Flair Spectrum El Monte
Initial Study

Prepared for:

Flair Spectrum
3033 W. Mission Road
Alhambra, California 91803

Reviewed by:

City of El Monte
Planning Division
11333 Valley Boulevard
El Monte, California 91731

Prepared by:

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Riverside, California 92507

July 2014

- This document is designed for double-sided printing -

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1 Introduction

The City of El Monte (Lead Agency) received applications for a General Plan Amendment, Specific Plan, Conditional Use Permits, Vesting Tentative Tract Map, Design Review, and Development Agreement for a development located at 9400 Flair Drive. The approval of the applications constitutes a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the state CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

Pursuant to Section 15060(d) of the CEQA Guidelines, the City has determined that an Environmental Impact Report (EIR) will be required for this project. Section 15060(d) of the CEQA Guidelines declares as follows:

> *If the lead agency can determine that an EIR will be clearly required for a project, the agency may skip further initial review of the project and begin work directly on the EIR process described in Article 9, commencing with Section 15080. In the absence of an initial study, the lead agency shall still focus the EIR on the significant effects of the project and indicate briefly its reasons for determining that other effects would not be significant or potentially significant.*

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could potentially result from the approval and implementation of the proposed project and to determine which potentially significant impacts will be analyzed in the EIR.

Comments from all responsible and trustee agencies are invited regarding the scope and content of environmental information contained in this Initial Study and Notice of Preparation. All comments on the Initial Study are to be submitted within 30 days:

Jason Mikaelian, Planning Services Manager
City of El Monte
Economic Development Department
11333 Valley Boulevard
El Monte, California 91731
626-258-2064

2 Project Description

2.1 – Project Title

Flair Spectrum El Monte

2.2 – Lead Agency Name and Address

City of El Monte
Planning Division
11333 Valley Boulevard
El Monte, California 91731

2.3 – Contact Person and Phone Number

Jason Mikaelian, Planning Services Manager
626-258-2064

2.4 – Project Location

The project site is located in the City of El Monte, Los Angeles County, California (See Exhibit 1, Regional Context and Vicinity Map). The project site is bound by Flair Drive and Interstate 10 to the north, Rio Hondo Avenue to the west, and commercial uses to the south and east.

- Latitude 34° 04’ 13.91” North, Longitude 118° 03’ 46.89” West
- Assessor’s Parcel 8581-001-046, -025, and -029
- 9400 Flair Drive, El Monte, California, 91731

2.5 – Project Sponsor’s Name and Address

Flair Spectrum, LLC
3033 West Mission Road
Alhambra, California 91803

2.6 – General Plan Land Use Designation

The project site is designated Office-Professional in the City of El Monte General Plan Land Use Element. The Office-Professional designation is intended for midrise office buildings with a Floor Area Ratio (FAR) of up to 1.5 and limited supporting retail, services, hospitality and other uses. Typical uses envisioned for this area include national and regional offices, financial institutions, government, Fortune 500 companies, and medical related offices.

2.7 – Zoning District

The City of El Monte Zoning Ordinance designates the project site as Office-Professional (OP).

2.8 – Project Description

The proposed project is located on approximately 14.66 acres. The proposed project includes the construction of a mixed-use development. The proposed development will include two 18-story residential buildings with a combined 600 dwelling units above a five-story to eight-story parking structure on the east and west ends. Additionally, shared common outdoor space will be provided for residents in the form of a "green deck" on the roof of the residential parking structure between the two residential buildings. The development will also include 500,000 square feet of retail use on two floors as well as 50,000 square feet of restaurant space located on the third floor roof deck. Below the retail development is a two-story parking structure with one level below grade. Also included in the development is an eleven-story hotel with 220 rooms (see Exhibit 2, Conceptual Site Plan and Exhibit 3, Conceptual Color Perspective).

The Specific Plan includes the option for up to twenty percent of the proposed retail square footage to be developed as office use. This will result in 100,000 square feet of office and 400,000 square feet of retail in addition to the residential, hotel, and restaurant use that will remain the same.

Construction
Construction of the proposed project will occur in two phases. Phase I will consist of the construction of the hotel, retail, and parking. This phase is anticipated to begin January 2015 and take approximately 16 months to complete. Construction of the residential use will occur during Phase II. Phase II is anticipated to begin October 2017 and take approximately 14 months to complete.

Grading
Because one level of below-grade parking is proposed, export of soil will be required. Construction of the hotel, retail, and residential use will require the export of approximately 2,500 cubic yards, 13,509 cubic yards, and 9,352 cubic yards, respectively.

Landscaping
The project includes landscaping through the project site including rooftop plaza areas on the retail roof top and a green deck for residential use.

Utilities
The proposed project will connect to existing water and sewer mains. Sewer mains are maintained by the City of El Monte and wastewater is treated at the Whittier Narrows Water Reclamation Plant operated by the Sanitation Districts of Los Angeles County. Potable water will be provided by the San Gabriel Valley Water Company. Electricity and natural gas will be provided by Southern California Edison and Southern California Gas Company.

2.9 – Surrounding Land Uses

The proposed project is bounded on the north by Flair Drive and Interstate 10 (transportation uses). North of the Freeway are single family residential uses. The land uses to the west, east, and south are all commercial. Surrounding uses are summarized in Table 1 (Surrounding Land Uses).

Table 1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Office-Professional	Office-Professional (OP)	Vacant
North*	Low Density Residential	Single Family Residential (R-1)	Freeway Right-of-Way Single-Family Residential
South	Office-Professional	Office-Professional (OP)	Commercial/Retail
East	Office-Professional	Office-Professional (OP)	Commercial/Retail
West	Office-Professional	Office-Professional (OP)	Commercial/Retail
* City of Rosemead			

2.10 – Environmental Setting

The project is located on a previously developed site in El Monte, Los Angeles County, California. Previous development on the project site has been recently demolished. The site is currently vacant and contains demolition debris and ornamental landscaping, including some mature trees. The project site is surrounded by commercial uses and the area is completely built-out and urbanized. The project site was previously developed with two industrial buildings, parking areas, and concrete slabs. The site was previously occupied by an industrial use for the manufacture of external aircraft fuel drop tanks and aircraft assembly since approximately 1953 until approximately 2010. All structures and concrete pads have been recently demolished. Demolition debris and remaining landscaping, including some mature trees, remain on the project site. The site is bound to the north by Flair Drive, to the south by commercial uses, to the east by commercial uses, and to the west by Rio Hondo Avenue. Interstate 10 (I-10) is located to the north of the project site, north of Flair Drive. The site is approximately 3.6 miles west of I-605, 2 miles north of SR-60, and 5.8 miles east of I-710. The project site is fairly level with elevations ranging from approximately 252 feet above mean sea level at the south end of the site and 258 feet above mean sea level at the north end of the site. Exhibit 4 (Photographic Survey) provides details on the existing conditions of the project site and surrounding uses. Note that the aerial photograph reflects the pre-demolition condition of the site.

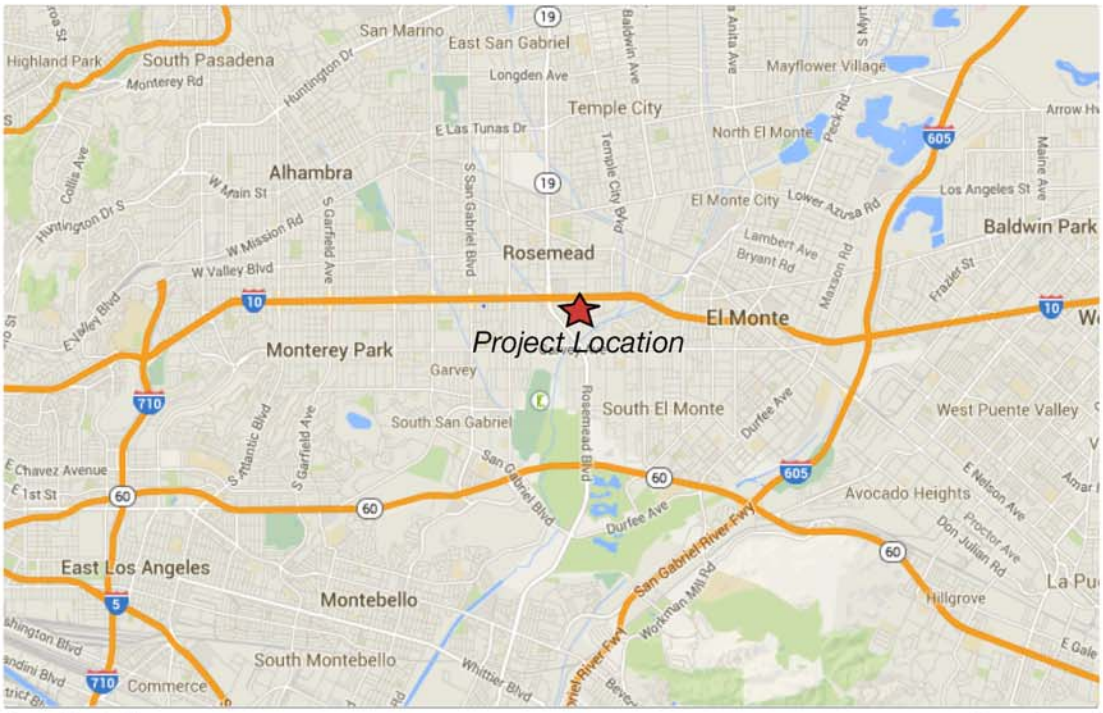
2.11 – Required Approvals

The City of El Monte is the only land use authority for this project requiring the following approvals for entitlement of the project:

- Conditional Use Permit (hotel)
- Conditional Use Permit (residences)
- Vesting Tentative Tract Map
- Design Review (architecture, materials, colors, and landscaping)
- Development Agreement
- General Plan Amendment
- Specific Plan

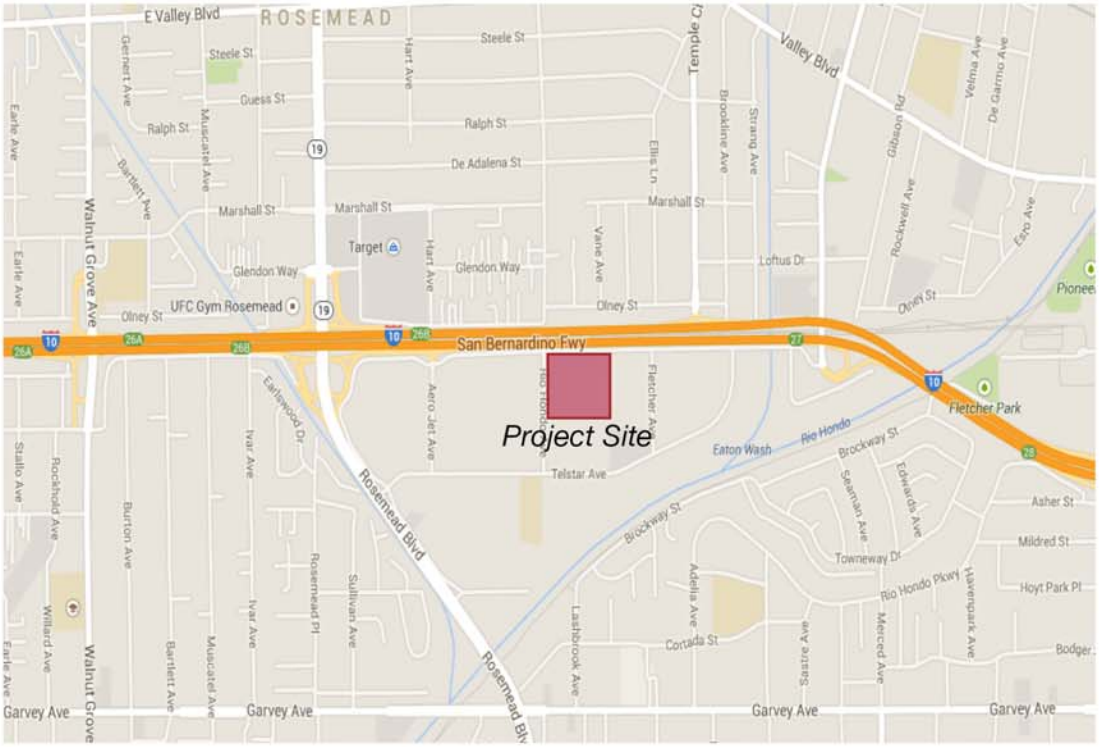
2.12 – Other Public Agency Whose Approval is Required

