <http://qcode.us/codes/downey/>.

ALDI Food Market Mitigated Negative Declaration

City of Downey. 1992. *City of Downey Lakewood/Firestone Specific Plan 91-2*. March 1992.

City of Downey. 2004. *Downey Vision 2025 Comprehensive General Plan Update Environmental Impact Report*. SCH No. 2004031159. Prepared by The Planning Center. Costa Mesa, California: The Planning Center. July 28, 2014. Accessed August 2015. http://www.downeyca.org/_blobcache/0000/0005/4877.pdf.

City of Downey. 2005. *Downey Vision 2025 General Plan*. Adopted January 25, 2005. Accessed August 2015. http://www.downeyca.org/gov/cd/planning/general_plan_n_map/.

City of Downey. 2012a. General Plan Land Use Map, Community Development Department – Planning Division. Updated October 5, 2012. http://www.downeyca.org/_blobcache/0000/0005/5150.pdf.

City of Downey. 2012b. Zoning Map, Community Development Department – Planning Division. Updated on October 3, 2012. http://www.downeyca.org/_blobcache/0000/0005/5149.pdf.

City of Downey. 2012c. *City of Downey 2010 Urban Water Management Plan*. January 2012. Accessed August 2015. [http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Downey,%20City%20of/DowneyUWMP\(Final\).pdf](http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Downey,%20City%20of/DowneyUWMP(Final).pdf).

City of Downey. 2015. “Downey Fire Department.” Accessed February 10, 2016. <http://www.downeyca.org/gov/fire/about/default.asp>.

CIWMB (California Integrated Waste Management Board). 2006. *Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups*. June 2006. Accessed August 2015. <http://www.calrecycle.ca.gov/Publications/Documents/Disposal/34106006.pdf>.

CNRA (California Natural Resources Agency). 2009a. “Notice of Public Hearings and Notice of Proposed Amendment of Regulations Implementing the California Environmental Quality Act.” Sacramento, California: CNRA. Accessed August 2015. http://resources.ca.gov/ceqa/docs/Notice_of_Proposed_Action.pdf.

CNRA. 2009b. “Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97.” Sacramento, California: CNRA. December 2009. Accessed August 2015. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf.

ALDI Food Market Mitigated Negative Declaration

- County of Los Angeles. 2012. *County of Los Angeles Bicycle Master Plan Program Environmental Impact Report*. January 2012. <http://file.lacounty.gov/bos/supdocs/66518.pdf>.
- CSDLAC (County Sanitation Districts of Los Angeles County). 2016. "County Sanitation District No. 3 Service Charge Report for Fiscal Year 2015–2016." Accessed February 2016. <http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=8968>.
- Dibblee, T.W., and H.E. Ehrenspeck. 2001 "Geologic Map of the Whittier and La Habra Quadrangles (Western Puente Hills)" [map]. Los Angeles and Orange Counties, California: Dibblee Geological Foundation. Dibblee Foundation Map DF-74. 1:24,000.
- EPA (Environmental Protection Agency). 2015. "Region 9: Air Quality Analysis, Air Quality Maps." Last updated December 11, 2015. <http://www.epa.gov/region9/air/maps/>.
- FHWA (Federal Highway Administration). 2004. FHWA Traffic Noise Model, Version 2.5. Washington DC: FHWA Office of Environment and Planning. February 2004.
- FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. May 2006. Accessed August 2015. http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf.
- ITE (Institute of Transportation Engineers). 2012. *Trip Generation Manual*. 9th ed. Washington DC: ITE.
- NREL (National Renewable Energy Laboratory). 2016. *PVWatts Calculator*. Golden, Colorado: Alliance for Sustainable Energy LLC. Accessed March 2, 2016. <http://pvwatts.nrel.gov/index.php>.
- Orange County Airport Land Use Commission. 2004. *Airport Environs Land Use Plan for Fullerton Municipal Airport*. Amended November 18, 2004.
- SCAQMD (South Coast Air Quality Management District). 1976. Rule 402: Nuisance. Adopted May 7, 1976.
- SCAQMD. 1993. "SCAQMD Air Quality Significance Thresholds." Originally published in *CEQA Air Quality Handbook*, Table A9-11-A. Revised March 2015. <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>.
- SCAQMD. 2005. Rule 403: Fugitive Dust. Adopted May 7, 1976. Amended June 3, 2005.

ALDI Food Market Mitigated Negative Declaration

SCAQMD. 2008. *Final Localized Significance Threshold Methodology*. June 2003; revised July 2008. Accessed August 2015. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-1st-methodology-document.pdf?sfvrsn=2>.

SCAQMD. 2010. Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15. September 28, 2010. [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2).

SCAQMD. 2013. *Final Air Quality Management Plan*. February 2013. Accessed August 2015. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>.

SCAQMD. 2015. “SCAQMD Air Quality Significance Thresholds.” Originally published in *CEQA Air Quality Handbook*, Table A9-11-A. Revised March 2015. Accessed August 2015. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.

Society of Vertebrate Paleontology. 2010. “Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.” Prepared by the Society of Vertebrate Paleontology, Impact Mitigation Guidelines Revision Committee. Accessed August 2015. <http://vertpaleo.org/PDFS/68/68c554bb-86f1-442f-a0dc-25299762d36c.pdf>.

SWRCB (State Water Resources Control Board). 2011. “2010 California 303(D) List of Water Quality Limited Segments.” Approved October 11, 2011. Accessed August 2015. http://www.waterboards.ca.gov/water_issues/programs/tmdl/2010state_ir_reports/category5_report.shtml.

4.2 List of Preparers

Dudek

Rachel Struglia, PhD, AICP, Project Manager

Caitlin Munson, Analyst

Adriane Dorrlor, Archaeologist

Mike Greene, Senior Acoustician

Curtis Battle, GIS

Laurel Porter, Technical Editor

Devin Brookhart, Publications Specialist Lead

ALDI Food Market Mitigated Negative Declaration

INTENTIONALLY LEFT BLANK