

FINAL

**CITY OF EL MONTE
GENERAL PLAN AND
ZONING CODE
UPDATE
ENVIRONMENTAL
IMPACT REPORT**

**SCH NO. 2008071012
SCREENCHECK**



prepared for:

CITY OF EL MONTE

Contact:
Minh Thai
Assistant Economic
Development Director

prepared by:

**THE PLANNING
CENTER**

Contact:
William Halligan, Esq.
Vice President,
Environmental Services

MAY 2011

SCH #2008071012
DRAFT PEIR CIRCULATED: March 9, 2011 to April 22, 2011
FINAL PEIR CERTIFIED:

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**SCH NO. 2008071012
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prepared for:

CITY OF EL MONTE

*City of El Monte
Community Development Department
11333 Valley Boulevard
El Monte, CA. 91731-3293
626.258.8626*

*Contact:
Minh Thai,
Assistant Economic
Development Director*

prepared by:

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Website: www.planningcenter.com*

*Contact:
William Halligan, Esq.
Vice President,
Environmental Services*

ELM-01.0L

MAY 2011

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1. *Introduction*

1.1 **INTRODUCTION**

This Final Program Environmental Impact Report (FPEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DPEIR for the City of El Monte General Plan and Zoning Code Update during the public review period, which began March 9, 2011, and closed April 22, 2011. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DPEIR comprise the FPEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 **FORMAT OF THE FPEIR**

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FPEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DPEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-4 for letters received from agencies and organizations; no comment letters from residents were received). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft PEIR. This section contains revisions to the DPEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DPEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FPEIR. City of El Monte staff has reviewed this material and determined that none of this material constitutes the



1. Introduction

type of significant new information that requires recirculation of the DPEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DPEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FPEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DPEIRs.

2. *Response to Comments*

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of El Monte) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DPEIR and prepare written responses.

This section provides all written responses received on the DPEIR and the City's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DPEIR are excerpted in this document, the sections are shown indented. Changes to the DPEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DPEIR during the public review period.

<i>Number Reference</i>	<i>Commenting Person/Agency</i>	<i>Date of Comment</i>	<i>Page No.</i>
Agencies & Organizations			
A1	California Department of Transportation, District 7, Regional Planning	March 28, 2011	2-3
A2	County Sanitation Districts of Los Angeles County	April 21, 2011	2-7
A3	San Gabriel & Lower Los Angeles Rivers and Mountains Conserv.	April 22, 2011	2-13
A4	State of California, Governor's Office of Planning and Research	April 25, 2011	2-17

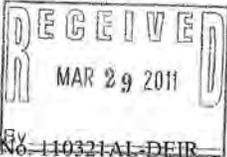


2. Response to Comments

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2. Response to Comments

LETTER A1 – California Department of Transportation, District 7 Regional Planning (2 pages)

<small>STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY</small>		<small>EDMUND G. BROWN, JR., Governor</small>
DEPARTMENT OF TRANSPORTATION DISTRICT 7, REGIONAL PLANNING IGR/CEQA BRANCH 100 MAIN STREET, MS # 16 LOS ANGELES, CA 90012-3606 PHONE: (213) 897-9140 FAX: (213) 897-1337		
March 28, 2011		<i>Flex your power! Be energy efficient!</i>
	IGR/CEQA No. 110321AL-DEIR Referenced to IGR/CEQA No. 080708AL, NOP General Plan & Zoning Code Update Vic. LA-10/PM 28,67 SCH # 2008071012	
Mr. Minh Thai Community Development Director City of El Monte 11333 Valley Blvd. El Monte, CA 91731		
Dear Mr. Thai:		
Thank you for including the California Department of Transportation (Department) in the environmental review process for the above referenced project. The proposed project is an update to the City of El Monte General Plan and Zoning Code.		
The General Plan would add an increase of 5,484 residential units and 12,006,655 square feet of nonresidential uses over existing conditions within the buildout year. Any development project will generate vehicle trips in which many vehicle trips will utilize SR-10 during the AM/PM peak hour for the daily travel.		A1-1
On Table 5.13-14, Proposed General Plan Buildout Conditions AM & PM Peak Hour State Highway Intersection LOS (Page 5.13-45), many State facilities are operating at Level of Service, LOS, "F". We would like the City to explore possible traffic mitigation for the following State Highway Intersections.		A1-2
<ul style="list-style-type: none">• #3 Aerojet Ave-I10 EB Ramps/Flair Dr.• #9 Baldwin Ave-I-10 EB Ramps/Flair Dr.• #27 I-10 WB Off-Ramp /Brockway St.• #40 Peck Rd/I-10 WB Ramps• #41 Peck Rd/I-10 EB Off-Ramp		A1-2
On Table 5.13-15, Proposed General Plan Buildout Conditions Existing Conditions AM & PM Peak Hour State Highway Freeway Segment LOS, all freeway (I-10) segments will be operating at LOS "F" at the buildout year. Implementation of Mitigation 13-2 would reduce impacts to freeway mainline segments, but it would not eliminate the significant impact. Consequently, Impact 5.13-3 as it pertains to state highway freeway mainline segments would remain significant and unavoidable according the Environmental Analysis on page 5.13-66.		A1-3
<small>"Caltrans improves mobility across California"</small>		



2. Response to Comments

Mr. Minh Thai
March 28, 2011
Page 2 of 2

In the spirit of mutual cooperation and the phone conversation between Mr. Alan Lin and Mr. Minh Thai on March 23, 2011, our preliminary review concurs with the City's implementation of Policy C-2.6, that for "mitigations required for regionally significant projects, developers shall pay a fee to help fund a project-specific report" which would benefit both the City and the State.

We would also like to invite the lead agency, City of El Monte to the Caltrans office to discuss traffic impact, fair share contributions towards planned freeway improvements, and/or future project-specific report. Please contact this office at your earliest convenience to schedule a meeting in the near future. We are continuously reviewing the traffic study and may have additional comments in the near future.