None



Source: Google Maps

Regional

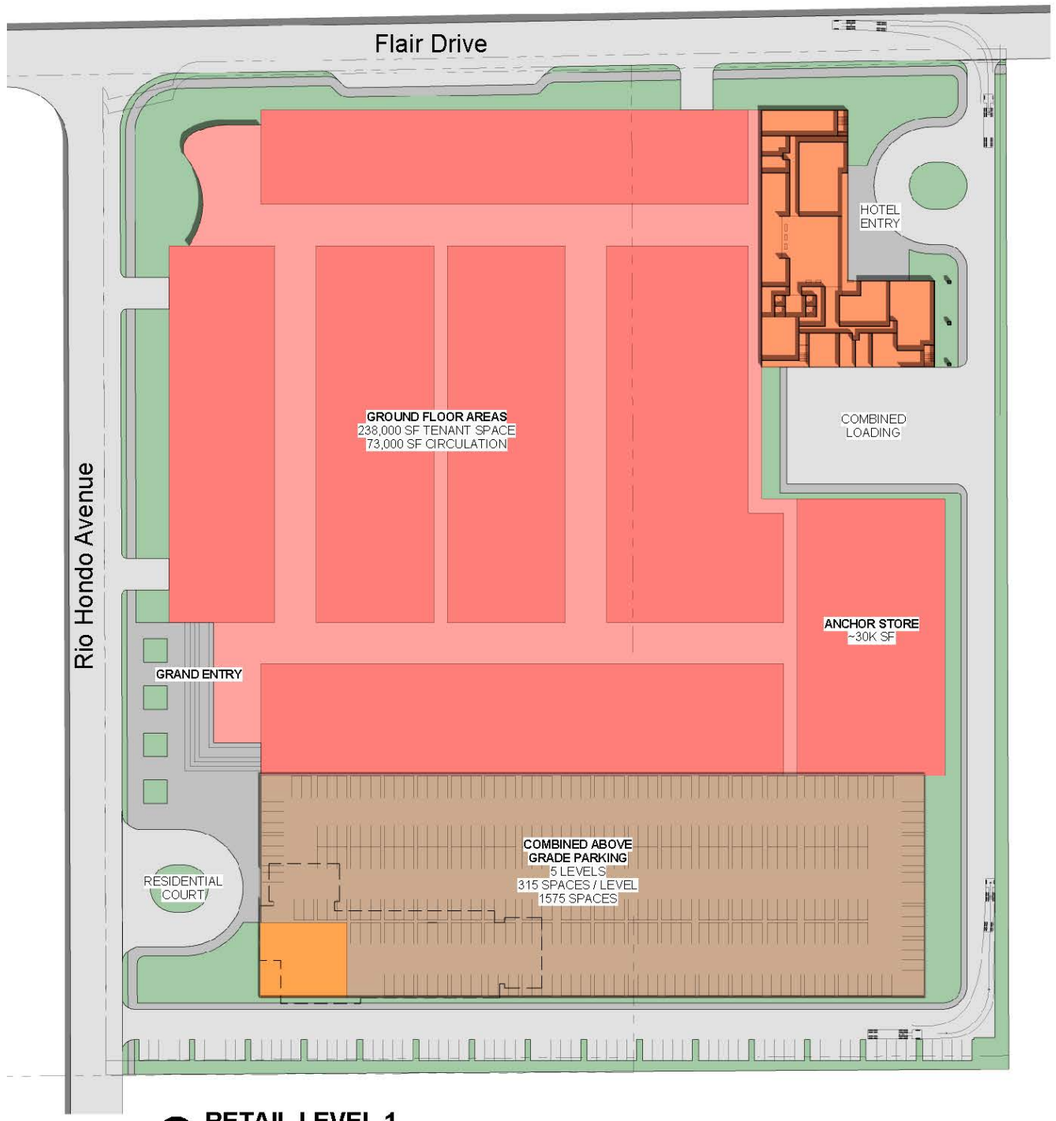


Source: Google Maps

Vicinity

Exhibit 1 Regional and Vicinity Map

Flair Spectrum
El Monte, California



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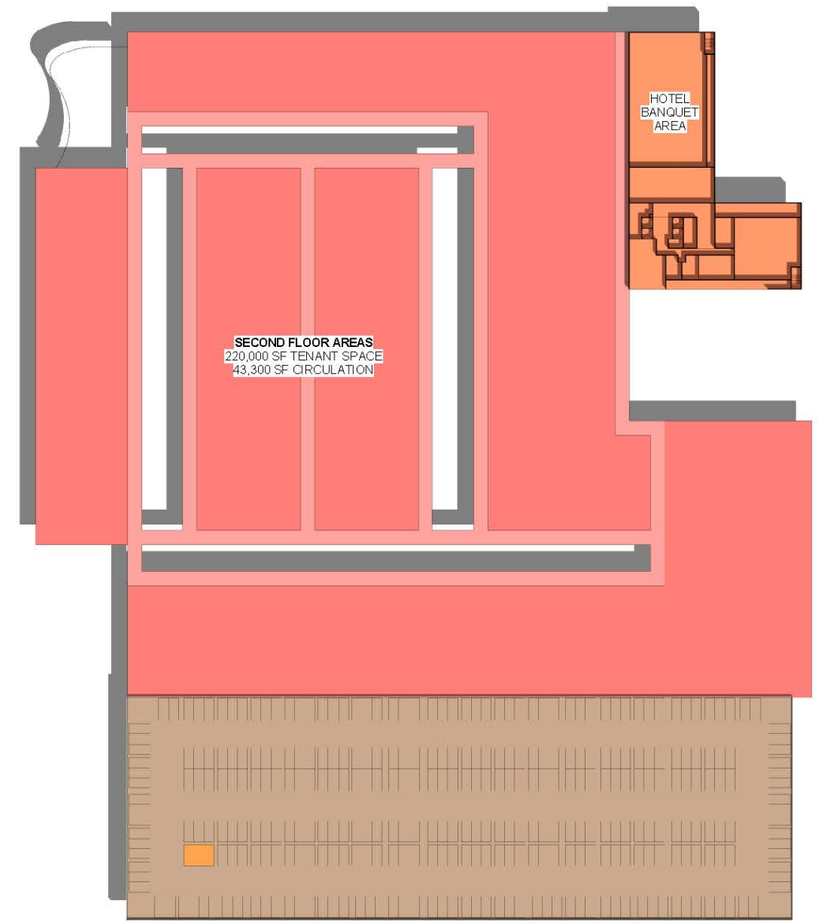
1" = 60'-0"

2-STORY RETAIL OPTION (UNDERGROUND PARKING



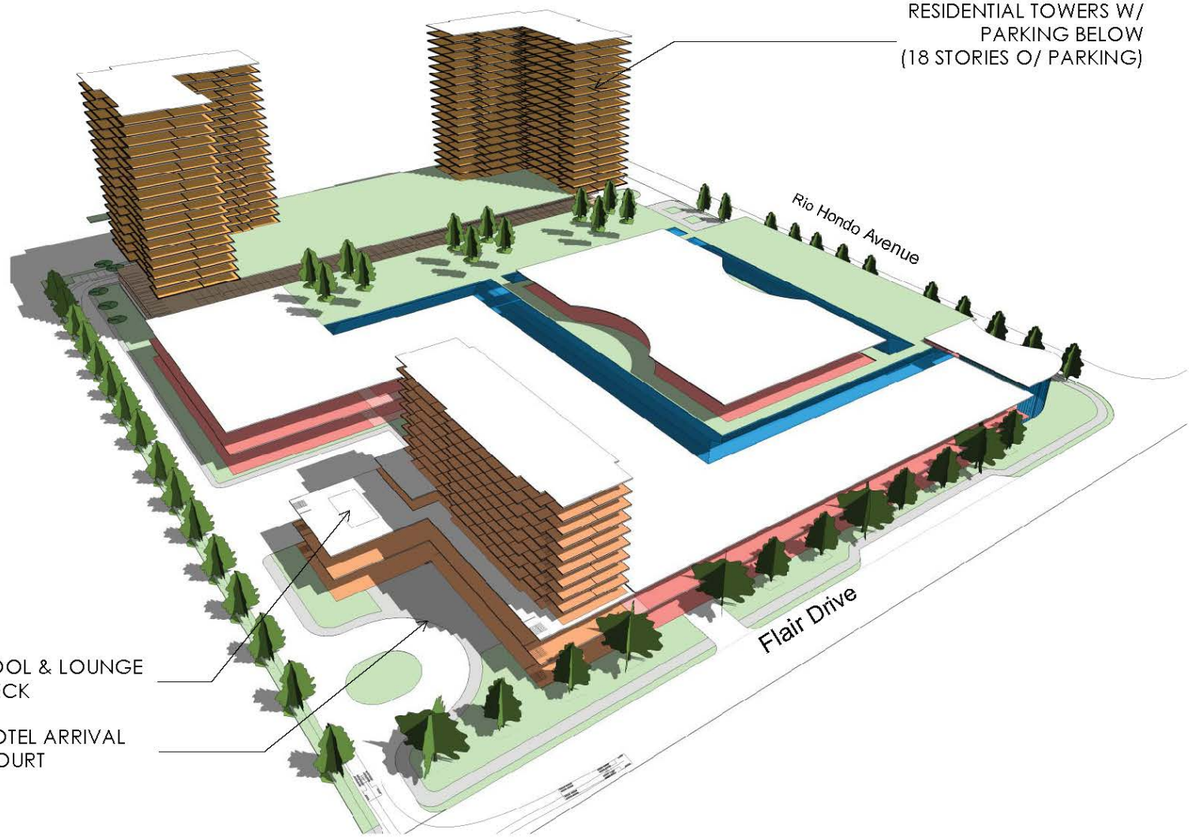
2 RETAIL LEVEL 2
1" = 60'-0"

