

Appendix A

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Notice of Preparation and Correspondence



## Notice of Preparation and Scoping Meeting South El Monte Athletic Fields and Business Park Environmental Impact Report

**DATE:** July 2, 2024  
**TO:** Reviewing Agencies and Other Interested Parties  
**FROM:** City of South El Monte, Planning Division, 1415 Santa Anita Avenue, South El Monte, CA 91733

**PROJECT TITLE/SUBJECT:** Notice of Preparation (NOP) of a Draft Environmental Report and Notice of a Public Scoping Meeting (Scoping Meeting) for the South El Monte Athletic Fields and Business Park Project.

**PROJECT LOCATION:** 825 Lexington-Gallatin Road (Assessor Parcel Number [APN] 8119-005-032).

**NOTICE OF PREPARATION REVIEW PERIOD:** July 2, 2024 to August 1, 2024

**SCOPING MEETING:** Monday, July 22, 2024, at 6:30 PM, City Hall Council Chambers, 1415 Santa Anita Avenue, South El Monte, CA 91733

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of South El Monte (City) is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed South El Monte Athletic Fields and Business Park Project (Project).

### Project Overview

The Project site is approximately 21.17 acres. The site is generally bordered by Santa Anita Avenue to the north and west, Whitter Narrows Recreation Area to the west, Lexington-Gallatin Road to the south, and an undeveloped vacant parcel and State Route (SR-60) to the east. The applicant proposes to develop approximately 10.2 acres of the approximately 21-acre site with a 221,815-square-foot (sf) warehouse on the southeastern portion of the site and dedicate the remaining approximately 10.9 acres on the northwestern portion of the site to the City for future park use. Attachment A includes an summary project description and a list of the environmental issues to be examined in the Program EIR.

### REQUEST FOR COMMENTS ON THE SCOPE OF THE EIR

The purpose of this Notice of Preparation (NOP) is to solicit comments and suggestions regarding the scope and content of the EIR and the environmental issues and alternatives to be addressed in the EIR (CEQA Guidelines §15082). This NOP also provides notice for the public scoping meeting. The City, as Lead Agency, respectfully requests that any Responsible or Trustee Agency responding to this notice reply in a manner consistent with State CEQA Guidelines Section 15082(b). Comments and suggestions should identify the significant environmental issues, reasonable alternatives, or mitigation measures that should be explored in the EIR, as they are applicable to your agency's statutory responsibilities, in addition to whether the responding agency will be a responsible or trustee agency for the proposed Project. The content of the responses will help guide the focus and scope of the EIR.

THIS NOTICE WAS POSTED

ON July 02 2024

UNTIL August 01 2024

REGISTRAR – RECORDER/COUNTY CLERK



Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by HEIDI VALTERRA

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## RESPONDING TO THIS NOTICE

The City requests your careful review and consideration of this notice, and it invites input and comments from responsible and trustee agencies, and interested persons and organizations regarding the preparation of the EIR. Pursuant to CEQA Section 21080.4, agencies must submit any comments in response to this notice no later than *30 days after receipt of this notice*. The City will accept comments regarding this notice through the close of business on Thursday, August 1, 2024.

All comments or other responses to this notice should be submitted to:

Gerardo Marquez, Planning Manager  
City of South El Monte  
1415 Santa Anita Avenue  
South El Monte, CA 91733  
Or by email: [gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org)

The NOP is also available at the City of South El Monte at the address and department noted above, and can also be accessed online at: <https://www.cityofsouthelmonte.org/606/Current-Projects>.

Please include the name, phone number, email, and address of a contact person in your response. If comments are submitted by e-mail with attachments, it is recommended that the attachments be delivered in writing. Virus protection measures and variety of formats for attachments can limit the ability for the attachments to be delivered. If you wish to be placed on the mailing list, please note this in your response. If you have any questions or need additional information, please contact the person identified above at 626-579-6540 or [gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org).

## PUBLIC SCOPING MEETING

The City will hold a Public Scoping Meeting to solicit comments on the scope of the EIR on **Monday, July 22, 2024, at 6:30 PM**, City Hall Council Chambers, 1415 Santa Anita Avenue, South El Monte, CA 91733. Questions regarding the Scoping Meeting should be directed to Gerardo Marquez. You may also provide oral or written comments in person at the Scoping Meeting.

**Special Accommodations.** Should you require special accommodations at the Scoping Meeting, such as for the hearing impaired or an English translator, please contact the City no later than 5:00 p.m. on July 15, 2024 (see contact information above).