A1-4

If you have any questions, please feel free to contact me at (213) 897-9140 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 110321AL.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

2. Response to Comments

A1. Response to Comments from Caltrans, dated March 28, 2011.

- A1-1 Comment reiterates the growth projected in the General Plan update. Comment is noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of El Monte decision-makers for their review and consideration.
- A1-2 Comment concerns information found in Table 5.13-14 of the DPEIR, and requests that the City explore possible traffic mitigation measures for the impacted intersections. The City will continue to work with Caltrans regarding mitigation for the impacted intersections. Comment is noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of El Monte decision-makers for their review and consideration.
- A1-3 Please see response A1-2.
- A1-4 Comment noted. As specific development proposals are brought forth in the City, the City will continue to coordinate with Caltrans District 7.

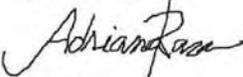
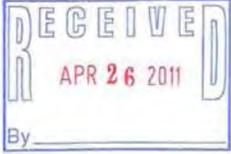


2. Response to Comments

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2. Response to Comments

LETTER A2 – County Sanitation Districts of Los Angeles County (3 pages)

	COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY
1955 Workman Mill Road, Whittier, CA 90601-1400 Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998 Telephone: (562) 699-7411, FAX: (562) 699-5422 www.lacsd.org	STEPHEN R. MAGUIN Chief Engineer and General Manager
April 21, 2011 File No: 15-00.04-00	
Mr. Alexander Chan, Planning Services Manager City Hall West City of El Monte 11333 Valley Boulevard El Monte, CA 91731-3293	
Dear Mr. Chan:	
<u>City of El Monte General Plan and Zoning Code Update</u>	
The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on March 10, 2011. The proposed development is located within the jurisdictional boundaries of District No. 15. We offer the following comments and updates:	
<ol style="list-style-type: none">1. Previous comments submitted by the Districts in correspondence dated July 8, 2008 (copy enclosed), still apply to the subject project with the following updated information.2. The Districts should review development and redevelopment projects within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project. Please forward information on projects within the City to the undersigned.3. The wastewater generated by the City of El Monte will be treated at either the Whittier Narrows Water Reclamation Plant (WRP) which currently processes an average flow of 7.1 million gallons per day (mgd), the Los Coyotes WRP which currently processes an average flow of 21.7 mgd; or the San Jose Creek WRP which currently processes an average flow of 76.8 mgd.4. All other information concerning Districts' facilities and sewerage service contained in the document is current.	A2-1 A2-2 A2-3 A2-4
If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.	
Very truly yours,	
Stephen R. Maguin	
	
Adriana Raza Customer Service Specialist Facilities Planning Department	
AR:ar Enclosure	
Doc #: 1875469.1 Recycled Paper 	



2. Response to Comments



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 8, 2008

File No: 15-00.04-00

Mr. Alexander Chan, Associate Planner
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mr. Chan:

City of El Monte General Plan and Zoning Code Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on July 2, 2008. The City of El Monte (City) is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City.
2. The Districts should review development and redevelopment projects within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected. Please forward information on projects within the City to the undersigned.
3. The City is served by three Districts' wastewater treatment plants; the San Jose Creek Water Reclamation Plant (WRP), Whittier Narrows WRP, and Los Coyotes WRP. The San Jose Creek WRP, located adjacent to the City of Industry, has a design capacity of 100 million gallons per day (mgd) and currently processes an average flow of 81.3 mgd. The Whittier Narrows WRP, located near the City of South El Monte, has a design capacity of 15 mgd and currently processes an average flow of 7.4 mgd. The Los Coyotes WRP, located in the City of Cerritos, has a design capacity of 37.5 mgd and currently processes an average flow of 23.3 mgd.
4. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.
5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the

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2. Response to Comments

Mr. Alexander Chan

-2-

July 8, 2008

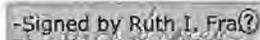
strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

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

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

-Signed by Ruth I. Frazen

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

Doc #: 1067302.1



2. Response to Comments

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2. Response to Comments

A2. Response to Comments from the County Sanitation Districts of Los Angeles County, dated April 21, 2011.

A2-1 This comment refers to the letter submitted in response to the release of the NOP on July 8, 2008. Comment is noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of El Monte decision makers for their review and consideration. No additional comment is necessary.

A2-2 Comment is noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of El Monte decision makers for their review and consideration. No additional comment is necessary.

A2-3 Per the commenter’s request, Section 5.14, *Utilities and Service Systems*, Table 5.14-3, will be modified as follows:

**Table 5-14-3
Wastewater Treatment Facilities Serving El Monte**

<i>Facility</i>	<i>Location</i>	<i>Capacity (million gallons per day [mgd])</i>	<i>Wastewater Flows, mgd</i>	<i>Residual Capacity, mgd</i>
Tertiary Treatment Facilities				
San Jose Creek WRP	1965 Workman Mill Road, near intersection of I-605 and SR-60	100 ¹	75 ¹ - 76.8 ¹	25 - 23.2
Whittier Narrows WRP	301 N. Rosemead Boulevard, City of El Monte	15 ²	8 ² - 7.1 ²	7 - 7.9
Los Coyotes WRP	16515 Piura Avenue, City of Cerritos	37.5 ³	23.3 ³ - 21.7 ³	14.2 - 15.8
Total	Not applicable	152.5	106.3 - 105.6	46.2 - 46.9
Ocean Discharge Facility				
Joint Water Pollution Control Plant	24501 South Figueroa Street, Carson	400 ⁴	275 ⁴	125

Sources:

¹ Mahinda 2009. County Sanitation District, 2011.

² Avila 2010. Ibid.

³ Frazer 2008. Ibid.

⁴ LACSD 2010.