Source: MVEI

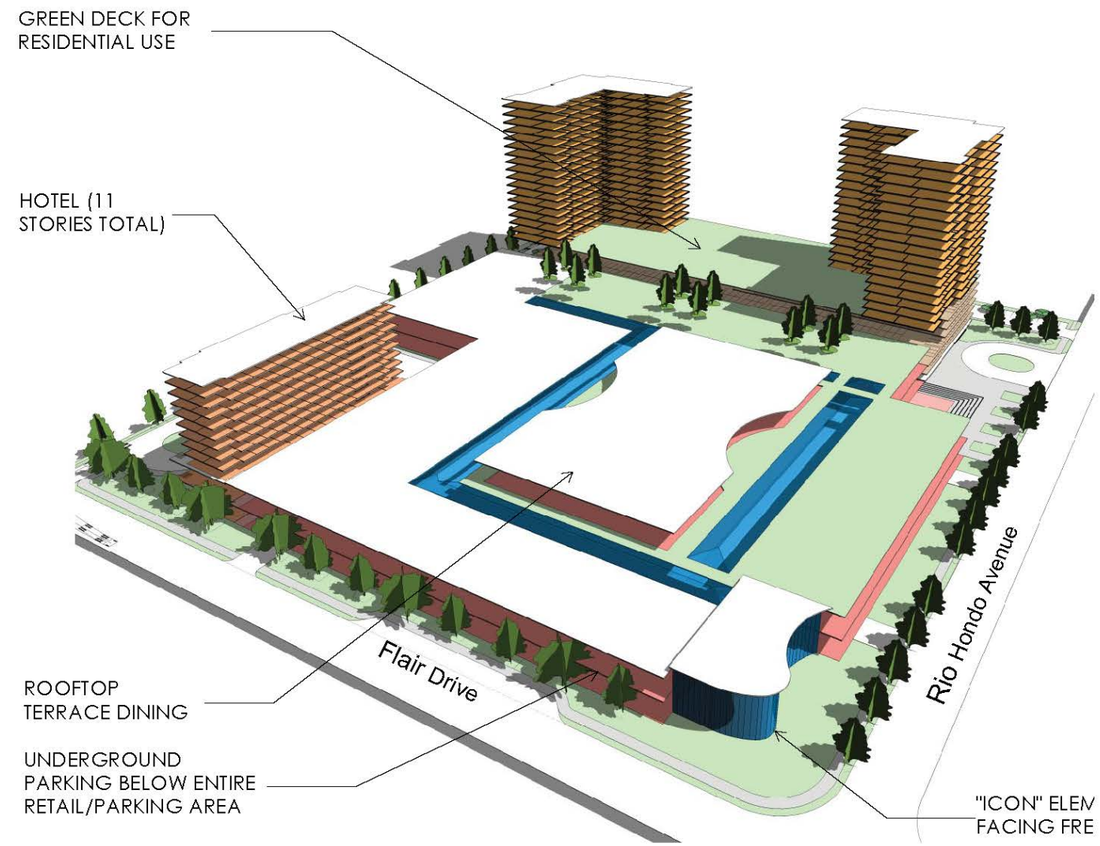
Exhibit 2 Conceptual Site Plan

MIG Hogle-Ireland

Flair Spectrum
El Monte, California



2 NORTHEAST PERSPECTIVE



1 NORTHWEST PERSPECTIVE

Sourve: MVEI

Exhibit 3 Conceptual Color Perspective

MIG | Hogle-Ireland

Flair Spectrum
El Monte, California

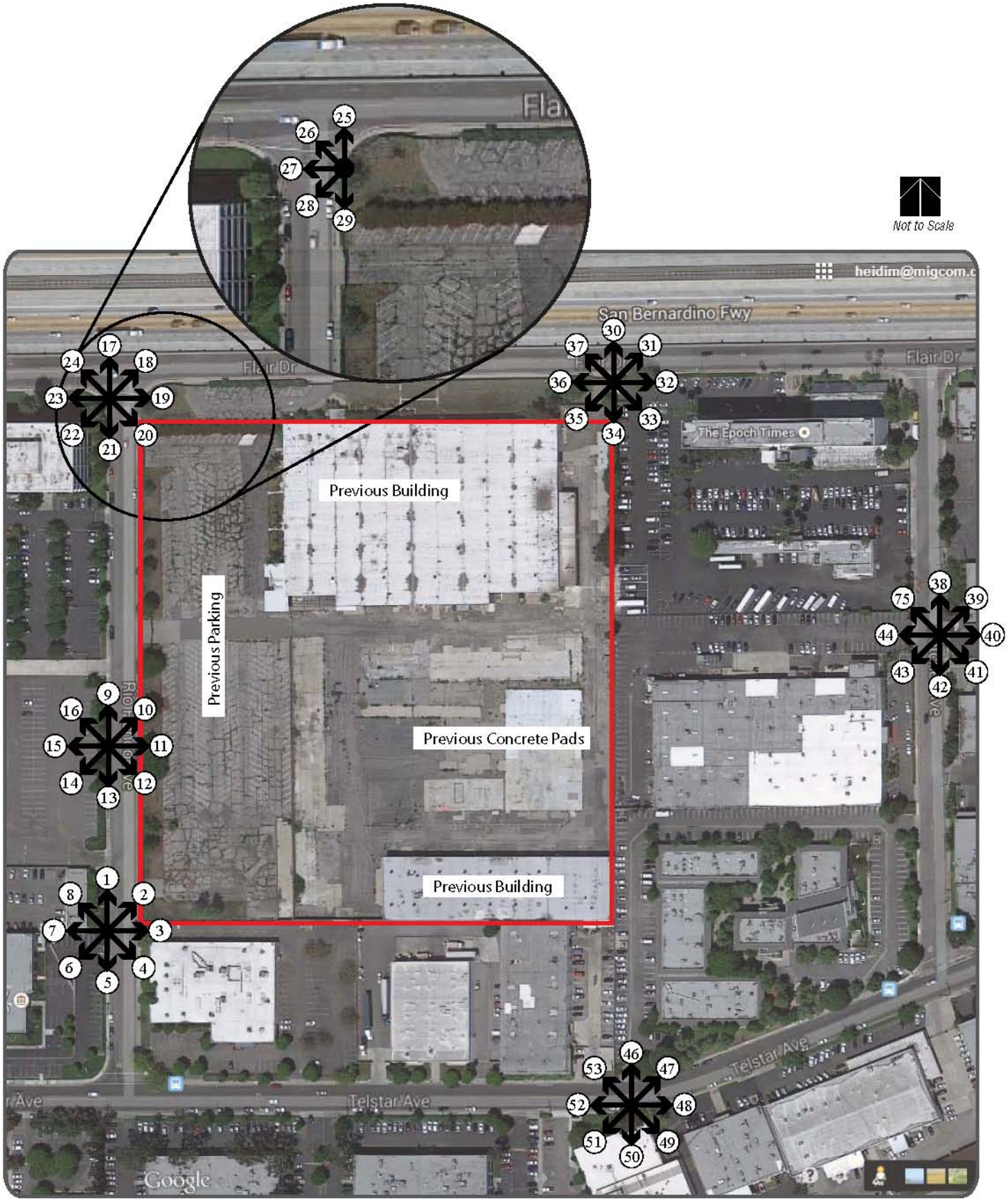


Exhibit 4 Photographic Survey

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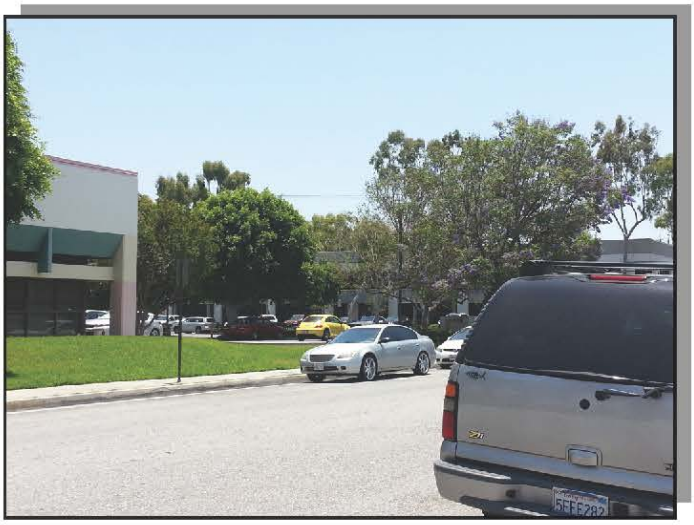

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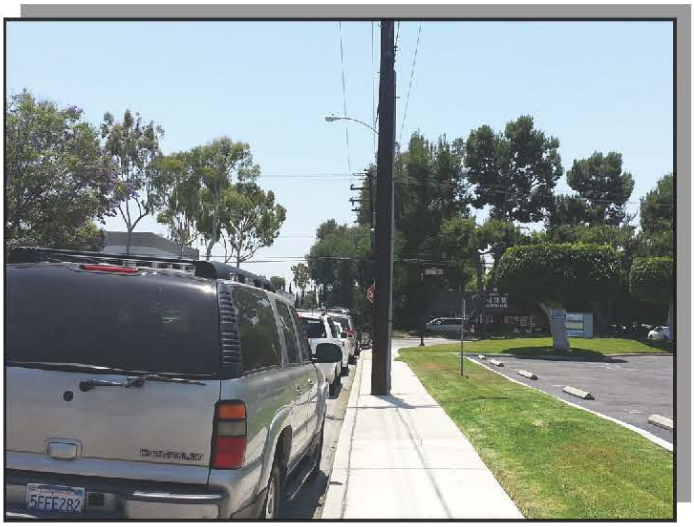

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Exhibit 4a Photographic Survey

Flair Spectrum
El Monte, California

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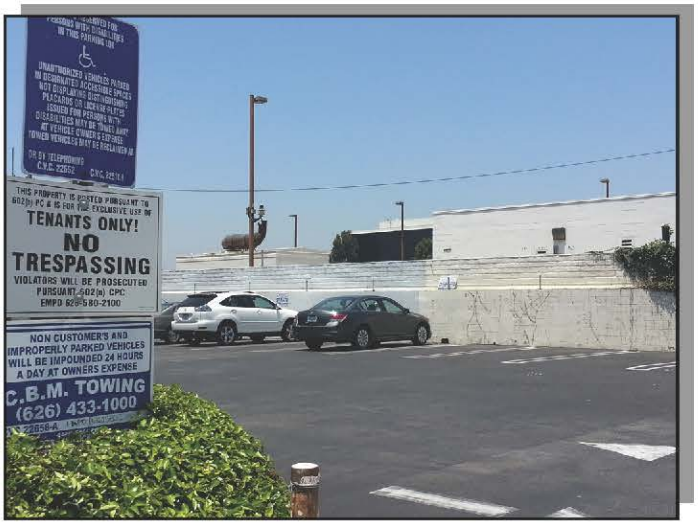

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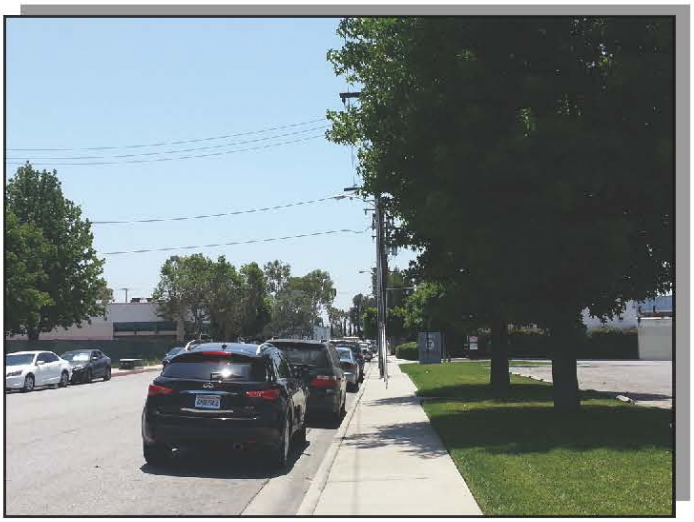
Exhibit 4b Photographic Survey

Flair Spectrum
El Monte, California



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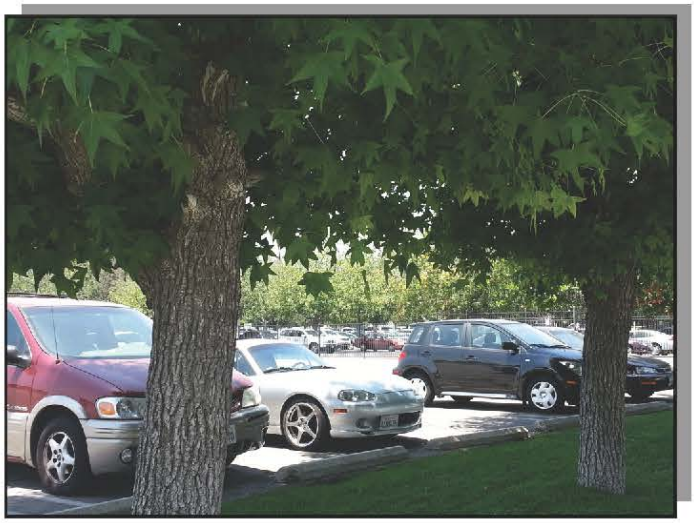

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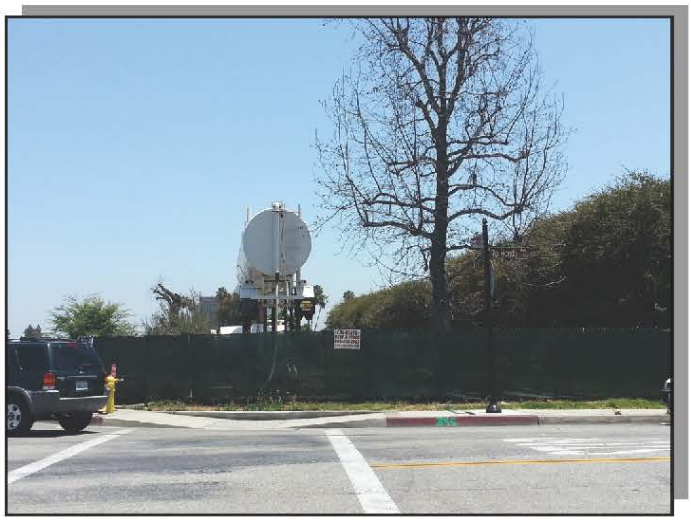
Exhibit 4c Photographic Survey

Flair Spectrum
El Monte, California



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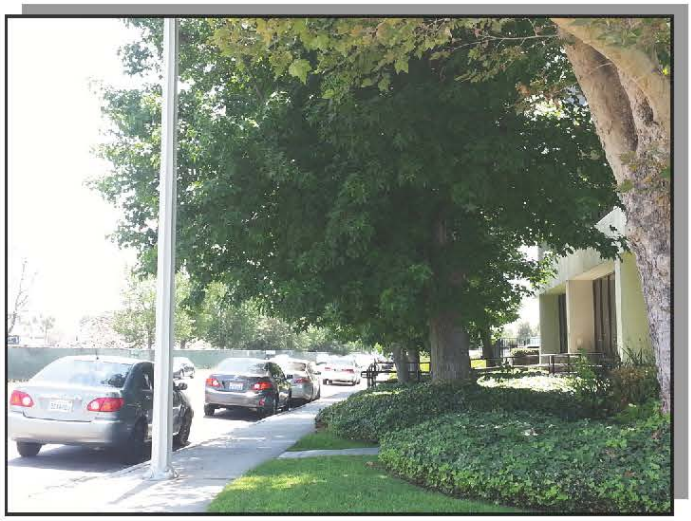

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Exhibit 4d Photographic Survey

Flair Spectrum
El Monte, California

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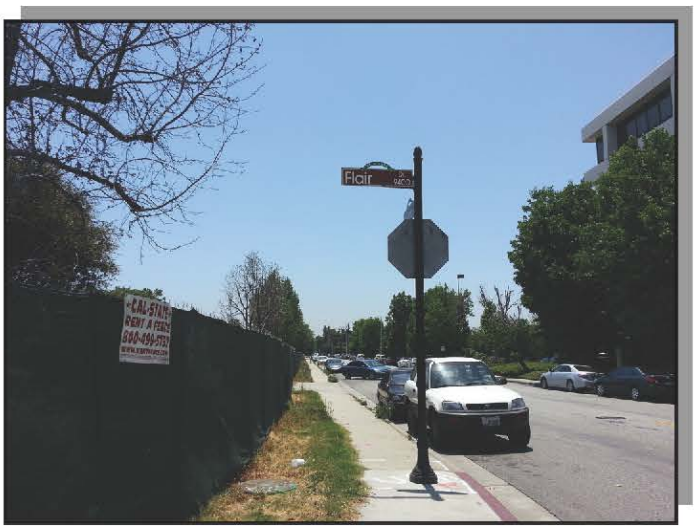

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Exhibit 4e Photographic Survey