Osan C. Logan, Registrar - Recorder/County Clerk

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ATTACHMENT A  
SOUTH EL MONTE ATHLETIC FIELDS AND BUSINESS PARK PROJECT  
PROJECT SUMMARY

**PROJECT LOCATION AND EXISTING SETTING**

The Project site is located in the City of South El Monte, at 825 Lexington-Gallatin Road (Assessor Parcel Number [APN] 8119-005-032). The site is just within the southwestern boundary of the City. See **Figure 1, Local Vicinity Map**.

The approximately 21.17-acre property (rounded to 21 acres) is bordered to the northeast by a construction yard, which abuts the southern portion of State Route 60 (SR-60). The east side of the site is bordered by Lexington-Gallatin Road and single-family residences on the southern side of the roadway. The site is bordered to the southeast by Lexington-Gallatin Road with Whittier Narrows Recreation and residential properties south of the roadway. To the south, the site is bordered by the Los Angeles County Parks and Recreation Maximo Training Center with Lexington-Gallatin Road and Santa Anita Avenue south of Lexington-Gallatin Road and Santa Anita Avenue. The site is bordered to the southwest by Santa Anita Avenue with Whittier Narrows west of Santa Anita Avenue. To the northwest, the site is bordered by Santa Anita Avenue with Whittier Narrows parking lot and SR-60 north of the roadway.

The approximately 21-acre previously disturbed site is generally vacant containing ruderal vegetation and exposed soil. There are remnants of a dilapidated building and concrete slab located in the center of the southern boundary of the Project site. The site is relatively flat with an elevation of approximately 219 feet above mean sea level (msl) in the western corner and 226 msl in the eastern corner. The existing topography slopes downward to the west at a gradient of less than 1 percent. The Project site is located within U.S. Army Corps of Engineers (USACE) reservoir flowage easement lands associated with the spillway activation elevation of the Whittier Narrows Dam.

**DESCRIPTION OF PROPOSED PROJECT**

**Warehouse Development**

Magellan Value Partners (MVP) (Applicant) is proposing to develop an existing 21-acre vacant property (location as referenced above) that would include the construction of an industrial warehouse building with approximately 201,815 square feet (sf) of warehouse space and 10,000 sf of ancillary office space on the first floor, and 10,000 sf of ancillary office/mezzanine space for a total building area of 221,815 sf. The proposed structure would be a concrete tilt up warehouse building and would have a roof line of approximately 45 feet in height. The warehouse component of the Project would be located on approximately 10.2 acres of the southeastern portion of the site. In addition, the Applicant would dedicate approximately 10.9 acres of the northwestern portion of the Project site to the City for future park use. The Applicant also proposes a freeway adjacent digital billboard sign approximately 50 feet in height in the northern portion of the project site. See **Figure 2, Overall Project Site Configuration**.

**Parking, Circulation, and Access.** Vehicular access to the warehouse component of the proposed Project would be consist of two 40-foot-wide driveways on Lexington-Gallatin Road. Both driveways would provide truck and passenger vehicle ingress/egress to the site.



Parking would be provided on the southeast and northwest sides of the warehouse and loading dock doors would be located along the southeast side of the building. **Table 1: Warehouse Building Summary** below summarizes the automobile parking stalls and loading docks required by the City and proposed for the warehouse. Short-term and long-term bike racks would also be provided for warehouse employees.

<b>Table 1: Warehouse Building Summary</b>						
Warehouse (sf)	Office (sf)	Office Mezzanine (sf)	Total Building (sf)	Dock Doors	Automobile Parking Stalls	
					Required	Provided
201,815	10,000	10,000	221,815	27	268	277

**Landscaping.** The South El Monte Municipal Code requires 5 percent landscape coverage. The Project proposes approximately 12.7 percent of the 10.2-acre warehouse area of the Project site would be landscaped. Landscape would be provided around the perimeter of the warehouse and interior parking lots. Landscaping would also be provided along the Lexington-Gallatin Road Project site frontage and the eastern and northern boundaries of the warehouse development.

**USACE Retention Basin**

As noted above, the Project site is located within USACE reservoir flowage easement lands associated with the spillway activation elevation of the Whittier Narrows Dam. The proposed Project is not allowed to reduce the Whittier Narrows reservoir's storage space. Therefore, to avoid an adverse effect to flood storage capacity of the reservoir, the Project must balance the cut and fill up to the spillway activation elevation of the Whittier Narrows Dam. To maintain the reservoir capacity, the Project proposes to excavate within the future park portion of the Project site and raise the finished grade of the warehouse portion above the spillway activation elevation using the excavated material. The proposed 6- to-12-foot-high retention basin would be surrounded by 2.5h:1v (horizontal to vertical) to 3h:1v earthen slopes. The warehouse finished floor elevation would be approximately 228 feet and retention basin elevation within the future park area would have a minimum elevation of approximately 213 feet.