A2-4 The County Sanitation Districts comment that all other information concerning the District’s facilities and sewerage service contained in the DPEIR is current and correct. No response is necessary.



2. Response to Comments

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2. Response to Comments

LETTER A3– San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy (2 pages)



California Natural Resources Agency

San Gabriel & Lower Los Angeles RIVERS AND MOUNTAINS CONSERVANCY



Governing Board of the Conservancy

Frank Colonna, Chair
Environmental Public Member

Dan Arrighi, Vice Chair
Central Basin Water Association

Linda Adams
California Environmental Protection Agency

Denis Bertone
San Gabriel Valley Council of Governments

Barbara Carrera
San Gabriel Valley Water Association

John Laird, Secretary
California Natural Resources Agency

Ana J. Matosantos
Department of Finance

Troy Edgar
Orange County Division of the League of California Cities

Margaret Clark
San Gabriel Valley Council of Governments

Gloria Molina
Los Angeles County Board of Supervisors

Patrick O'Donnell
City of Long Beach

Vacant
Orange County Division of the League of California Cities

Ed Wilson
Gateway Cities Council of Governments

Ex Officio Members

Ruth Coleman
Department of Parks and Recreation

John Donnelly
Wildlife Conservation Board

Colonel R. Mark Toy
US Army Corps of Engineers

Bryan Speegle
Orange County Executive Office

Thomas M. Stetson
San Gabriel River Water Master

Bernie Weingardt
Angeles National Forest
US Forest Service

Gail Farber
Los Angeles County Department of Public Works

Executive Officer
Belinda Faustinos

April 22, 2011

Alexander Chan
Planning Services Manager
11333 Valley Boulevard
El Monte, CA 91731

RE: Draft Environmental Impact Report for the City of El Monte General Plan and Zoning Code Update

Dear Mr. Chan:

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report for the City of El Monte General Plan and Zoning Code (General Plan). The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, or Rivers and Mountains Conservancy (RMC) was established as an independent State agency within the Resources Agency of the State of California to preserve urban open space and habitats in order to provide for low-impact recreation and educational uses, wildlife and habitat restoration and protection, and watershed improvements.

The goals of the RMC are described in "*Common Ground*", the Conservancy's Watershed and Open Space Plan (found at <http://www.rmc.ca.gov/plan/intro.html>). The Plan presents a simple vision for the future: **restore balance between natural and human systems in the watersheds**. The centerpiece of the Plan is a series of Guiding Principles that cities, federal, state and local agencies, communities, groups and individuals can use to plan preservation, restoration and establishment of future open space, water resources, and habitat projects. More than 60 cities in Los Angeles County have adopted this document. Additionally, the City of El Monte is a recipient of grant funding from the RMC for open space and trail projects and is a partner with the RMC in the Emerald Necklace planning process.

The RMC has reviewed the Draft Environmental Impact Report for the General Plan. In general, the document is effective in analyzing the environmental impacts associated with the two General Plan Update alternatives, and the no-project option. The RMC is delighted with the integration of the Emerald Necklace Vision into the City's planning efforts. Other items included in the plan such as incorporating non-motorized transportation planning, avocation of green infrastructure, and emphasizing the expansion of recreational facilities will undoubtedly guide the City in a positive direction. The RMC also has the following comments:

Rivers and Mountains Conservancy · El Encanto · 100 N. Old San Gabriel Canyon Road · Azusa, CA 91702
Phone: (626) 815-1019 • Fax: (626) 815-1269 • E-mail: bfaustinos@rmc.ca.gov
www.rmc.ca.gov



A3-1

2. Response to Comments

Comments for Draft Environmental Impact Report for the City of El Monte General Plan
and Zoning Code Update
April 22, 2011
Page 2

1. Section 5.2 Air Quality: The City of El Monte is located in a dense urban part of the San Gabriel Valley subject to high levels of air pollution and smog. It is also located adjacent to a transportation hub that further aggravates this condition. Although urban forester enhancement is proposed along public right-of-ways to improve air quality, the City should also consider requiring tree plantings and other long term best management practices (BMPs) for new development proposals that are evaluated by the city. This approach would further mitigate long term emissions exceeding SCAQMD's regional significance thresholds. The City may also consider setting a minimum goal for City wide tree canopy cover.

A3-2

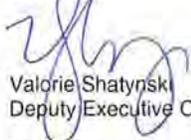
Many studies support the fact that trees function as important filters of air pollution in such environments. According to a study of mature trees in New York City, air quality improvement in due to pollution removal by trees during daytime of the in-leaf season averaged 0.47% for particulate matter, 0.45% for ozone, 0.43% for sulfur dioxide, 0.30% for nitrogen dioxide, and 0.002% for carbon monoxide. ("The Effects of Urban Trees on Air Quality" (Washington, D.C.: U.S. Department of Agriculture Forest Service), <http://www.fs.fed.us/ne/syracuse/qif/trees.pdf>.) The study also finds that air quality improves with increased percent tree cover, i.e. canopy cover.

2. The proposed General Plan Update does not include a biological resources element. Given the City's commitment to the Emerald Necklace Projects and geographic location between significant ecological areas (the Puente Hills and Montebello Hills that connect through the Whittier Narrows, and the San Gabriel Mountains connected by the Rio Hondo and San Gabriel River) an assessment of biological resources should be considered. As is, the General Plan neglects to assess the biological resources that will likely be present during the implementation of the Emerald Necklace. The Emerald Necklace will incorporate native landscapes along the Rio Hondo thus providing riparian and upland type habitats for native species of wildlife. The RMC recommend the General Plan and accompanying EIR identifying the biological resources on the Emerald Necklace corridor.

A3-3

Thank you for your consideration of these comments. If you have any questions please contact me at 626-815-1019 ext. 114 or Rob Romanek with the Watershed Conservation Authority at 626-815-1019 ext. 108 or at romanek@wca.ca.gov.