Flair Spectrum
El Monte, California

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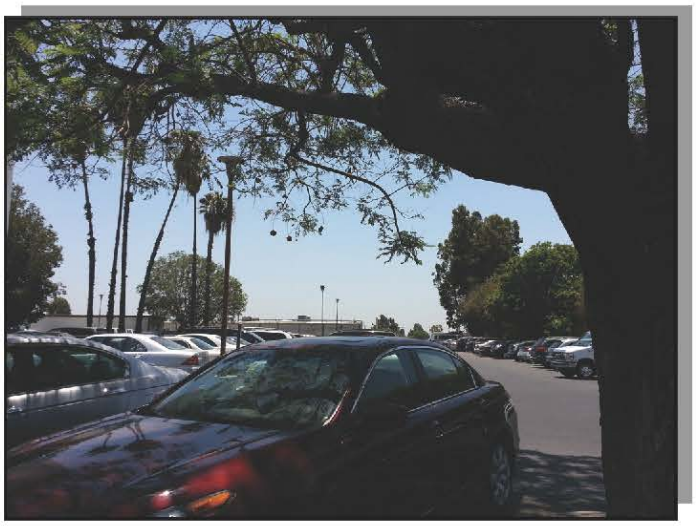

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Exhibit 4f Photographic Survey

Flair Spectrum
El Monte, California

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Exhibit 4g Photographic Survey

Flair Spectrum
El Monte, California

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Exhibit 4h Photographic Survey

Flair Spectrum
El Monte, California

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Exhibit 4i Photographic Survey

Flair Spectrum
El Monte, California

3 Determination

3.1 – Environmental Factors Potentially Affected

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

☑	Aesthetics	☐	Agriculture Resources	☑	Air Quality
☐	Biological Resources	☑	Cultural Resources	☑	Geology /Soils
☑	Greenhouse Gas Emissions	☑	Hazards & Hazardous Materials	☑	Hydrology / Water Quality
☑	Land Use / Planning	☐	Mineral Resources	☑	Noise
☑	Population / Housing	☑	Public Services	☑	Recreation
☑	Transportation/Traffic	☑	Utilities / Service Systems	☐	Mandatory Findings of Significance

3.2 – Determination

☐	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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name: Jason Mikaelian, Planning Service Manager

Date 7/10/14

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☑	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☑	☐	☐	☐

a) **Potentially Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). There are no scenic vistas listed in the El Monte General Plan and the proposed project site is not designated as a highly scenic area by the Department of Parks and Recreation or by any local plan or ordinance. The proposed project is located on a previously developed site on East Flair Drive directly south of I-10 in the City of El Monte, within a fully urbanized area visually dominated by commercial land uses and surface streets. However, this site is located within view of the San Gabriel Mountains and development of the proposed project may have an impact on views of these mountains from properties to the south. As such, the proposed project could result in potentially significant impacts to views of scenic vistas and these impacts will be evaluated further in an Environmental Impact Report (EIR).

b) **No Impact.** The proposed project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System.[1]

[1] California Department of Transportation. California Scenic Highway Mapping System: Los Angeles County. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. [June 2014]

The General Plan does not list I-10 or Flair Drive for consideration as an urban or hillside scenic highway.[2] The project site is located in a previously developed, urbanized area, and contains no scenic resources such as unique geologic structures, or historic structures viewable from a state scenic highway. There are currently some mature trees located on the project site. A tree survey will need to be prepared to determine if any of the existing trees are protected under the El Monte Municipal Code. Pursuant to El Monte Municipal Code Chapter 14.03 (Tree Protection and Preservation), all trees that are removed shall be replaced with a tree ratio of 2:1 from the City's recommended tree palette or an in lieu fee shall be paid to the City's tree mitigation and planting fun. Therefore, there will be no impact under this threshold.

c) **Less than Significant Impact.** Development of the proposed project could potentially result in a significant impact if it results in a permanent substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is generally defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed project will result in short-term changes to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the project site. The project site is currently fenced with a green screen and will continue to be fenced through construction. Short-term changes to the project site due to construction are not significant because they are not permanent. Construction-related impacts to the visual character of the area will be less than significant and will not be addressed further in an EIR.

Operation of the proposed development on the previously developed site will alter the existing visual character of the site. Once constructed, the proposed project will represent an urban feature within an existing urban area. The project site is currently vacant and will be developed with a mixed-use development consisting of up to two 18-story residential buildings which will be above approximately five to eight levels of parking, a two-story retail development with two floors of retail space, 50,000 square feet of restaurant use on the roof top terrace, one level of above-grade parking and one level of below-grade parking, and an 11-story hotel. Consequently, the finished structures will result in a permanent structural change to the visual character of the site and area. Potential impacts related to the proposed change in visual character will be evaluated further in an EIR.

d) **Potentially Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are lighting sources adjacent to this site, including free-standing street lights, light fixtures on buildings, pole-mounted lights, and traffic signals. The proposed project includes exterior parking and security lighting along the southern project boundary, building interior lighting, and retail signage. The proposed project also includes new structures including windows that could cause glare depending on the types of materials used in building construction. Due to the new light and potential glare sources associated with the proposed project, potentially significant

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[2] City of El Monte. General Plan. June 2011.

impacts could occur to surrounding uses, motorists on I-10 and surrounding roadways; therefore, light and glare impacts are potentially significant and will be evaluated further in an EIR.

4.2 – Agriculture and Forest 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
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))?	☐	☐	☐	☑
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a) **No Impact.** The proposed project will be located in a fully developed, urbanized area that does not contain agriculture or forest uses. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the project site as being Prime

Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] The City of El Monte is located in an area that is not mapped, indicating that there is no land considered as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the City. In addition, the El Monte General Plan does not identify any areas for agriculture use. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of the proposed project. No impact will occur.

b) **No Impact.** No Williamson Act contracts are active for the project site.[4] In addition, the project site is zoned as an office-professional zone, which does not permit agricultural uses. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact will occur.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site has already been graded and developed with previous uses and no substantial vegetation occurs on site with the exception of limited ornamental landscaping. Therefore, development of the proposed project will have no impact to any timberland zoning.

d) **No Impact.** The project site is already graded land with existing development and limited ornamental landscaping; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the proposed project. No impact will occur.

e) **No Impact.** The project site is a previously developed site within an urban environment. The proposed project is surrounded by residential and commercial uses. None of the surrounding sites contain existing agricultural or forest uses. Development of the proposed project will not change the existing environment in a manner that will result in the conversion of farmland to non-agricultural use or forest land to a non-forest use. No impact will occur.

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[3] California Department of Conservation. Farmland Mapping and Monitoring Program. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf [June 2014]

[4] California Department of Conservation. Williamson Act Program. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_12_13_WA.pdf [June 2014]

4.3 – 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☑	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☑	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☑	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

a) **Potentially Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2012 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.[5] In addition, the Regional Comprehensive Plan and Guide (RCPG) policies serves as a regional framework for decision making for the growth and change and contains population, housing, and job forecasts which are adopted by SCAG. The proposed

[5] South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993

project is a Specific Plan which will include development of 600 condominium units, 500,000 square feet of retail, 50,000 square feet of restaurant use, and a 220-room hotel. Because the proposed project requires a General Plan Amendment and zone change to implement the Specific Plan, the potential exists that the proposed project could be inconsistent with the growth assumptions in the AQMP and RCPG and related impacts will be analyzed further in an EIR.

b) **Potentially Significant Impact.** A project may have a significant impact if project-related emissions exceed federal, state, or regional standards or thresholds, or if project-related emissions substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD).

Both the state of California (state) and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

The proposed project may result in potentially significant short-term construction-related impacts due to use of construction equipment and worker, vendor, and hauling trips. Furthermore, operation of the proposed project could result in long-term air quality impacts due to emissions from project operations, such as employee and resident vehicles trips. Therefore, impacts related to criteria pollutant emissions from construction and operation are potentially significant and will be analyzed further in an EIR.

c) **Potentially Significant Impact.** Because the proposed project may result in potentially significant impacts related to criteria pollutants, as discussed in Section 4.3.b above, the proposed project could also contribute substantially to cumulative short- and long-term air quality impacts. Therefore, cumulative impacts related to criteria pollutant emissions are potentially significant and will be analyzed further in an EIR.

d) **Potentially Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that are considered *sensitive receptors* are the single-family residential dwelling units located to the north of the I-10. In addition, four schools are located within 0.25 miles from the project site to the west, north, and east. The proposed mixed-use development will not generate toxic pollutant emissions because the proposed use is characterized as a typical commercial-residential use that does not produce such emissions. The proposed mixed-use development, therefore, will have no impact on sensitive receptors related to toxic pollutant emissions.

The proposed mixed-use development is considered a sensitive receptor. According to the *Air Quality and Land Use Handbook* prepared by the California Air Resources board (ARB), sensitive

receptors should not be sited within 500 feet of heavily traveled urban roadways.[6] Considering the importance of I-10 as a local and regional arterial, traffic volume may exceed 100,000 average daily trips and thus may expose the project to excessive diesel particulate matter (DPM) emissions. Potentially significant impacts related to diesel particulate emissions will be evaluated further in an EIR.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of state and federal CO standards at study area intersections, even if the broader Basin is in attainment for federal and state levels. The potential for violation of state and federal CO standards at study area intersections and exposure to sensitive receptors at those intersections is addressed using the methodology outlined in the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol). Local impacts from the proposed project are not exempt from emissions analysis as defined by the CO Protocol (Sections 3.1.1, 3.1.2, and 3.1.9) and thus may contribute substantially to a localized CO hotspot. Potentially significant impacts related to CO hotspot formations will be evaluated further in an EIR.

e) **Less than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed mixed-use development does not include any of the above noted uses or process.

Construction of the project will utilize diesel-powered equipment that will produce nominal exhaust odors that may be perceptible to surrounding residents, depending on daily meteorological conditions including temperature, wind direction, and wind speed. Air Resources Board (ARB) requirements for maintenance and upgrading of off-road equipment will minimize emissions of noxious diesel odors by reducing particulates and fuel by-products in exhaust emissions.[7] Considering existing regulations that will minimize exhaust emissions and the temporary nature of construction activities, impacts related to construction odors will be less than significant.

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[6] California Air Resources Board. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.

[7] California Air Resources Board. In-Use Off-Road Diesel Vehicle Regulation. http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm [June 10, 2014]

4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
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 Game or US Fish and Wildlife Service?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐

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?	☐	☐	☐	☑

a) **Less than Significant Impact.** The project site is currently vacant and was previously developed with industrial uses. The project site is not identified as critical habitat for threatened and endangered species.[8] The California Natural Diversity Database (CNDDB) shows the occurrence of seven sensitive species in the El Monte Quadrangle that includes parts of Temple city, San Gabriel, Rosemead, El Monte, South El Monte, and Montebello.[9] Minimal landscaping currently exists on site; however, the ornamental vegetation is not native habitat for any species identified as candidate, sensitive, or special status species. Typical native habitat in the area would include scrub habitat that supports the coastal California gnatcatcher and riparian habitat supporting the southwestern willow flycatcher, neither of which occurs on the project site. On-site vegetation is currently disturbed through on- and off-site activities including landscape maintenance, traffic, demolition activities, and the presence of humans and domestic animals. Considering the highly developed and urbanized character of the project site and surrounding area and the presence of on- and off-site disturbances, designated species under federal or state law and other wildlife will not be disturbed. The proposed project will, therefore, not have a significant effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

While the project will not result in any substantial impacts to sensitive species or their habitat and the existing vegetation on site is of low quality, the project site may support nesting of some native bird species. Generally, all birds (as listed) are protected under the Federal Migratory Bird Treaty of 1918 and/or California Fish and Game Code Sections 3503, 3503.5, and 3513. Based on the construction schedule, site preparation will occur in January of 2015. If removal of landscaping occurs during the avian breeding season, CDFW recommends that nest surveys be conducted and active nests avoided and provided with a minimum buffer as determined by a biological monitor (CDFW generally recommends a minimum 300 foot nest avoidance buffer or 500 feet for all active raptor nests) in order to be compliant with federal and/or state law.