**Future Public Park**

Within the footprint of the USACE retention basin, approximately 10.9 acres of the northwestern portion of the Project site would be dedicated to the City for future development of a park. Access to the future park would be one driveway located off Santa Anita Avenue. Future park development by the City is conceptually proposed to include two soccer fields with open lawn areas. Lighting for the future park area would include safety and security lighting for the parking lots, and stadium lighting for the proposed soccer fields. Lighting would be shielded to direct the source of light downward, and be arranged to not create interference with highways and neighboring properties, as is consistent with Section 17.18.200 of the City of South El Monte's Municipal Code for exterior lighting. Approximately 152 parking stalls and restroom facilities are assumed.

**Existing and Proposed General Plan Land Use Designations**

The Project site is currently designated Commercial (C) in the City's General Plan Land Use Element. The Commercial (C) category includes a broad range of retail, professional office, and service-oriented business activities designed to serve both the local residential and business communities, as well as to



meet regional shopping and service needs. The maximum permitted Floor Area Ratio (FAR) under the Commercial (C) land use designation is 0.50.

The Project would require a General Plan Amendment from the existing Commercial (C) designation to Commercial-Manufacturing (C-M) which allows general commercial and limited manufacturing uses to co-locate. Permitted uses includes but is not limited to warehousing and distribution uses. The maximum permitted FAR under the land use designation is 0.75. The Project would be an allowed use under the C-M General Plan land use designation.

### Existing and Proposed Zoning

The Project site is zoned Commercial (C) which is intended to provide areas throughout the City in which commercial facilities designed to serve a broad area with a wide range of commercial services may be located. The City of South El Monte Municipal Code Section 17.14.030 outlines the permitted uses under the C zone; warehouses are not a permitted use in the C zone.

The Project would require a zone change to the Manufacturing (M) zoning district. Warehousing is a permitted use in the M zone.

### Utilities

The proposed Project would connect to existing utility systems. The Project site is within the service area of the San Gabriel Valley Water Company and the Los Angeles County Sanitation District. Storm water drainage would be managed by the Los Angeles County Flood Control District of the Los Angeles County Public Works Department. Off-site water and sewer improvements may be required. Dry utilities extended to the Project site would include Southern California Edison for electricity, Southern California Gas Company for natural gas, and AT&T for telephone service.

### Construction

Construction of the warehouse and USACE retention basin is expected to commence in 2025 with a construction duration of approximately 8 months and would be completed in one phase of construction. Excavation and fill of soils for the proposed Project is anticipated to excavate fill within the future park portion of the Project site and raise the finished grade of the warehouse portion above the spillway activation elevation using the excavated material. The park would be constructed by the City of South El Monte at a future date.

### ANTICIPATED DISCRETIONARY PROJECT APPROVALS

City of South El Monte discretionary actions that could be approved based on the certification of the Final EIR would include the following:

- General Plan Amendment
- Zone Change
- Parcel Map Subdivision
- Conditional Use Permit

In addition to the approvals identified above, the proposed Project would be subject to other discretionary and ministerial actions by the City as part of Project implementation. Additional City approvals include but are not limited to site development permits, grading permits, a Water Quality Management Plan and Stormwater Pollution Prevention Plan, sign permits, and building permits.



The proposed Project would require permits and/or approvals from the following agencies:

- United States Army Corps of Engineers (USACE) Section 408 Permission pursuant to Section 14 of the Rivers and Harbors Act of 1899, 33 USC 408

### **ENVIRONMENTAL ISSUES TO BE EVALUATED IN THE EIR**

The City of South El Monte, as the lead agency for the proposed Project, is subject to specific environmental review under CEQA. CEQA Guidelines Section 15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. In this case, the City has already determined that an EIR will need to be prepared based on the Project's potential to create project-level and cumulative impacts. Therefore, an EIR will be prepared to fully evaluate the potential impacts of the proposed Project.

The following environmental topic areas will be addressed in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Circulation
- Tribal Cultural Resources
- Utility and Service Systems

The environmental topics that would have no impacts from implementation of the proposed Project and are therefore scoped out of the EIR would be Agricultural and Forestry Resources, Mineral Resources, and Wildfire. The Project site is designated Urban and Build-up Land and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No portion of the Project site is covered by a Williamson Act Contract. The Project site is not zoned for agriculture or forestry use, and it is not designated as forest land. The Project site does not contain regionally or locally-important mineral resources, and there are no locally-important mineral resource recovery sites in the Project site vicinity. The Project site is not directly adjacent to or within a Very High Fire Hazard Severity Zone. The proposed Project would have no impact to these resources.



Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by HEIDI YALTIERRA



Source: ESRI 2024, LA County Department of Regional Planning GIS-NET Public 2023

**Figure 1, Local Vicinity Map**

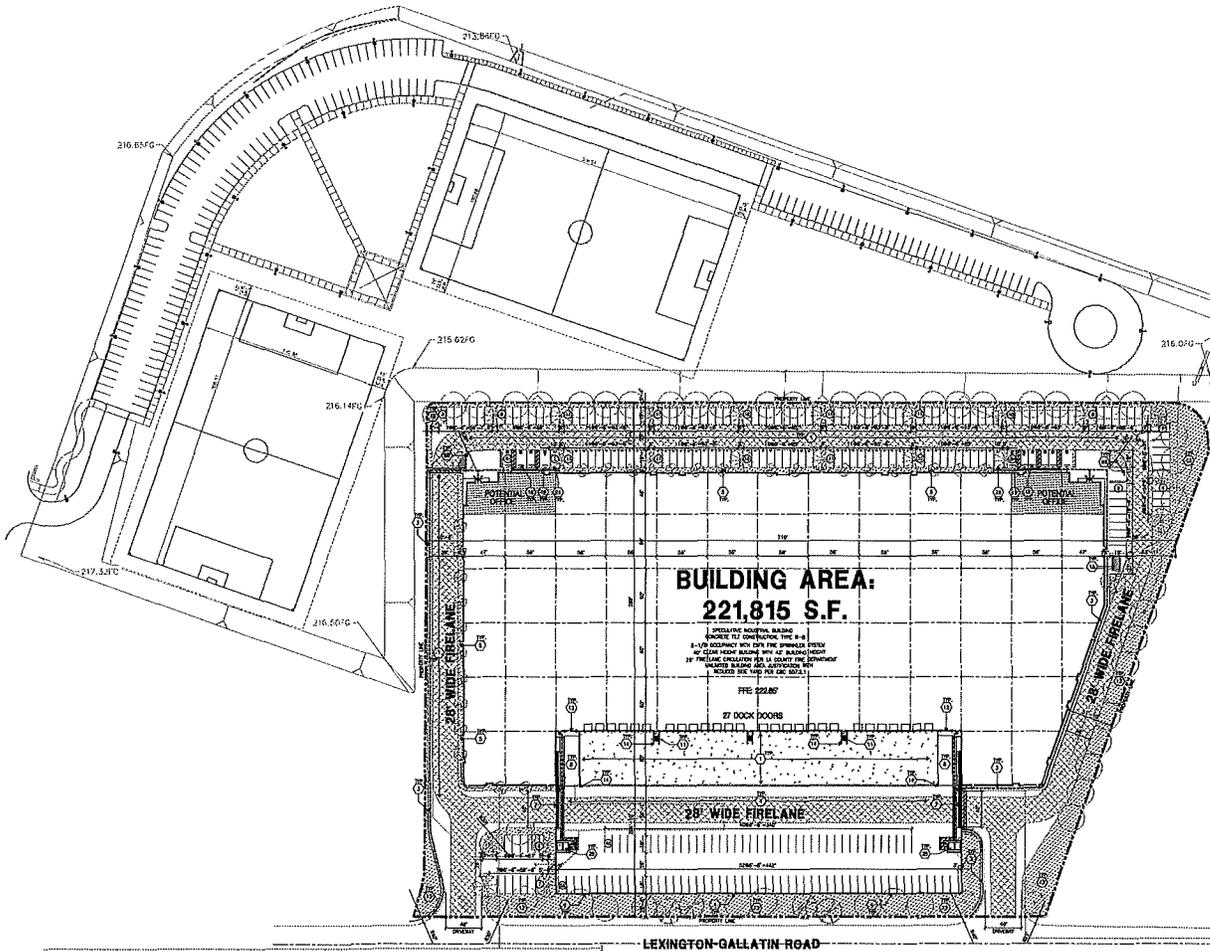
South El Monte Athletic Fields and Business Park Project  
*Notice of Preparation*

 Not to scale

2024 140921  
  
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 Jul 02 2024

Dean C. Logan, Registrar - Recorder/County Clerk

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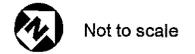