Sincerely,



Valorie Shatynski
Deputy Executive Officer

VS:rr

K:\Correspondence\Comment Letters\CityofElMonte_GeneralPlanUpdate_DEIR.doc

2. Response to Comments

A3. Response to Comments from San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy, dated April 22, 2011.

- A3-1 The commenter notes their review of the DPEIR and General Plan. No response is necessary.
- A3-2 Commenter notes that the City of El Monte is located in a dense urban area and is subject to high levels of air pollution and smog, and refers to Section 5.2, *Air Quality* in suggesting further mitigation measures or general plan policies, particularly concerning tree plantings. Comment is noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of El Monte decision-makers for their review and consideration. However, it should be noted that the DPEIR contains a discussion of several policies and mitigation measures dealing with air quality and pollution abatement (including tree planting policies) in Section 5.5, *Greenhouse Gas Emissions*.
- A3-3 This comment pertains to the General Plan and not to the PEIR; however, this comment is noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of El Monte decision makers for their review and consideration.

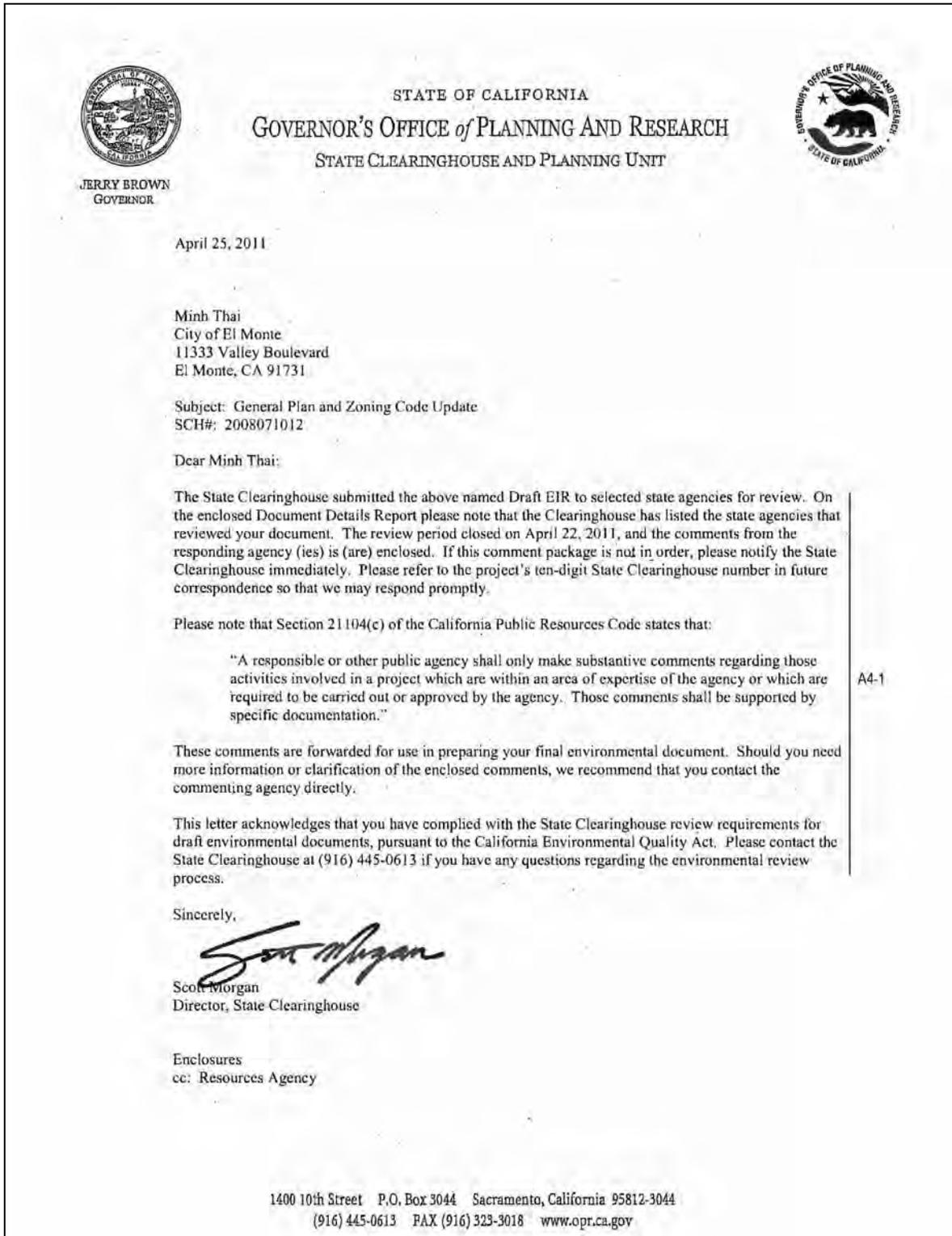


2. Response to Comments

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2. Response to Comments

LETTER A4 – California Governor’s Office of Planning and Research (2 pages)



2. Response to Comments

Document Details Report State Clearinghouse Data Base			
SCH#	2008071012		
Project Title	General Plan and Zoning Code Update		
Lead Agency	El Monte, City of		
<hr/>			
Type	EIR Draft EIR		
Description	The proposed project is an update to the City of El Monte General Plan and Zoning Code.		
<hr/>			
Lead Agency Contact			
Name	Minh Thai		
Agency	City of El Monte		
Phone	626-258-8626	Fax	
email			
Address	11333 Valley Boulevard		
City	El Monte	State	CA Zip 91731
<hr/>			
Project Location			
County	Los Angeles		
City	El Monte		
Region			
Lat / Long	34° 04' 6.95" N / 118° 1' 39.24" W		
Cross Streets	Citywide		
Parcel No.			
Township	Range	Section	Base
<hr/>			
Proximity to:			
Highways	I-10, I-605		
Airports	El Monte Airport		
Railways			
Waterways	Rio Hondo River, San Gabriel River		
Schools			
Land Use	Various		
<hr/>			
Project Issues	Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects.		
<hr/>			
Reviewing Agencies	Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Office of Emergency Management Agency, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; State Water Resources Control Board, Division of Financial Assistance; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; Other Agency(ies)		
<hr/>			
Date Received	03/09/2011	Start of Review	03/09/2011 End of Review 04/22/2011
<hr/>			
Note: Blanks in data fields result from insufficient information provided by lead agency.			