In addition to federal and state regulations, the project is subject to CEQA filing fees upon certification of an EIR. The filing fee helps defray the costs of managing and protecting California's fish and wildlife resources, thus, payment of fees would help offset any incremental effects on wildlife, including nesting birds and other resources. Based on the lack of habitat on the property, the highly urbanized and developed character of the area and activities that are incompatible with wildlife, less than significant impacts to candidate,

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[8] U.S. Fish and Wildlife Service. FWS Critical Habitat for Threatened & Endangered Species. http://ecos.fws.gov/crithab/flex/crithabMapper.jsp? [June 10, 2014]

[9] California Department of Fish and Wildlife. California Natural Diversity Database. USGS Quadrangle El Monte 3411811. http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp [June 10, 2014]

sensitive, or special status species or their habitat will occur with implementation of existing regulations.

b) **No Impact.** The project site is located on previously developed land. The site has been graded, previously developed, and does not contain any landscaping. There is no riparian habitat on site. As such, no impact to riparian habitat or other sensitive natural habitat will occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project will not disturb any offsite wetlands (see Section 4.9 for discussion of project drainage features).[10] There is no vegetation or on-site water features indicative of potential wetlands. No impact will occur.

d) **No Impact.** The project site was previously developed with an industrial use and is surrounded to the north, south, east, and west by development, preventing the use of the project site and surrounding area as a wildlife corridor. The project site contains ornamental vegetation, including mature trees, in the context of a completely urbanized setting surrounded by commercial use. There are no substantial vegetated areas or waterbodies located on site. The project site does not provide for the movement of any native resident or migratory fish and wildlife. No impact will occur.

e) **Less than Significant Impact.** The project site contains non-native, ornamental plans. El Monte prides itself on the community forest which is comprised of nearly 6,000 street, park and civic trees owned by the City or within the public right of way.[11] The community forest is considered to add significantly to the quality of life and public health of the City's residents. In order to preserve the community forest and ensure the protection of certain categories of trees, Chapter 14.03 (Tree Protection and Preservation) of the El Monte Municipal Code establishes policies, regulations, and standards. Protected trees include any public tree, Heritage Tree, or Native Trees. Protected trees will not be removed unless authorized by a permit, pursuant to Section 14.03.030 (Prohibited activities) of the Municipal code. A tree survey will be conducted to determine if any of the trees existing on site are protected. All trees (not protected) that are removed shall be replaced with a tree ratio of 2:1 from the City's recommended tree palette or an in lieu fee shall be paid to the City's tree mitigation and planting fun. Impact will be less than significant.

f) **No Impact.** The proposed project site is not within the planning area of any Habitat Conservation Plan or a Natural Community Conservation Plan area,[12] or other approved local, regional or state habitat conservation plan. No impact will occur.

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[10] United States Fish and Wildlife Service. National Wetlands Inventory. http://107.20.228.18/Wetlands/WetlandsMapper.html# [June 2014]

[11] City of El Monte. *El Monte Urban and Community Forestry Management Plan.* 2010

[12] California Department of Fish and Game. Natural Community Conservation Planning. http://www.dfg.ca.gov/habcon/nccp/ [June 2014]

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☑	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☑	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

a) **No Impact.** This property does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the state CEQA Guidelines. No known historically or culturally significant resources, structures, buildings, or objects are located on the project site. According to the General Plan EIR, there are no properties within the City of El Monte that are of local, state, or national significance.[13] As such, the proposed project will not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No impact will occur.

b) **Potentially Significant Impact.** The project site is located in an urbanized area that has been previously disturbed and heavily affected by past activities, specifically construction of previous on-site structures. Given that the project site has been substantially disturbed by previous construction, any cultural resources that may have existed at one time likely have been unearthed, collected, and/or destroyed and lost their stratigraphic and geologic context and thus will no longer be considered an archaeological resource. The El Monte General Plan EIR indicates that no archaeological sites are found within the City; however, the General Plan EIR notes that the lack of archaeological sites does not preclude the potential discovery of such resources during construction of specific projects. Extensive subsurface earth movement will occur as a result of the project to accommodate construction of subsurface parking and, therefore, could impact yet undiscovered archaeological resources. Impacts to buried archaeological resources will be further evaluated in an EIR.

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[13] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

c) **Potentially Significant Impact.** The project site is located in an urbanized area that has been previously disturbed and heavily affected by past activities, specifically construction of existing on-site structures. The City of El Monte was originally developed on land that was settled by the Tongva Indian tribe prior to Spanish settlement in the late 18th century. However, there are no material remnants of this living culture. A majority of the City is dominated by alluvium deposits that overlie relatively impermeable rock.[14] The El Monte General Plan EIR indicates that these types of alluvial materials have low probability of containing paleontological features.[15] The General Plan EIR further found that due to the highly developed urban character of the City that paleontological resources are unlikely to occur within the City. However, extensive subsurface earth movement will occur as a result of the project to accommodate construction of subsurface parking and, therefore, could impact yet undiscovered paleontological resources. Impacts to buried paleontological resources will be further evaluated in an EIR.

d) **Less than Significant Impact.** Because the project site has been previously developed, no human remains or cemeteries are anticipated to be disturbed by the proposed project. Any buried human remains would have been uncovered, collected, and/or destroyed at the time of initial development of the site. In the unlikely event that human remains are uncovered the contractor shall be required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary in compliance with the requirements of Public Resources Code Section 5097.98. Impacts will be less than significant with implementation of these regulations.

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[14] City of El Monte. General Plan: Vision El Monte. June 2011.

[15] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

4.6 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☑	☐	☐	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
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?	☑	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☑	☐	☐	☐

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

a.i) **Less than Significant Impact.** Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone.[16] No active or inactive faults have been identified at the ground surface within City limits.[17] Impacts will be less than significant.

a.ii) **Less than Significant Impact.** The proposed project will be subject to ground shaking impacts should a major earthquake in the area occur in the future. Potential impacts include injury or loss of life and property damage.

The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. The proposed development is subject to the seismic design criteria of the California Building Code (CBC). The 2013 California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants will be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. A preliminary geotechnical memorandum was prepared for the project by Group Delta Consultants. The nearest active faults include the Lower Elysian Park and Puente Hills blind thrust faults which are located roughly 4.2 and 6.3 kilometers (km) below the site. The Whittier section of the Elsinore fault zone is located about 7.0 km to the southwest, and the Raymond fault is located about 7.4 km north of the property. Group Delta Consultants recommend that the proposed structures be designed in general accordance with the seismic provisions of the CBC for Seismic Zone 4.[18] Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

a.iii) **Potentially Significant Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

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[16] California State Department of Conservation. Alquist-Priolo Earthquake Fault Zone Maps. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm [June 2014]

[17] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

[18] Group Delta Consultants. *Technical Memorandum: Preliminary Geotechnical Information.* May 10, 2013.

According to the Seismic Hazard Evaluation of the El Monte 7.5 minute quadrangle, the site is located in a Zone of Required Investigation for liquefaction.[19] The entire City is underlain by soils susceptible to liquefaction. The General Plan, in addition to the CBC, requires that a soil investigation take place in areas of potential seismic or geologic hazards. A preliminary geotechnical memorandum was prepared for the project by Group Delta Consultants and confirms the potential for liquefaction with a recommendation for further investigation in a geotechnical report.[20] Impacts related to liquefaction are potentially significant and will be analyzed further in an EIR.

a.iv) **No Impact.** According to the Seismic Hazard Evaluation of the El Monte 7.5 minute quadrangle, the project site is located in an urbanized area that is relatively flat, is not surrounded by any hillsides, and has no potential for landslides. No impacts related to the proposed project will occur.

b) **Less than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little, if any, native topsoil is likely to occur on site because the topsoil would have been removed or compacted as a result of engineering for the previous on-site development. The proposed project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403(d)(2) (Fugitive Dust). SCAQMD Rule 403, Table 1 provides measures for construction activities to reduce fugitive dust. This includes measures for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, washing mud and soils from equipment at the conclusion of trenching activities (see SCAQMD Rule 403 Table 1 for additional details). Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site will be covered completely by paving, structures, and landscaping. Impacts related to soil erosion will be less than significant with implementation of existing regulations.

c) **Potentially Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Sections 4.6.a and 4.6.b. As stated in section 4.6.a, the site is located in a Zone of Required Investigation for liquefaction.[21] The entire City is underlain by soils susceptible to liquefaction. Impacts related to liquefaction are potentially significant and will be analyzed further in an EIR.

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable

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[19] California State Department of Conservation. California Geological Survey, Seismic Hazard Zones. El Monte Quadrangle, March 25, 1999.

[20] Group Delta Consultants. *Technical Memorandum: Preliminary Geotechnical Information.* May 10, 2013.

[21] California State Department of Conservation. California Geological Survey, Seismic Hazard Zones. El Monte Quadrangle, March 25, 1999.

soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. The preliminary geotechnical memorandum prepared for the project site identified potential issues related to dynamic settlement, soil collapse, bearing capacity, and lateral resistance and recommended these issues be addressed in a geotechnical report. Impacts related to unstable soils are potentially significant and will be evaluated further in an EIR.

d) **Potentially Significant Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The preliminary geotechnical memorandum prepared for the project site indicates that soils in the project vicinity are alluvial with deposits of silty and clayey sand and sandy silt and lean clay.[22] The memorandum indicates that silts and clays are moderately to highly expansive. The potential for substantial expansive soils to occur on the project site and the resulting impacts will be further evaluated in an EIR.

e) **No Impact.** The project proposes to connect to the existing municipal sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

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[22] Group Delta Consultants. *Technical Memorandum: Preliminary Geotechnical Information.* May 10, 2013.

4.7 – Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☑	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☑	☐	☐	☐

a) **Potentially Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.[23] Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface

[23] United States Environmental Protection Agency. Frequently Asked Questions About Global Warming and Climate Change. Back to Basics. April 2009.

indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

Operational emissions associated with the proposed project will include greenhouse gas emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. Greenhouse gas emissions from electricity use are indirect emissions from the energy (purchased energy) that is produced offsite. Construction activities are short term and cease to emit greenhouse gases upon completion. Greenhouse gas emissions from the operation of the proposed project may have a potentially significant environmental impact. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. An air quality and climate change assessment will be prepared for the proposed project to determine if changes in greenhouse gas emissions resulting from construction and operation of the proposed project will contribute substantially to climate change impacts. Potentially significant impacts related to greenhouse gas emissions will be evaluated further in an EIR.

b) **Potentially Significant Impact.** The City has adopted the 2013 edition of the California Building Code (Title 24), including the California Green Building Standards Code (pursuant to El Monte Municipal Code Chapter 15.04). The project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The project does not include any feature (i.e. substantially alter energy demands) that will interfere with implementation of these state and City codes and plans. However, because the proposed project consists of a General Plan Amendment and zone change which allows for additional population and employment growth, potentially significant impacts could occur due to inconsistencies with State and/or regional greenhouse gas reduction plans. Potentially significant impacts related to greenhouse gas emissions will be evaluated further in an EIR.

4.8 – Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☑	☐	☐	☐
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?	☑	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☑	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☑	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☑	☐
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?	☐	☐	☑	☐

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☑	☐	☐	☐
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?	☐	☐	☐	☑

a) **Potentially Significant Impact.** The proposed project could result in a significant hazard to the public if the project results in the routine transport, use, or disposal of hazardous materials and wastes or places housing near a facility which routinely transports, uses, or disposes of hazardous materials and wastes. The proposed project is surrounded by commercial uses to the west, south, and east with residential uses located to the north of I-10. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the residential and retail use. Furthermore, according to the EPA, the proposed project is not located near any listed facilities that utilize radioactive materials, or discharge to surface water bodies.[24] In addition to the previous use on the project site (Sargent Fletcher Company), one facility has reported toxic releases: Thrifty Payless Incorporated Ice Cream Division at 9200 Telstar Avenue. In addition to the previous use on the project site, the following 18 facilities have reported hazardous waste activities:[25]

- A B Dick Company, 9035 Telstar Avenue
- A D Pathlabs Los Angeles, 9440 Telstar Avenue
- American Xtal Technology Inc., 9650 Telstar Avenue
- Biostar Microtech USA Corp, 9460 Telstar Avenue Unit 5
- Biostar Microtech USA Corp, 9682 Telstar Avenue 110
- Caltrol Inc., 9639 Telstar Avenue
- Demeter Technologies Inc, 3477 Fletcher Avenue Suite A
- Demeter Technologies Inc, 9650 Telstar Avenue Suite A
- Electronic Solutions A Zero C, 3445 Fletcher Avenue
- Evirogenics Systs Co, 9255 Telstar Avenue
- Gestetner Corp, 9500 Telstar Avenue
- Lyte Optronics, 3477 Flecture Drive
- Marshall Industries, 9661 Telestar Avenue
- Micro Gage Inc, 9537 Telstar Avenue
- Pac Fab Inc, 9626 Telstar
- Robert and Deborah Garcia, 9530 Olney Street
- Signet Scientific, 3401 Aerojet Avenue

[24] Environmental Protection Agency. Envirofacts. http://www.epa.gov/enviro/index.html [June 2014]

[25] Environmental Protection Agency. Envirofacts. http://www.epa.gov/enviro/index.html [June 2014]

- South Coast Air Quality Management District, 9150 Flair Drive

During construction, there will be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This will include fuels and lubricants for construction machinery, coating materials, etc. Potential impacts related to the transport, use, and disposal of hazardous materials and wastes during construction will be analyzed in an EIR.

With regard to project operation, widely used hazardous materials common at residential and commercial uses include paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the residential, retail, and hotel units will not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

b) **Potentially Significant Impact.** There is one open case of a leaking underground storage tank (LUST) approximately 0.5 miles east of the project site at AZ Arco at 3546 Baldwin Avenue.[26] According to the LTCP Checklist as of May 28, 2014, the release from the UST has been stopped and affected soils have been removed. No groundwater has been affected by this LUST.[27] There will be no impact related to the release of hazardous materials into the environment as a result of the proposed project.

Construction of the proposed project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed mixed-use development requires ordinary construction activities and use of hazardous materials to complete.. Potential impacts related to the accidental release of hazardous materials and wastes during construction will be analyzed in an EIR.