PROJECT DATA	
<b>SITE AREA</b>	
In a.f.	445,475 a.f.
In acres	10.23 ac
<b>BUILDING AREA</b>	
Office - 1st Floor	10,000 a.f.
Warehouse	201,815 a.f.
Total Building Footprint	211,815 a.f.
Office - 2nd Floor	10,000 a.f.
<b>TOTAL BUILDING AREA</b>	<b>221,815 a.f.</b>
<b>COVERAGE</b>	<b>47.5%</b>
<b>AUTO PARKING REQUIRED</b>	
Office: 15000 a.f.	67 stalls
Wheat: 171,000 a.f.	202 stalls
<b>TOTAL</b>	<b>269 stalls</b>
<b>EV AUTO REQUIRED</b>	
EV Capable with EVSE (8'-0" x 10')	14 stalls
EV Capable with EVSE (8'-0" x 10')	37 stalls
ADA EV Van Parking (12' x 18')	1 stalls
ADA EV Std. Parking (8' x 18')	2 stalls
Ambulatory Parking (10' x 18')	2 stalls
<b>Total Required</b>	<b>56 stalls</b>
<b>ADA REQUIRED</b>	
ADA Van Parking (12' x 18')	2 stalls
ADA Std. Parking (8' x 18')	6 stalls
<b>Total Required</b>	<b>7 stalls</b>
<b>AUTO PARKING PROVIDED</b>	
Standard (8'-0" x 18')	122 stalls
ADA Van (12' x 18')	2 stalls
ADA Std (8' x 18')	6 stalls
EV Capable with EVSE (8'-0" x 10')	14 stalls
EV Capable with EVSE (8'-0" x 10')	37 stalls
ADA EV Van Parking (12' x 18')	1 stalls
ADA EV Std. Parking (8' x 18')	2 stalls
Ambulatory Parking (10' x 18')	2 stalls
<b>TOTAL</b>	<b>185 stalls</b>
<b>Additional Parking Plan:</b>	
Standard (8'-0" x 18')	92 stalls
<b>TOTAL</b>	<b>277 stalls</b>
<b>ZONING OVERSIGHT FOR CITY</b>	
Proposed Zoning Designation - Commercial - Manufacturing	
<b>MAXIMUM BUILDING HEIGHT ALLOWED</b>	None
<b>MINIMUM LANDSCAPE REQ.</b>	5%
<b>LANDSCAPE PROVIDED</b>	22,274 a.f.
<b>LANDSCAPE PROVIDED</b>	12.7%
<b>MAXIMUM FLOOR AREA RATIO</b>	56,470 a.f.
<b>FAR - to be verified</b>	
<b>SETBACKS</b>	
Front: 5'	
Interior/Side/Rear: none	

Source: Kimley-Horn, 2024

**Figure 2, Overall Project Site Configuration**  
 South El Monte Athletic Fields and Business Park Project  
 Notice of Preparation

**2024 140921**  
  
**FILED**  
 Jul 02 2024



Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by HEIDI VALTERRA



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA E-MAIL:

July 19, 2024

[gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org)

Gerardo Marquez, Planning Manager  
City of South El Monte  
1415 Santa Anita Ave.  
South El Monte, CA 91733

**Notice of Preparation of a Draft Environmental Impact Report for the  
South El Monte Athletic Fields and Business Park (Proposed Project)  
(SCH No. 2024070062)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

### **CEQA Air Quality Analysis**

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website<sup>1</sup> as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod<sup>2</sup> land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds<sup>3</sup> and localized significance thresholds (LSTs)<sup>4</sup> to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

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<sup>1</sup> South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

<sup>2</sup> CalEEMod is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

<sup>3</sup> South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

<sup>4</sup> South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*<sup>5</sup> is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory<sup>6</sup>.

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*<sup>7</sup> includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment<sup>8</sup>.

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants and include schools, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. The Proposed Project will be located in close proximity, less than 100 feet, to residential areas including a senior retirement community. To facilitate the purpose of an EIR as an informational document, it is recommended that the Lead Agency perform a mobile source health risk assessment<sup>8</sup> to disclose the potential health risks<sup>9</sup>.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air

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<sup>5</sup> CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at:

<https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>.

<sup>6</sup> CARB's technical advisory can be found at: [https://ww2.arb.ca.gov/sites/default/files/2017-10/rd\\_technical\\_advisory\\_final.pdf](https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf).

<sup>7</sup> South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

<sup>8</sup> South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at:

<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

<sup>9</sup> *Ibid.*

pollution is diesel particulate matter (DPM) emissions<sup>10</sup>. According to the MATES V carcinogenic risk interactive map, the area surrounding the Proposed Project has an estimated cancer risk of over 570 in one million<sup>11</sup>. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

### **Mitigation Measures**

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,<sup>12</sup> South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,<sup>13</sup> and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.<sup>14</sup>

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule<sup>15</sup> and the Heavy-Duty Low NOx Omnibus Regulation<sup>16</sup>, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year<sup>17</sup> that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include

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<sup>10</sup> South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

<sup>11</sup> South Coast AQMD. MATES V Data Visualization Tool. Accessed at: [MATES Data Visualization \(arcgis.com\)](https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v).