2. Response to Comments

A4. Response to Comments from California Governor’s Office of Planning and Research, dated April 25, 2011.

A4-1 The State Clearinghouse is acknowledging that the project has complied with State Clearinghouse review requirements pursuant to CEQA. Comment noted.



2. Response to Comments

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3. Revisions to the Draft PEIR

3.1 INTRODUCTION

This section contains revisions to the DPEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DPEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DPEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DPEIR. Changes made to the DPEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DPEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DPEIR.

Chapter 1, Executive Summary, Page 1-23, Table 1-1, Section 1, is revised as follows.

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.13-1: Trips generated as a result of buildout of the proposed General Plan would cause the existing area roadway system to operate at an unacceptable level of service.	Potentially Significant	13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group. 13-1 <u>Implementation of the Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified on Figure 6 (Appendix F2). All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.</u>	Significant and Unavoidable.



3. Revisions to the Draft EIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13-2: Trips generated as a result of buildout of the proposed general plan would not result in roads and/or highways exceeding county congestion management agency service standards. Trips generated as a result of buildout of the proposed general plan would cause the existing study area intersections to operate at an unacceptable level of service.	Less than significant <u>Potentially Significant</u>	No mitigation measures are required. 13-2 Implementation of the Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.	Less than significant.
5.13-3: The proposed General Plan would not result in a change in air traffic patterns that would result in substantial safety risks. Trips generated as a result of buildout of the proposed general plan would cause the existing state highway mainline segments and intersections within the study area to operate at an unacceptable level of service.	Less than significant. <u>Potentially Significant</u>	No mitigation measures are required. 13-2 Implementation of the Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.	Less than significant. <u>Significant and Unavoidable</u>
5.13-4: Circulation improvements under the Circulation Element of the proposed General Plan would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. Trips generated as a result of buildout of the proposed general plan would significantly impact existing state highway on-ramp queue operations within the study area.	Less than significant. <u>Potentially Significant</u>	No mitigation measures are required. 13-2 Implementation of the Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.	Less than significant. <u>Significant and Unavoidable</u>
5.13-5: The parking requirements provided in the City of El Monte's Municipal Code would ensure adequate	Less than significant. <u>Potentially Significant</u>	No mitigation measures are required. 13-2 Implementation of the Circulation	Less than significant. <u>Significant and Unavoidable</u>

3. Revisions to the Draft EIR

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
parking is provided under the proposed General Plan. Trips generated as a result of the buildout of the proposed general plan would cause the CMP-designated Interstate 10 to exceed county congestion management agency service standards.		Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.	
5.13-6: The Circulation Element of the proposed General Plan would comply with adopted policies, plans, and programs for alternative transportation. The proposed general plan would not result in a change in air traffic patterns that would result in substantial safety risks.	Less than significant.	No mitigation measures are required.	Less than significant.
5.13-7: Circulation improvements under the Circulation Element of the proposed general plan would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less than significant.	No mitigation measures are required.	Less than significant.
5.13-8: The parking requirements provided in the City of El Monte's municipal code would ensure adequate parking is provided under the proposed general plan.	Less than significant.	No mitigation measures are required.	Less than significant.



Chapter 5.13, Page 5.13-64, Section 5.13.7, Transportation and Traffic, is revised as follows.

- 13-1 Implementation of the Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified on ~~pending~~ Figure 6 (Appendix F2). All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.

3. Revisions to the Draft EIR

Chapter 5.14, Page 5.14-1, Section 5.14.1, Utilities and Services Systems, is revised as follows.

**Table 5-14-3
Wastewater Treatment Facilities Serving El Monte**

<i>Facility</i>	<i>Location</i>	<i>Capacity (million gallons per day [mgd])</i>	<i>Wastewater Flows, mgd</i>	<i>Residual Capacity, mgd</i>
Tertiary Treatment Facilities				
San Jose Creek WRP	1965 Workman Mill Road, near intersection of I-605 and SR-60	100 ¹	75 - 76.8 ¹	25 - 23.2
Whittier Narrows WRP	301 N. Rosemead Boulevard, City of El Monte	15 ²	8 ² - 7.1 ²	7 - 7.9
Los Coyotes WRP	16515 Piuma Avenue, City of Cerritos	37.5 ³	23.3 ³ - 21.7 ³	14.2 - 15.8
Total	Not applicable	152.5	106.3 - 105.6	46.2 - 46.9
Ocean Discharge Facility				
Joint Water Pollution Control Plant	24501 South Figueroa Street, Carson	400 ⁴	275 ⁴	125

Sources:

¹ Mahinda 2009. County Sanitation District, 2011.

² Avila 2010. Ibid.

³ Frazon 2008. Ibid.

⁴ LACSD 2010.

Chapter 6, Page 6-2, Section 6.3, Transportation and Traffic, is revised as follows.