No impact related to asbestos containing materials (ACM) and lead-based paints will occur as the previously existing structures have been demolished and the project site does not require further demolition.

c) **Potentially Significant Impact.** There are four schools located within a quarter-mile of the project site. The Agape Montessori School is located approximately 0.04 miles to the east of the project site. The Telstar Montessori Childcare Center is located approximately 0.12 miles to the southwest of the project site. The K-Step Montessori Childcare is located approximately 0.22 miles to the west of the project site. Savannah School is located approximately 0.23 miles to the north of the project site. Operation of the proposed project will not generate any hazardous emissions and storage, handling, production or disposal of acutely hazardous materials is not required or proposed for any aspect of this project. However, remediation of contaminated soils

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[26] State Water Resources Control Board. GeoTracker. https://geotracker.waterboards.ca.gov/ [June 2014]

[27] State Water Resources Control Board. GeoTracker. AZ Arco LTCP Checklist. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603753421&cmd=ltcpreport&ltcp_id=113812 [June 2014]

on the project site will result in the handling and transport of contaminated materials. Impacts to existing schools are potentially significant and will be analyzed further in an EIR.

d) **Potentially Significant Impact.** The proposed project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. [28]

Based upon review of the *Cortese List*, the project site is not:

- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),[29]
- listed as a hazardous solid waste disposal site by the SWRCB,[30]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[31] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[32]

The project site is located within the San Gabriel Valley Superfund Site Area 1. Potential contaminants including PCE, TCE, 1,4-dioxane, and perchlorate are above state and federal water standards for groundwater. Current remediation includes extraction and treatment of contaminated groundwater. Affected wells in the vicinity include City of Monterey Park Wells 5, 12, and 15, San Gabriel Valley Plant 8 wells B, C, and D, and Golden State Water Company SG1 and SG2 wells. [33]

Site reconnaissance was performed by Odic Environmental. The site was previously occupied by Sargent Fletcher Company beginning in 1954 and is currently vacant. Sargent Fletcher manufactured and assembled pneumatic ejector racks and aircraft external fuel tanks on site. Hazardous materials were previously stored on site including solvents, acetone, cleaners, isopropyl alcohol, various acids, petroleum based products, and other materials. Potential soil, soil vapor, and groundwater contamination will be analyzed in an EIR.

e-f) **Less than Significant Impact.** The proposed project site is located approximately 1.5 miles southwest of the El Monte Airport runway. The airport operates on a 24-hour basis, seven days a week. The flight paths are from north to south and during take-off aircrafts follow the Rio Hondo Channel until they gain altitude. The Airport Influence Area encompasses airport property and two Runway Protection Zones, one at each end of the runway (one to the north and one to

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[28] California Environmental Protection Agency. Cortese List Data Resources. http://www.calepa.ca.gov/sitecleanup/corteselist/ [June 2014]

[29] California State Water Resources Control Board. GeoTracker. https://geotracker.waterboards.ca.gov/ [June 2014]

[30] California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. http://www.calepa.ca.gov/sitecleanup/corteselist/CurrentList.pdf [June 2014]

[31] California State Water Resources Control Board. List of Active CDO and CAO. http://www.calepa.ca.gov/sitecleanup/corteselist/CDOCAOList.xlsx [June 2014]

[32] California Department of Toxic Substances Control. Cortese List: Section 65962.5(a). http://www.calepa.ca.gov/sitecleanup/corteselist/SectionA.htm#Facilities [June 2014]

[33] California Department of Toxic Substances Control. EnviroStor. http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001339 [June 2014]

the south).[34] [35] The proposed project site is not located within the Airport Influence Area. Impacts will be less than significant.

g) **Potentially Significant Impact.** The proposed project includes 600 apartment units, a 220-room hotel, and 500,000 square feet of retail, and 50,000 square feet of restaurant use. The Specific Plan also includes an option for office use for up to twenty percent of the proposed retail use (20 percent of 500,000 square feet = 100,000 square feet of office). Given the increase in residential units on the site, the proposed project will increase population in the area. Per state Fire and Building Codes, sufficient space will have to be provided around the buildings for emergency personnel, equipment access and emergency evacuation. All project elements, including landscaping, will be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The project is required to comply with the California Fire Code (Title 24, California Code of Regulations, Section 9). The site plan includes five ingress/egress access points: two driveways on Flair Drive and three driveways on Rio Hondo Avenue. One driveway on Flair Drive and two driveways on Rio Hondo Avenue will provide access to parking. One driveway on Flair Drive will provide access to the hotel entry area and provide for guest pick-up and drop-off. One driveway on Rio Hondo Avenue will provide access to surface parking on the south side of the development with an interior drive aisle that goes east and north past the hotel to the Flair Drive driveway.

The project driveways will allow evacuation from the site, and will be constructed to California Fire Code specifications. There are existing difficulties in reaching the project site and the Flair Park area and thus potential difficulties in evacuating persons from the area. Access to the vicinity is provided by Flair Drive and Baldwin Avenue. Flair Drive is a two-lane, undivided roadway with freeway access granted via two-lane on- and off-ramps at Aero Jet Avenue. Baldwin Avenue is a two-lane, undivided roadway with two-lane on- and off-ramp freeway access. Considering the addition of residents and employees to an area with limited access, there is the potential to result in inadequate capacity for mass evacuation of the area should a disaster occur and thus could result in potentially significant impacts to human health and life. Expansion of roadways or other access points may be required to provide sufficient evacuation from the area. Potential impacts related to emergency evacuation will be further analyzed in an EIR.

h) **No Impact.** The project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).[36] There are no wildland conditions in the urbanized area where the project site is located. No impact will occur.

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[34] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

[35] Los Angeles County Airport Land Use Commission. *El Monte Airport. Airport Influence Area.* http://planning.lacounty.gov/assets/upl/project/aluc_airport-el-monte.pdf [December 2013]

[36] California Department of Forestry and Fire Protection. Very High Fire Hazard Severity Zones In LRA – Los Angeles County. September 2011.

4.9 – Hydrology and Water Quality

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
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)?	☐	☐	☑	☐
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?	☐	☐	☑	☐
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?	☑	☐	☐	☐
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?	☑	☐	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☑

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
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?	☐	☐	☑	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

a) **Less than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the project will discharge water that does not meet the quality standards of the agencies which regulate surface and groundwater quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP) to reduce potential post-construction water quality impacts. In addition, a groundwater workplan is currently being developed by the SWRCB for the prevention and cleanup of groundwater contamination. Five key elements of the workplan include thresholds, monitoring/assessment, governance/management , funding, and enforcement.[37]

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. The proposed project will disturb approximately 14.66 acres of land and therefore will be subject to NPDES permit requirements during construction activities. In addition, pursuant to El Monte Municipal Code Section 13.16.100 (Reduction of

[37] State Water Resources Control Board. State Water boards Groundwater Workplan. http://www.swrcb.ca.gov/water_issues/programs/groundwater/workplan.shtml [July 2014]

pollutants in stormwater), all construction projects shall apply Best Management Practices that control the volume and rate of stormwater runoff. Best Management Practices include drainage controls such as detention ponds, dikes, filter berms, and downdrains to prevent runoff, and plastic covering to prevent erosion. Compliance with City discharge requirements will ensure that the construction of the proposed project will not violate any surface or ground water quality standards or discharge requirements, or otherwise substantially degrade water quality. Impacts will be less than significant with implementation of existing regulations.

Operational Impacts

The proposed project will increase on-site impervious surface when compared to the existing, undeveloped conditions. The proposed project will be subject to NPDES requirements for incorporation of post-construction BMPs to address methods to decrease runoff from impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges, and to implement Low Impact Development (LID) standards. A key design criterion is to treat the first ¾-inch rainstorm flows, since the first rains typically carry the most concentrated levels of pollution that have built up since the last storm. Common post-construction BMPs include filtering stormwater through vegetated areas prior to discharge into the City's storm drain system or retaining stormwater on site to filter back into the groundwater. On-site detention and filtration can be accomplished through surface basins or subsurface collectors. The proposed mixed-use development will not generate hazardous wastewater that will require any special waste discharge permits. All wastewater associated with the building's interior plumbing system will be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Implementation of existing regulations and use of BMPs will ensure that any discharges will not violate any water quality standards. Impacts will be less than significant with implementation of existing regulations.

b) **Less than Significant Impact.** If the project removes an existing groundwater recharge area, substantially reduces runoff that results in groundwater recharge such that existing wells will no longer be able to operate, or substantially depletes groundwater supplies, a potentially significant impact could occur. The project site is located in the Main San Gabriel Basin (Main Basin). Groundwater elevations within the Basin have been measured at 329 feet during its historic high in 1916 and 195 feet during its historic low in 2004.[38] Project-related grading will not reach these depths and no disturbance of groundwater is anticipated. Although the project will result in an increase in impervious surfaces, NPDES requirements limit the increase in discharges to the storm drain system and require implementation of LID standards to minimize urban runoff; therefore, a substantial change in on-site infiltration will not occur. Furthermore, the project site is not utilized for groundwater recharge purposes. Water for the proposed project will be supplied by California American Water (CAW). The proposed project will be served by California American Water (CAW), Los Angeles District. The CAW's water supply serving the San Marino service area is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin and the Raymond Basin. The CAW's San Marino service area has an allocated pumping right of 3.98 percent of the annually determined safe yield from the Central Basin. As of July 2014, CAW has a fixed allocation of 1,609 AFY for the Raymond Basin.[39] If the CAW pumps more than the allowed amount of water, replacement water must be purchased.[40] Sections 10910-10915 of the state Water Code require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project consists of 600 dwelling units, a 220-

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[38] City of El Monte. 2010 Urban Water Management Plan. July 2011.
[39] California American Water. 2010 Urban Water Management Plan. 2012.
[40] California American Water. 2010 Urban Water Management Plan. 2012.

room hotel, 500,000 square feet of retail, and 50,000 square feet of restaurant use, a WSA is required to ensure that there is sufficient water supply to serve the proposed project and that groundwater will not be substantially depleted. Because this site is not managed for groundwater supplies and no substantial change in infiltration will occur, no changes to groundwater levels will result from the proposed project that could affect local groundwater pumping. Impacts will be less than significant.

c) **Less than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. The project will collect and convey off-site run-off from upstream areas and convey these flows through the site, to the surrounding streets and the existing storm drainage system. A Local Stormwater Pollution Prevention Plan and Wet Weather Erosion Control Plan are required by the City of El Monte and will be reviewed and approved by the City. The final plans will be approved by the City during plan check review. Erosion and siltation reduction measures will be implemented during construction. At the completion of construction, the project will consist of impervious surfaces and landscaped areas, and will therefore not be prone to substantial erosion. No streams cross the project site; thus, the project will not alter any stream course. Impacts will be less than significant.

d) **Potentially Significant Impact.** No streams traverse the project site; thus, the project will not result in the alteration of any stream course. During construction, the project applicant will be required to comply with drainage and runoff guidelines pursuant to El Monte Municipal Code Section 13.16.100 (Reduction of pollutants in stormwater) and Section 13.20.120 (Control of pollutants from demolition and/or construction activities).

With regard to project operation, on-site drainage will be directed to existing storm drains on Flair Drive and Rio Hondo Avenue. Permits to connect to the existing storm drainage system will be obtained prior to construction. Pursuant to El Monte Municipal Code Section 13.20.150 (Post-Construction Pollution Reduction), the proposed project will implement BMPs into the design of the project to reduce pollutants during operation of the project. In addition, an urban storm water storm water mitigation plan consistent with the most recent Countywide Development Planning Model Program is required (El Monte Municipal Code Section 13.20.150). Proposed drainage will be evaluated with storm drain capacity to determine if on- or off-site flooding may occur in an EIR.

e) **Potentially Significant Impact.** Impacts will be significant if the proposed project will create or contribute to runoff water which will exceed the capacity of existing or planned storm water drainage systems. Permits to connect to the existing storm drainage system will be obtained prior to construction. The proposed project will generate urban runoff that needs to be assessed in consideration of existing storm drainage capacity. Impacts related to storm drain capacity will be analyzed further in an EIR.

f) **No Impact.** The project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section 4.9 herein. No impacts will occur.

g) **No Impact.** According to the El Monte General Plan EIR, no part of El Monte lies within a 100-year flood zone under the National Flood Insurance Program (NFIP) afforded by FEMA.[41] No impact will occur.

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[41] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

h) **No Impact.** The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, defined by FEMA as areas outside the 0.2 percent annual chance floodplain.[42] Therefore, no rising of a flood plain will occur.

i) **Less than Significant Impact.** The City's General Plan indicates that there is potential for flooding due to dam failure.[43] The project site is located within the flood inundation areas and will be in danger of flood if the Santa Fe Dam and Reservoir were to fail. However, the General Plan and General Plan EIR indicate that the potential and severity for flooding within the City due to dam failure is remote due to water levels in the reservoir. Therefore, impacts from dam inundation will be less than significant based on the analysis provided in the certified General Plan EIR.

j) **No Impact.** The project site is not subject to tsunami due to its elevation and distance (over 24 miles) from the Pacific Ocean. There are above-ground water tanks at five locations in the City. According to the General Plan EIR, there are no bodies of water within the City that will cause substantial inundation due to seiche.[44]

A mudflow (or debris flow) is a rapidly moving slurry of water, mud, rock, vegetation and debris. Larger debris flows are capable of moving trees, large boulders, and even cars. This type of hydrologic hazard is especially dangerous, as it can move at speeds in excess of 10 miles per hour, is capable of crushing buildings, and can strike with very little warning. The development of debris flows is strongly tied to exceptional storm periods of prolonged rainfall. Ground failure occurs during an intense rainfall event, following saturation of the soil by previous rains. Even relatively small amounts of debris can cause damage from inundation and/or impact. There are no exposed soils, slopes, rivers, or streams within the project vicinity that could result in mudflows. No impact will occur.