<sup>12</sup> <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

<sup>13</sup> South Coast AQMD's 2022 Air Quality Management Plan can be found at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan> (Chapter 4 - Control Strategy and Implementation).

<sup>14</sup> Southern California Association of Governments' 2020-2045 RTP/SCS can be found at:

[https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A\\_ConnectSoCal\\_PEIR.pdf](https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf).

<sup>15</sup> CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

<sup>16</sup> CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

<sup>17</sup> CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

the requirements in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of a 221,815-square-foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse

is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation<sup>18</sup>. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or [waire-program@aqmd.gov](mailto:waire-program@aqmd.gov). For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage<sup>19</sup>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [swang1@aqmd.gov](mailto:swang1@aqmd.gov).

Sincerely,

*Sam Wang*

Sam Wang  
Program Supervisor, CEQA IGR  
Planning, Rule Development & Implementation

SW  
LAC240710-16  
Control Number

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<sup>18</sup> South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>.

<sup>19</sup> South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 266-3562  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life*

August 1, 2024

Gerardo Marquez  
City of South El Monte  
1415 Santa Anita Ave.  
South El Monte, CA 91733

RE: South El Monte Athletic Fields and  
Business Park: NOP  
GTS # 07-LA-2024-04569  
SCH # 2024070062  
Vic. LA 60 PM 10.224  
LA 605 PM 16.806

Dear Gerardo Marquez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project is proposing to develop an existing 21-acre vacant property (location as referenced above) that would include the construction of an industrial warehouse building with approximately 201,815 square feet (sf) of warehouse space and 10,000 sf of ancillary office space on the first floor, and 10,000 sf of ancillary office/mezzanine space for a total building area of 221,815 sf. The proposed structure would be a concrete tilt-up warehouse building and would have a roof line of approximately 45 feet in height. The warehouse component of the Project would be located on approximately 10.2 acres of the southeastern portion of the site. In addition, the Applicant would dedicate approximately 10.9 acres of the northwestern portion of the Project site to the City for future park use. The Applicant also proposes a freeway-adjacent digital billboard sign approximately 50 feet in height in the northern portion of the project site. The City of South El Monte is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR 60, and SR 605. After reviewing the project's documents, Caltrans has the following comments:

**Pedestrian, Bike, and Transit**

Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans encourages the Lead Agency to improve pedestrian and bicyclist amenities in community destinations. These improvements can be made along Santa Anita Ave. and Durfee Ave, connecting Whittier Narrows Park and South El Monte High School.

The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics. Caltrans recommends the following multimodal improvements for this project:

- These methods include constructing physically separated facilities such as ADA compliance, Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.
- Visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.
- Implement bike amenities that can be utilized for public use on the project site. The NOP, the Parking, Circulation, and Access section states that “Short-term and long-term bike racks would also be provided for warehouse employees”, which may prevent accessibility for the athletic field users.
- Parking reduction whenever possible. The South El Monte Athletic Fields and Business Park Project is designed in a way that induces demand for unnecessary vehicle trips.
- If the proposed project results in new sidewalks and intersection improvements, it is expected to reconstruct the sidewalk along property frontage per the latest state standards, as well as to construct ADA curb ramps to meet the current Caltrans Standard Plans. Please refer to the link below for further reference:

[https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020348\\_complete-streets-elements-toolbox-a11y.pdf](https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020348_complete-streets-elements-toolbox-a11y.pdf)

### **Outdoor Advertising Display**

Caltrans requests that future project documents confirm that there is a minimum of 20 ft. of horizontal clearance from the edge of the traveled way to the face of the billboard foundation for a clear recovery zone.

The project boundary is directly adjacent to the Caltrans Right-of-way and encroachment permits (EP) will be required for any work proposed on or in the vicinity of the Caltrans Right-of-way and all safety and environmental concerns must be adequately addressed. Please note that any work performed within the State Right-of-way will require a new Outdoor Advertising Display (ODA) Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standards and specifications. Please access the references below for encroachment permits and further ODA information.

<https://dot.ca.gov/programs/traffic-operations/ep>

<https://dot.ca.gov/programs/traffic-operations/oda>

## **Others**

Caltrans will require an Encroachment Permit for work performed within the State Right-of-way. Caltrans recommends that large-size truck travel and construction traffic be limited to off-peak commute hours. Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04569.