6.3 TRANSPORTATION AND TRAFFIC

- Impact 5.13-1. The development of enhanced intersections planned roadway improvements along Lower Azusa Road that could enhance capacities at the intersections and improve the level of service would not result in the roadway segment being able to operate at LOS E or better. Furthermore, there is no additional right-of-way to widen this roadway segment and restriping would not increase capacity on this segment of Lower Azusa Road between Santa Anita Avenue and Peck Road. Therefore, Impact 5.13-1 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.
- Impact 5.13-3. While planned improvements would result in state highway intersections and freeway mainline segments operating at acceptable levels of service at buildout of the proposed General Plan, any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections and freeway mainline segments, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented. Consequently, Impact 5.13-3 as it pertains to state highway intersections and freeway mainline segments would remain significant and unavoidable.
- Impact 5.13-4. State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available, it cannot be

3. Revisions to the Draft EIR

guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway on-ramp operations, identified traffic impacts would remain. Consequently, Impact 5.13-4 would remain significant and unavoidable.

- Impact 5.13-5. State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available, it cannot be guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway on-ramp operations, identified traffic impacts would remain. Consequently, Impact 5.13-4 would remain significant and unavoidable.

Figure 3-4, Existing Zoning, Section 3, Project Description, is revised as follows.

Please be advised that no quantifiable analysis was completed based on the zoning map. The maps were included as an information source for the reader, so the minimal corrections applied to the map do not result in any changes to the analysis found in the DPEIR.

Figure 3-5, Proposed General Plan Land Use, Section 3, Project Description, is revised as follows.

Small, minimal inconsistencies on six parcels were found during the final review of the General Plan and are reflected in this updated figure. These corrected inconsistencies do not result in any increase in density, intensity, or increased trips, and therefore, do not change the analysis found in the DPEIR.



Figure 3-6, Proposed Zoning, Section 3, Project Description, is revised as follows.

Please be advised that no quantifiable analysis was completed based on the zoning map. The maps were included as an information source for the reader, so the minimal corrections applied to the map do not result in any changes to the analysis found in the DPEIR.

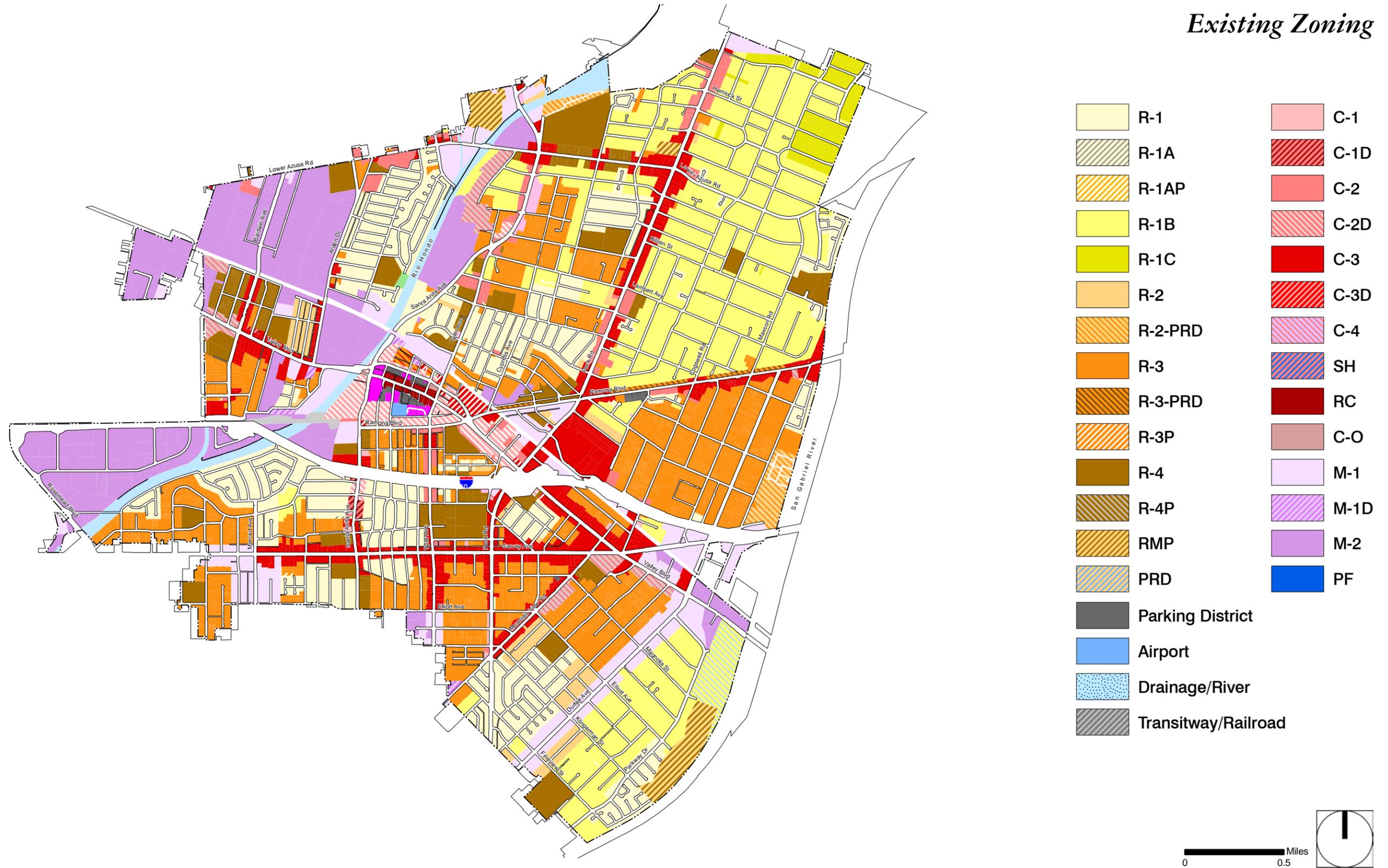
Figure 5.13-7, Circulation Element Truck Routes, Section 5.13, Transportation and Traffic, is revised as follows.

The incorrect map was provided in the DPEIR.