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[42] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

[43] City of El Monte. General Plan. June 2011.

[44] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

4.10 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑
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?	☑	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

a) **No Impact.** The proposed project is surrounded by commercial uses and there are no residences located on or adjacent to the project site; therefore, development of the project site could not divide an established community. The project does not propose construction of any roadway, flood control channel, or other structure that will physically divide any portion of the community. Therefore, no impact will occur.

b) **Potentially Significant Impact.** The project site is designated as *Office Professional* in the City's General Plan and is zoned *Office Professional (OP*). The proposed project consists of a Specific Plan that will include 600 apartment units, 500,000 square feet of retail, 50,000 square feet of restaurant uses, and a 220-room hotel. The Specific Plan also includes the option for up to twenty percent of the proposed retail square footage to be office use, resulting in 400,000 square feet of retail and 100,000 square feet of office. The proposed project includes an amendment to the General Plan to designate the project site as the Flair Spectrum Specific Plan Area, a Conditional Use Permit to allow the hotel use, and a Conditional Use Permit to allow the development of more than three residential units. Due to the proposed modification to the General Plan, potential changes to office/professional development opportunities within the City, and the proposed Specific Plan that will influence on-site zoning requirements, potential significant impacts related to planning consistency will be further analyzed in an EIR.

c) **No Impact.** As discussed in Section 4.4.f above, the proposed project site and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, no impact will occur.

4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a-b) **No Impact.** The project site is located in a completely urbanized area. Review of aerial photographs indicates that there are no mineral extraction or process facilities on or near the site. In addition, the City does not delineate any important mineral resources in its General Plan or in any other plan. [45] No impact will occur.

[45] City of El Monte. General Plan. June 2011.

4.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☑	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☑	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☑	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☑	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑	☐

a) **Potentially Significant Impact.** The El Monte Municipal Code (Chapter 8.36 Noise Control) establishes allowable noise levels for a variety of land uses.[46] Exterior noise exposure for residential uses is allowable up to 55 dBA CNEL and 65 dBA CNEL for commercial uses. Ambient noise in the project vicinity will generally be defined by traffic on Rio Hondo Avenue, Flair Drive,

[46] City of El Monte. Municipal Code.

and Interstate 10, considering there are no other major sources of noise in the project vicinity. A noise impact study will be prepared to determine current and future noise levels in the project vicinity to assess the potential for exposure of on-site and off-site receptors to noise levels in excess of City standards. Potentially significant impacts will be analyzed in an EIR.

b) **Potentially Significant Impact.** Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment.[47] The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the proposed mixed-use development does not include uses that cause vibration.

According to the Caltrans *Transportation- and Construction-induced Vibration Manual*, vehicles traveling on highways are not an efficient source of ground vibration because these vehicles are supported on flexible suspension systems and pneumatic tires.[48] Minor vibration from heavy truck passages can occur on highways with discontinuities resulting in vibration that generally last for a fraction of a second and rapidly drop off. Because of these factors, Caltrans does not require or recommend analysis of highway vibration.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. Currently, it is unknown if the project will require rock blasting or pile driving. Site clearing and grading activities will require the use of heavy construction equipment. Use of these types of equipment could result in potentially significant impacts related to damage to nearby structures and annoyance to nearby receptors. Impacts related to groundborne vibration during construction will be analyzed further in an EIR.

c) **Potentially Significant Impact.** The proposed project's noise impacts will be significant if it causes ambient noise levels to increase by 5 dBA or more (a readily perceptible level of noise increase to the human ear). A noise impact analysis will be prepared to evaluate the changes in ambient noise levels resulting from the proposed project. Ambient noise in the vicinity will generally be defined by traffic on Rio Hondo Avenue, Flair Drive, and I-10. Pursuant to Municipal Code Section 8.36.040 (Ambient Noise Standards), increasing the noise level at the property line of any property to exceed the ambient noise level by more than 5 dBA for a period of 15 minutes in any hour is a potentially significant noise impact. Impacts will be analyzed further in an EIR.

d) **Potentially Significant Impact.** Operationally, the project will result in periodic noise outdoors associated with landscaping activities, solid waste and recycling pick-up, and people

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[47] California Department of Transportation. Transportation- and Construction-Induced Vibration Guidance Manual. June 2004

[48] Ibid

talking outside in the common areas and roof-top restaurants. While these activities are common for residential and commercial uses, it is currently unknown to what extent these activities could impact nearby or on-site uses; therefore, periodic operational noise increase will be analyzed further in an EIR.

The proposed project will result in temporary construction-related noise increases due to on-site ground disturbing and construction activities. The El Monte Municipal Code (Section 8.36.050) limits the days and times of construction in order to minimize noise impacts on surrounding properties. Construction activities are limited to the hours of 6:00 A.M. and 7:00 P.M. on weekdays and 8:00 A.M. and 7:00 P.M. on weekends or as otherwise allowed per a noise permit.

Construction noise levels vary, depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources of the receiver. The project site is surrounded by commercial use to the west, south, and east with residential use approximately 305 feet to the north of the property line (north of I-10). Temporary construction noise could result in potentially significant impacts to surrounding land uses and will be analyzed further in an EIR.

e,f) **Less than Significant Impact.** El Monte Airport is located approximately 1.5 miles northeast of the project site. One heliport is located at the El Monte Airport. According to the General Plan EIR, the 70 dBA noise contour for the airport does not extend beyond airport property lines; therefore, impacts will be less than significant.

4.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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)?	☑	☐	☐	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a) **Potentially Significant Impact.** Impacts will be significant if the proposed project will directly or indirectly result in substantial population growth in the area and regional growth as defined by SCAG. The proposed mixed-use project includes 600 residential units, a 220-room hotel, 500,000 square feet of retail, and 50,000 square feet of restaurant use which will result in direct residential and employment growth. The proposed Specific Plan also includes the option for up to twenty percent of the proposed retail use (100,000 square feet) to be developed as office use. The increase in residential units and employment opportunities could result in substantial population and employment growth in the City and region. Potential impacts will be evaluated in an EIR.

b) **No Impact.** The project site is currently vacant with no residential units existing on site; therefore, the proposed project will not result in the displacement of existing housing necessitating the construction of replacement housing elsewhere. No impact will result.

c) **No Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.[49] The project site is vacant and therefore no residents will be required to relocate. As such, there is no *forced* or *obliged* removal of persons, and therefore no displacement. No impact will result.

[49] The Brookings Institute. Handbook for Applying the Guiding Principles on Internal Displacement. 1999.

4.14 – Public Services

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	☑	☐	☐	☐
b) Police protection?	☑	☐	☐	☐
c) Schools?	☑	☐	☐	☐
d) Parks?	☑	☐	☐	☐
e) Other public facilities?	☑	☐	☐	☐

a) **Potentially Significant Impact.** The Los Angeles County Fire Department (LACFD) East Operations Bureau Division IX provides fire protection and emergency medical response services in the City of El Monte. The project site is located approximately two miles west of the Station 166 located at 3615 Santa Anita Avenue. According to the General Plan EIR, Station 166 is equipped with one quint (combination fire engine and ladder truck), one paramedic squad, one battalion, and one utility truck and is staffed with six firefighters daily.[50]

The City of El Monte reviews construction plans to make sure all proposed buildings meet appropriate safety codes prior to construction. Fire inspectors perform plan review on all proposed fire sprinkler systems, fire alarm systems, and restaurant hood extinguishing system installation.

The proposed project will not have a significant impact on fire response times because the project is located within the existing service area of the LACFD and the proposed mixed-use project does not propose to use substantially hazardous materials or engage in hazardous activities that will require new or modified fire protection equipment to meet potential emergency demand; however, the need for new or physically altered fire protection equipment and facilities may be required due to the density and height of the proposed project and will be further analyzed in an EIR.

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[50] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

b) **Potentially Significant Impact.** The El Monte Police Department (EMPD) provides police protection services in the City of El Monte. The EMPD has 127 sworn police officers, 46 civilian personnel, and four K-9 units.[51] EMPD staff is supplemented by volunteers who are enlisted through the Volunteers Caring and Patrolling Program. The EMPD Main Police Station is located at 11333 Valley Boulevard, approximately 2.3 miles east of the project site, at the El Monte City Hall. The EMPD has an estimated average response time of four minutes and 40 seconds to Priority 1 calls to any part of the City. The need for new or expanded police facilities and any potential impacts will be evaluated in an EIR.

c) **Potentially Significant Impact.** As a mixed-use development with a residential component, this project will generate direct demand for school facilities. There is a potential for households with school-age children relocating to the El Monte Area as a result of the proposed residential units. The project will be served by El Monte City School District and El Monte Union High School District.

Pursuant to the Leroy F. Green School Facilities Act (AB 2926), the project proponent will be required to pay developer fees to the El Monte City School District and the El Monte Union High School District, prior to the issuance of building permits, at the then current rate charged to residential development projects. This fee will help support provision of school services for the community as a whole. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. However, due to the number of proposed dwelling units, impacts related to the construction of school facilities will be evaluated further in an EIR.

d) **Potentially Significant Impact.** Demand for park and recreational facilities are generally the direct result of residential development. The City's Municipal Code Section 16.34.030 requires that new developments dedicate land or pay fees in lieu of, or pay and dedicate a combination of both for park and/or recreational facilities. The proposed project includes 600 apartment units and a 220-room hotel. Both uses will result in a direct demand for recreational facilities. Impacts related to the construction of recreational facilities will be evaluated in an EIR.

e) **Potentially Significant Impact.** The proposed project, a mixed-use development, will result in a growth of a maximum of 2,340 residents from a population of 113,475 as indicated in the 2010 Census. This increase in residents represents a two percent increase, resulting in increased demand for public services such as libraries or hospitals. The need for expanded public service facilities will be evaluated in an EIR.

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[51] The Planning Center. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. May 2011

4.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☑	☐	☐	☐
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?	☑	☐	☐	☐

a - b) **Potentially Significant Impact.** The proposed project includes 600 apartment units and a 220-room hotel that will increase the population in the project vicinity. The proposed project is subject to park fees to support existing and future public recreation efforts. However, the proposed project has the potential to significantly increase use of existing recreational facilities as on-site amenities could be limited based on the conceptual design of the project. Impacts to existing facilities and the potential need for construction of new or expansion of existing recreational facilities will be evaluated further in an EIR.

4.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☑	☐	☐	☐
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?	☑	☐	☐	☐
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?	☐	☐	☑	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☑	☐	☐	☐
e) Result in inadequate emergency access?	☑	☐	☐	☐

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?	☑	☐	☐	☐

a) **Potentially Significant Impact.** The City of El Monte requires that intersections that will have traffic volumes increased by a minimum of 50 trips during the A.M. or P.M. peak hours be studied to evaluate potential impacts to the local and regional transportation network. A traffic study is required for the proposed project because the project is anticipated to exceed this screening threshold at some local and regional intersections. A traffic impact analysis and the results will be analyzed in an EIR.

b) **Potentially Significant Impact.** Pursuant to the Los Angeles County Metropolitan Transportation Authority Congestion Management Plan (CMP), any project that adds 150 or more vehicle trips to freeway segments or 50 or more vehicle trips to roadway segments during peak hours must be examined for impact of CMP roadways and intersections. There is one CMP roadway segment within the project vicinity: Interstate-10 between Rosemead Boulevard and the eastern City limits.[52] Proposed project traffic impacts will be potentially significant if they conflict with CMP level of service standards established by the congestion management agency. A traffic study will be prepared for the project and impacts will be analyzed in an EIR.

c) **Less than Significant Impact.** A significant impact will occur if the proposed project causes a change in air traffic patterns that will result in a substantial safety risk. The El Monte Airport is located approximately 1.5 miles northeast of the project site. However, as stated in the El Monte General Plan Public Health and Safety Element, the runway protection zones do not extend outside the airport property and development will not conflict with ongoing aviation operations.[53] Impacts will be less than significant.

d) **Potentially Significant Impact.** A significant impact will occur if the proposed project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed conceptual site plan includes five ingress/egress access points: two driveways on Flair Drive and three driveways on Rio Hondo Avenue. One driveway on Flair Drive and two driveways on Rio Hondo Avenue will provide access to parking. One driveway on Flair Drive will provide access to the hotel entry area and provide for guest pick-up and drop-off. One driveway on Rio Hondo Avenue will provide access to surface parking on the south side of the development with an interior drive aisle that goes east and north past the hotel to the Flair Drive driveway. The design of the proposed project will comply with all applicable City regulations. Furthermore, the proposed project does not involve changes in the alignment of Rio Hondo Avenue or Flair Drive, the streets adjacent to the project site. Driveway width, line-of-sight at ingress and egress points, proximity of the project site to fire hydrants, and access to fire hydrants will be analyzed and verified in an EIR.