Sincerely,



Anthony Higgins  
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse



July 19, 2024

Ref. DOC 7260968

VIA EMAIL [gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org)

Mr. Gerardo Marquez, Planning Manager  
City of South El Monte  
1415 Santa Anita Avenue  
South El Monte, CA 91733  
Dear Mr. Marquez:

**Second Response to South El Monte Athletic Fields and Business Park**

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the subject project located in the City of South El Monte on July 3, 2024. Previous comments submitted by the Districts in correspondence dated October 12, 2021 (copy enclosed), still apply to the subject project with the following updated information:

1. The Districts' 33-inch diameter Joint Outfall "H" Unit 5D Trunk Sewer conveyed a peak flow of 7.6 mgd when last measured in 2021.
2. The Districts' Whittier Narrows Water Reclamation Plant (WRP) currently processes an average wastewater flow of 8.9 mgd. The Districts' Los Coyotes WRP currently processes an average wastewater flow of 18.8 mgd.
3. The expected average wastewater flow from the project site, described in the NOP as 201,815 square-foot warehouse and 10,000 square-foot office, is 7,045 gallons per day.
4. The project proponent is advised that the subject project is located less than half a mile from the Districts' Fawcett Avenue Pumping Plant, located at 1057 Lexham Avenue in the City of South El Monte, a publicly owned wastewater lift station that serves the local community.
5. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or [phorsley@lacsd.org](mailto:phorsley@lacsd.org).

Very truly yours,

*Patricia Horsley*

Patricia Horsley  
Environmental Planner  
Facilities Planning Department

PLH:plh

Enclosure



October 12, 2021

Ref. DOC 6317567

Ms. Taylor Klauser, Civil Analyst  
Kimley-Horn and Associated, Inc.  
401 B Street, Suite 600  
San Diego, CA 92101

Dear Ms. Klauser:

**Will Serve Letter for 825 Lexington-Gallatin Road**

The Los Angeles County Sanitation Districts (Districts) received your will serve letter request for the subject project on September 17, 2021. The proposed project is located within the jurisdictional boundary of District No. 15. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall H Unit 5D Trunk Sewer, located in Fawcett Avenue at Santa Anita Avenue. The Districts' 33-inch diameter trunk sewer has a capacity of 12.8 million gallons per day (mgd) and conveyed a peak flow of 5.2 mgd when last measured in 2014.
2. The wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant (WRP) located near the City of South El Monte, which has a capacity of 15 mgd and currently processes an average flow of 9.9 mgd, or at the Los Coyotes WRP located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 21.3 mgd.
3. The expected average wastewater flow from the project site, described in the application as 220,000 square-foot warehouse and distribution center, is 5.500 gallons per day. For a copy of the Districts' average wastewater generation factors, go to [www.lacsd.org](http://www.lacsd.org), under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the [Table 1, Loadings for Each Class of Land Use](#) link.
4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by the Districts to upgrade or expand the Sewerage System. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2708 or at [dcurry@lacs.org](mailto:dcurry@lacs.org).

Very truly yours,



Donna J. Curry  
Customer Service Specialist  
Facilities Planning Department

DC:dc

**From:** Gerardo Marquez <gmarquez@soelmonte.org>  
**Sent:** Tuesday, July 30, 2024 1:40 PM  
**To:** Privitt, Dana; Sedoff, Addie  
**Cc:** Guillermo Arreola  
**Subject:** Fw: Local Resident commenting on Athletic field and business park

See email below.  
best,



**Gerardo Marquez**

Planning Manager

**Phone:** 626- 579-6540

1415 Santa Anita Avenue  
South El Monte, CA 91733

[www.cityofsouthelmonte.org](http://www.cityofsouthelmonte.org)



City Hall is closed Fridays and major holidays.

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**From:** Jesus Flores <[19jesus99@gmail.com](mailto:19jesus99@gmail.com)>  
**Sent:** Tuesday, July 30, 2024 10:31 AM  
**To:** Gerardo Marquez <[gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org)>  
**Subject:** Local Resident commenting on Athletic field and business park

You don't often get email from [19jesus99@gmail.com](mailto:19jesus99@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, my name is Jesús Samuel Flores

I am a Resident of South El Monte and my physical address is 1039 Farmer Ave, South El Monte, CA 91733.

The purpose of this Email is to provide essential information and public comment on the proposed Athletic field and business park plan. Let the record show.

As someone who has lived there whole life and a graduate from South El Monte Highschool I understand the importance of having community space and environment where kids and families are able to enjoy time away from home and thrive.

The surrounding parks and nature paths provide a great opportunity for the development of kids and teens and the importance of low noise and pollution levels facilitate this experience.