3. Revisions to the Draft EIR

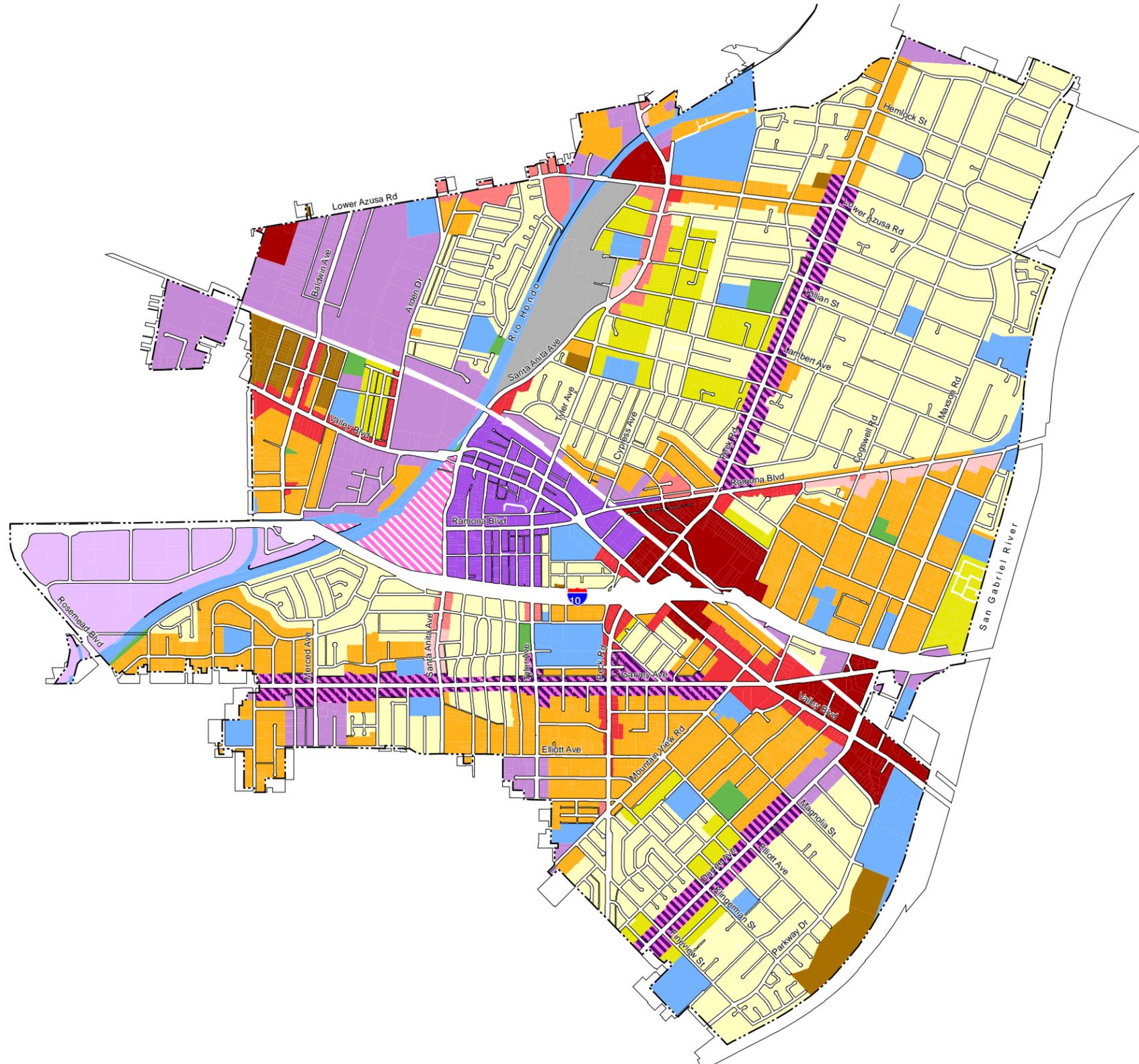
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Existing Zoning