The project includes construction of hotel, retail, and residential uses to be accommodated by a parking structure. A parking study will be prepared for the project to determine if adequate

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[52] Los Angeles County Metropolitan Transportation Authority. Congestion Management Program. http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf [December 2013]

[53] City of El Monte. General Plan. June 2011

parking can be provided to serve the project. Potential parking issues and associated hazards will be analyzed in an EIR.

e) **Potentially Significant Impact.** A significant impact will occur if the design of the proposed project does not satisfy emergency access requirements of the Los Angeles County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project will not result in inadequate emergency access on site. As discussed above, access to the project site is proposed via five driveways: two driveways on Flair Drive and three driveways on Rio Hondo Avenue. The widths will be of sufficient length to provide access to fire and emergency vehicles and will be consistent with the California Fire Code. All access features are subject to and must satisfy the City of El Monte design requirements, including the County Fire Department's requirements. Impacts related to on-site emergency access is less than significant and will not be addressed further in an EIR.

Access to the site is provided via driveways on Flair Drive and Rio Hondo Avenue. These are two-lane, undivided roadways that allow street parking. These roadways may not provide sufficient width to allow for adequate emergency access to the areas of the project site or surrounding areas and thus may require improvements such as lane widening to provide sufficient emergency access. Due to the widths of these roadways, adequacy of these roadways to provide emergency access to the project site will be analyzed in an EIR.

f) **Potentially Significant Impact.** Public bus transit service in the project vicinity is currently provided by the Metropolitan Transportation Authority (Metro). Metro operates one transit bus route in the project vicinity. Route 176 runs east-west from Highland Park to Montebello through South Pasadena, San Gabriel, Rosemead, El Monte, and South El Monte via Mission Street, Mission Drive, Tyler Avenue, and Rush Street.[54] It is unknown at this time if the proposed project will result in any changes to lane or street configuration of Rio Hondo Avenue or Flair Drive or to existing sidewalks that could affect performance or safety of alternative transportation facilities. Potential impacts to alternate transit facilities will be analyzed.

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[54] Los Angeles Metropolitan Transit Authority. 200-299 Timetables. Metro Local – Highland Park – El Monte Station – The Shops at Montebello via Mission St/Dr, Tyler Av & Rush St. http://media.metro.net/riding_metro/bus_overview/images/176.pdf [June 2014]

4.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
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?	☑	☐	☐	☐
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?	☑	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☑	☐	☐	☐
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?	☑	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

a) **Less than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities will be required. Exceeding the RWQCB

treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates.

New development in the City is required to install wastewater infrastructure concurrent with project development. Wastewater collection facilities are owned, operated, and maintained by the El Monte Public Works Department. The City's wastewater system includes 135 miles of pipeline and six pump stations. A limited number of residences are on septic tanks. El Monte is one of 17 jurisdictions in the metropolitan Los Angeles area that is a signatory to the Joint Outfall Agreement that provides a regional, interconnected system of facilities known as the Joint Outfall System (JOS). The Sanitation Districts of Los Angeles County treat wastewater at the Whittier Narrows Water Reclamation Plant, located south of the City. Tertiary-treated effluent, or "recycled water," is used for irrigation, industrial uses, and for groundwater recharge at spreading basins along the San Gabriel River and Rio Hondo Channel. Sludge is placed back into the sewer system for conveyance to the Joint Water Pollution Control Plant (JWPCP) in Carson for further treatment prior to eventual disposal into the Pacific Ocean. The Whittier Narrows WRP provides treatment for 15 million gallons of wastewater per day.[55] Sewer and storm drain impact fees are authorized under Chapter 15.08.010 of the City's Municipal Code. Local flood control facilities are maintained by the City, with regional facilities under the jurisdiction of the Los Angeles County Department of Public Works. All wastewater generated by the interior plumbing system of the proposed project will be discharged into the local sewer main and conveyed for treatment at the Sanitation Districts of Los Angeles County's Whittier Narrows Water Reclamation Plant. Wastewater flows will consist of typical residential and commercial wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the Plant. Wastewater flows associated with the proposed project will consist of the same kinds of substances typically generated by residential and commercial uses and no modifications to any existing wastewater treatment systems or construction of any new ones will be needed to treat this project's wastewater. This project will thus have a less than significant impact on the ability of the Whittier Narrows WRP to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Los Angeles Regional Water Quality Control Board (LARWQCB). Therefore, the project will have a less than significant impact related to wastewater treatment requirements of the LARWQCB.

b) **Potentially Significant Impact.** For discussion of water supply, please see subsection 4.17.d. As discussed in the preceding response, wastewater generated at the project site is treated at the Whittier Narrows WRP. Based on the Sanitation District of Los Angeles County loading factors, the proposed project is estimated to have a wastewater generation of approximately 333,600 gallons per day that consists of approximately two percent of the Whittier Narrows WRP 15 million gallon per day treatment capacity.[56] The proposed Specific Plan also includes an option for up to twenty percent of the proposed retail space to be developed as office space. This option will generate approximately 321,100 gallons of wastewater per day. General Plan Policy PSF-4.3 requires development to pay the full cost of improving water, wastewater, road, parks, or other infrastructure necessitated by their projects, unless findings are made that the fair-share requirement should be waived due to overriding public benefit. Potential impacts related to the construction of new water or wastewater facilities or expansion of existing facilities will be further analyzed in an EIR.

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[55] Los Angeles County Sanitation District. Whittier Narrows Water Reclamation Plant. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp [June 2014]

[56] County Sanitation Districts of Los Angeles County. Loadings for Each Class of Land Use. http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531 [June 2014]

Connections to local water and sewer mains will involve temporary construction impacts that will occur in conjunction with other on-site improvements. Local water and sewer mains need to be assessed to ascertain if adequate capacity is available to convey water to the Whittier Narrows WRP. If water or sewer mains are required to be expanded to serve the proposed project, construction of those facilities may result in potentially significant impacts. Potential impacts related to expansion of local water and sewer mains will be further analyzed in the EIR.

c) **Potentially Significant Impact.** Potentially significant impacts could occur as a result of the proposed project if storm water runoff was increased to a level that will require construction of new storm drainage facilities. As discussed in Section 4.9.e, the proposed project will generate urban runoff that needs to be assessed in consideration of existing storm drainage capacity. Potentially significant impacts related to storm drain capacity will be analyzed further in an EIR.

d) **Potentially Significant Impact.** The proposed project will be served by California American Water (CAW), Los Angeles District. The CAW's water supply serving the San Marino service area is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin and the Raymond Basin. The CAW's San Marino service area also has an allocated pumping right of 3.98 percent of the annually determined safe yield from the Central Basin. As of July 2014, CAW has a fixed allocation of 1,609 AFY for the Raymond Basin[57]. If the CAW pumps more than the allowed amount of water, replacement water must be purchased.[58] Sections 10910-10915 of the state Water Code require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project consists of 600 dwelling units, a 220-room hotel, 500,000 square feet of retail, and 50,000 square feet of restaurant use, a WSA is required. Water supply and adequate pressure and storage will be further evaluated in an EIR.

e) **Potentially Significant Impact.** Potentially significant impacts could occur as a result of the proposed project if the Sanitation Districts of Los Angeles County determines that Whittier Narrows WRP does not have adequate capacity to treat wastewater discharged by the proposed project. Wastewater discharges will be further evaluated in an EIR.

f) **Less than Significant Impact.** Significant impacts could occur if the proposed project will exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. El Monte is served by three waste management companies through nonexclusive franchise agreements. American Reclamation serves the commercial and multi-family sectors. Valley Vista Services serves the residential, commercial, and multifamily sectors for areas north of I-10. Waste Management, Inc. also serves the commercial sector.[59] Regional landfill capacity fluctuates daily and is regularly monitored by the County Sanitation Districts of Los Angeles County to ensure there is sufficient landfill space available to dispose of municipal solid wastes throughout the San Gabriel Valley. This project's additional solid waste stream will have a less than significant impact on regional landfill capacity. Cities must meet the 50 percent landfill diversion mandate required by State law. General Plan Policy PSF-3.1 states that waste should be diverted from landfills in levels that meet state mandates and support sustainable practices through a comprehensive program of source reduction and recycling. In 2012, the per resident

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[57] California American Water. 2010 Urban Water Management Plan. 2012.
[58] California American Water. 2010 Urban Water Management Plan. 2012.
[59] City of El Monte. Environmental Services Department. http://elmonteca.gov/Government/PublicWorks/EnvironmentalSrvs/ContactyourWasteHauler.aspx [June 2014]

disposal rate was 4.4 pounds per day, below the target of no more than 6.8 pounds per day and less than waste in 2007 (6.0 pounds per day).[60] According to the California Department of Resources Recycling and Recovery (CalRecycle), the City disposes of waste at several area landfills, including:

- Puente Hills Landfill (Closed in October 2013)
- El Sobrante Landfill
- Olinda Alpha Sanitary Landfill
- Chiquita Canyon Sanitary Landfill
- Azusa Land Reclamation County Landfill
- Antelope Valley Public Landfill
- Sunshine Canyon City/County Landfill
- Lancaster Landfill and Recycling Center
- Simi Valley Landfill and Recycling Center
- Kettleman Hills-B18 Nonhaz Codisposal
- Mid-Valley Sanitary Landfill

The majority of waste in 2012 (total solid waste disposal in El Monte in 2012 totaled 91,277 tons) went to the Puente Hills Landfill, El Sobrante Landfill and the Olinda Alpha Sanitary Landfill.[61] The Puente Hills Landfill closed on October 31, 2013. Although solid waste will no longer be accepted at the landfill, other facilities are available to accept the City's waste. The El Sobrante Landfill, located in Corona, has a permitted daily capacity of 16,054 tons, with a permitted total capacity of 184,930,000 tons and a remaining capacity of 145,530,000 tons. This landfill is projected to close in 2045.[62] The Olinda Alpha Sanitary Landfill, located in Brea, has a permitted daily capacity of 8,000 tons per day and a total capacity of 74,900,000 cubic yards, with a remaining capacity of 38,578,383 cubic yards. This landfill is estimated to close in 2021.[63] Although these existing landfills currently used by El Monte are anticipated to close in 2045 and 2021, other regional landfills have remaining capacity. Also, regional plans are underway to transport waste by rail to landfill sites in the desert areas to the east of the County.

Utilizing waste production methodology from the California Department of Resources, Recycling, and Recovery (CALRECYCLE), the proposed project will generate approximately 3,431 tons of solid waste per year.[64] The proposed Specific Plan also includes an option for up to twenty percent of the proposed retail space to be developed as office space. This option will generate approximately 3,066 tons of solid waste per year. There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the amount of solid waste generation from the proposed project, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Impacts will therefore be less than significant.

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[60] CalRecycle. Facility/Site Summary Details, Jurisdiction Diversion/Disposal Rate Summary. http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx [June 2014]

[61] CalRecycle. Jurisdiction Disposal by Facility. http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx [June 2014]

[62] CalRecycle. Facility/Site Summary Details: El Sobrante (33-AA-0217) http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0053/Detail/ [June 2014]

[63] CalRecycle. Facility/Site Summary Details: Olinda Alpha Sanitary Landfill (30-AB-0035) http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0052/Detail/ [June 2014]

[64] CalRecycle. Waste Characterization: Estimated Solid Waste Generation and Disposal Rates. http://www.calrecycle.ca.gov/wastechar/wastegenrates/ [June 2014]

g) **No Impact.** The proposed project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact will occur.

4.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☑	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☑	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☑	☐	☐	☐

a) **Potentially Significant Impact.** The proposed project is located within an urbanized area with no natural habitat. Impacts associated with visual character will be potentially significant. The proposed project will not result in impacts to biological resources. Impacts to cultural resources are potentially significant. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of criteria pollutants and other air quality impacts may pose significant environmental impacts. In addition, Sections 4.7 and 4.12 conclude that impacts related to climate change and noise are potentially significant. The City hereby finds that the proposed project may result in potentially significant impacts through degradation of the quality of the environment and an Environmental Impact Report will be prepared.

b) **Potentially Significant Impact.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and probable future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the proposed project. The proposed project will generally result in less than significant or no environmental impacts related to agricultural resources, biological resources, and mineral resources. Cumulative impacts related to aesthetics, air quality, cultural resources,

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 traffic, and utilities and service systems are potentially significant and will be evaluated in accordance with CEQA requirements in an EIR. The City hereby finds that the proposed project may result in potentially significant cumulative impacts and an Environmental Impact Report will be prepared.

c) **Potentially Significant Impact.** Based on the analysis of the proposed project's impacts in the responses to Sections 4.1 through 4.17, there is indication that the proposed project could result in substantial adverse effects on human health and welfare. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be potentially significant and an Environmental Impact Report will be prepared.

5 References

5.1 – List of Preparers

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5.2 – Persons and Organizations Consulted

None