Currently the housing community near the south El Monte High school and those who choose to spend time at the surrounding parks are able to enjoy wonderful experiences and anthl activities without the added stress and traffic congestion. Alongside the wild life that benefits from the preserved wilderness all these factors contribute to a health environment for families of South El Monte to thrive in.

As someone who graduated with a four year business degree in Finance from Cal Poly Humboldt I understand that in an ever growing economy in the LA basin there is a demand for commercial real estate to meet the current market demands.

With that being said I strongly oppose the development of the Business park that will create increased congestion, noise pollution and become a safety hazard for teens and kids who utilize the surrounding public parks and attend public school as a space crucial to their development and success .

A commercial space goes against the idea of building a space for our community to enjoy and thrive in. And rather it promotes the idea that business and their commercial needs are much more important than the community and it surrounding habitants. Those who live in the surrounding area and commute to the public parks will experience increased levels of stress and anxiety and inhaling toxic fumes from increased exposure of exhaust fumes. Additionally the noise pollution will be higher thus kids and teens and families trying to enjoy a outing at the park will have to deal with increased exposure to these negative experiences due to the proximity of this horrific business park plan.

I am here to comment and a call to action that further discussion and increased community engagement and input or the use of this space need to occur! We will not allow this Business Development near residential zoning to occur!

-Jesus Samuel Flores

COMMENT SHEET

SOUTH EL MONTE ATHLETIC FIELDS AND BUSINESS PARK  
ENVIRONMENTAL IMPACT REPORT

ENVIRONMENTAL ISSUES SCOPING MEETING

July 22, 2024

(PLEASE PRINT)

NAME Sal Ramirez EMAIL bigsal11227@gmail.com

ADDRESS 11227 Linard St. S. El Monte, Ca, 91733

REPRESENTING "A voice for the community"  
Committed to Truth, Transparency & Integrity.  
(This identification will be placed on the City's mailing list for this project, unless otherwise noted.)

I have the following comment(s) regarding the scope of the environmental analysis, alternatives evaluation, or mitigation measures that should be addressed in the South El Monte Athletic Fields and Business Park Environmental Impact Report (EIR).

First and foremost the wording of the project is "Ingenious", by putting athletic fields captures the eye of what could be a positive sight for the community.

However we know that the intent of the company/corporation that is not mentioned raises to me a "Red Flag." who is this Company/corporation? Is it a 9 to 5 or is it a 24 hour "In & out"?

This project may as it seems, to only impact a minority of residents, as a voice for the community sometimes the needs of the few outweigh the needs of the many. More insight and transparency needs to be addressed before this project moves fwd., delayed, or vetoed. Thank you for addressing. Sal

If you have comments and do not wish to speak during the Scoping Meeting, please take the opportunity to fill out this Comment Sheet. Comment Sheets will be collected at the end of this Scoping Meeting. They can also be mailed to the City of South El Monte by folding, stapling, and sending this card to the address on the reverse.

**From:** [Privitt, Dana](#)  
**To:** [Sedoff, Addie](#)  
**Subject:** FW: Comment on Lexington Warehouse Project  
**Date:** Tuesday, July 16, 2024 11:13:28 AM

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Add to NOP responses

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**From:** Gerardo Marquez <[gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org)>  
**Sent:** Tuesday, July 16, 2024 10:58 AM  
**To:** Privitt, Dana <[dana.privitt@kimley-horn.com](mailto:dana.privitt@kimley-horn.com)>  
**Subject:** Fw: Comment on Lexington Warehouse Project

FYI see below

---

**From:** Jose Flores <[josemxflores1@gmail.com](mailto:josemxflores1@gmail.com)>  
**Sent:** Thursday, July 11, 2024 11:59 PM  
**To:** Gerardo Marquez <[gmarquez@soelmonte.org](mailto:gmarquez@soelmonte.org)>  
**Subject:** Comment on Lexington Warehouse Project

You don't often get email from [josemxflores1@gmail.com](mailto:josemxflores1@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Gerardo,

My name is Jose and I am a resident of South El Monte and am not too sure if this is the place to ask, but I saw your contact in the preparation notice document on the Lexington Warehouse project so I'm asking here.

Is it possible, as residents, to challenge the proposed zoning change from Commercial to Manufacturing?

I am no planner myself, but with the close proximity to South El Monte High School plus the Whittier Narrows park and how Lexington-Gallatin is a frequently traveled road for kids to get to and from school, a warehouse would not be a positive addition to that part of our city.

I believe that keeping it commercial for now, but updating it to allow for Commercial-Residential would be a more valuable addition to the people around.