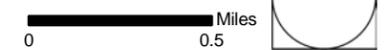


3. Project Description

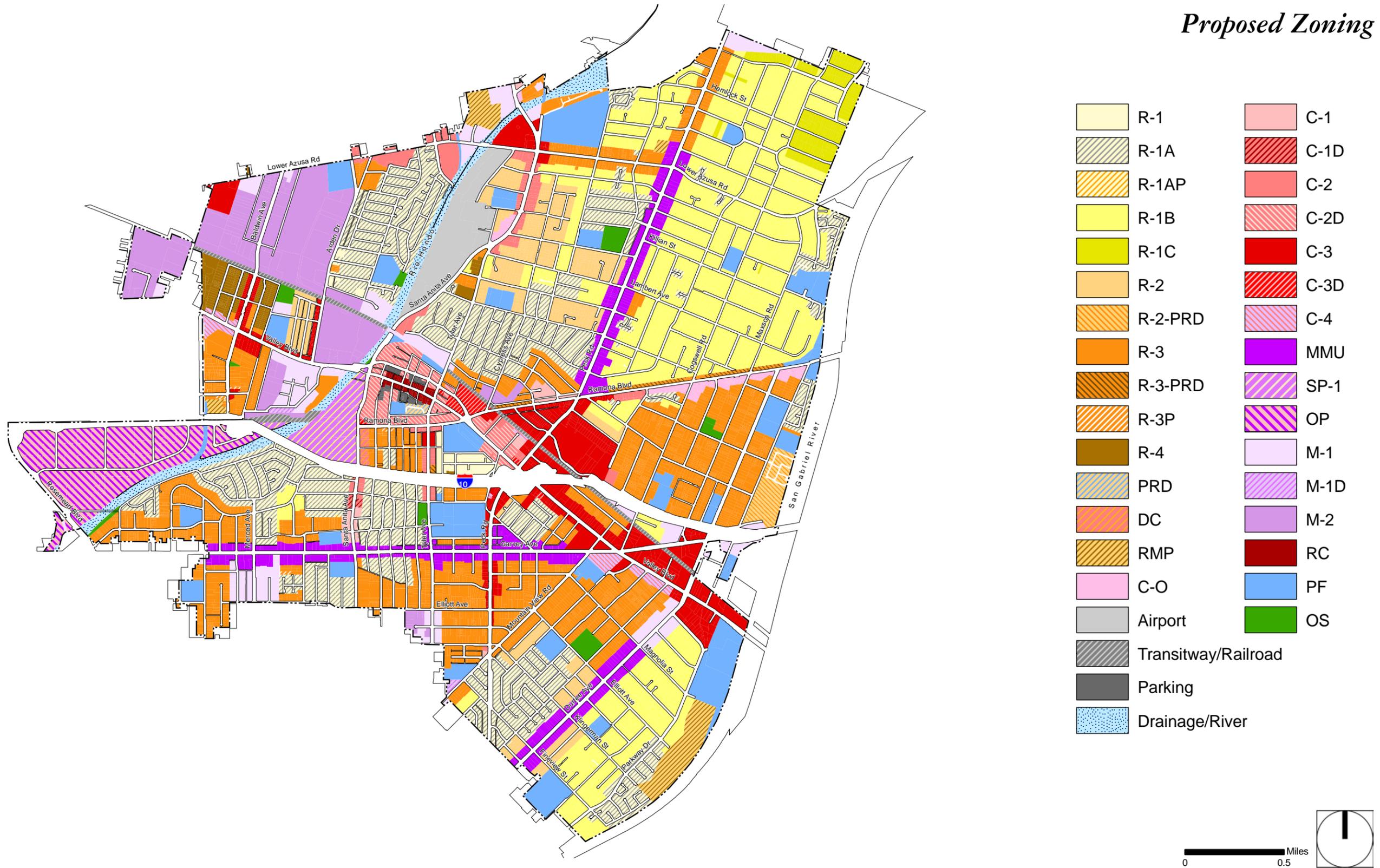
*Proposed General Plan
Land Use*



- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- High Density Residential
- El Monte Gateway Specific Plan
- Mixed/Multi-Use
- Downtown Core
- Regional Commercial
- General Commercial
- Neighborhood Commercial
- Office Commercial
- Office/Professional
- Industrial/Business Park
- Public Facilities
- Park/Open Space
- Airport



Proposed Zoning



5. Environmental Analysis

Circulation Element Truck Routes



Source: The Mobility Group 2010

City of El Monte General Plan and Zoning Code Update Draft EIR

The Planning Center • Figure 5.13-7

**CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE
FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT
FOR THE
CITY OF EL MONTE
GENERAL PLAN UPDATE
STATE CLEARINGHOUSE NO. 2008071012**

Exhibit A

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that written findings be made by the Lead Agency (City of El Monte) as part of the certification of the program environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering the project acceptable even though the project has significant impacts that are infeasible to mitigate.

The Lead Agency is responsible for the adequacy and objectivity of the EIR. The City of El Monte, as Lead Agency, has subjected the Draft EIR (DPEIR) and Final EIR (FPEIR) to the agency's own review and analysis. The DPEIR, FPEIR, and the Findings of Fact reflect the independent judgment of the City of El Monte.

A. FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

The City of El Monte, as Lead Agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the DPEIR and FPEIR.

Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which mitigates or avoids the significant environmental effects on the environment.
 - 2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can or should be, adopted by that other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subsection (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives.
- (d) When making the findings required in subsection (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

The "changes or alterations" referred to in Section 15091(a)(1) above, which are required in or incorporated into the project and which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record.

The statement of overriding considerations shall be supported by substantial evidence in the record.

- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

B. ENVIRONMENTAL REVIEW PROCESS

In conformance with CEQA and the State CEQA Guidelines, the City of El Monte conducted an extensive environmental review of the proposed project. The environmental review process has included:

- Completion of an Initial Study (IS) by the City of El Monte, which concluded that an EIR should be prepared and the Notice of Preparation (NOP), were released for a 30-day public review period from July 2, 2008, through July 31, 2008. The NOP was posted at the Los Angeles County Clerk Recorder's office on July 2, 2008. Copies of the IS were made available for public review at the City of El Monte Planning Department, and it was available for download via the City of El Monte Planning Web site.
- Completion of a scoping process, in which the public was invited by the City to participate. The scoping meeting for the EIR was held on August 6, 2008, at the City of El Monte Council Chambers. The notice of a public scoping meeting was included in the NOP for the City.
- Preparation of a DPEIR by the City, which was made available for a 45-day public review period (March 9, 2011, through April 22, 2011). The DPEIR consisted of two volumes. Volume I contains the text of the DPEIR and analysis of the City of El Monte General Plan and Zoning Code Update. Volume II contains the appendices, including the NOP and responses to the NOP. The Notice of Availability (NOA) for the DPEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of El Monte City Hall and on the City's web site. The NOA was posted at the Los Angeles County Clerk Recorder's office on March 9, 2011. Copies of the DPEIR were made available for public review at the City of El Monte Planning Department. Volumes I and II of the DPEIR were also available for download via the City of El Monte Planning Department Web site.
- Preparation of an FPEIR, including the Comments and Responses to Comments on the DPEIR. The FPEIR/Response to Comments contains: comments on the DPEIR, responses to those comments, revisions to the DPEIR, and appended documents. The FPEIR Response to Comments was released for a 10-day agency review period prior to certification of the FPEIR.
- Public hearings were held for the proposed project, including a Planning Commission hearing and a City Council Hearing.

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- NOP and all other public notices issued by the City in conjunction with the proposed project
- The FPEIR (includes DPEIR) for the proposed project

- All written comments submitted by agencies or members of the public during the public review comment period on the DPEIR
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the DPEIR
- The Mitigation Monitoring Program (MMP)
- The reports and technical memoranda included or referenced in the Response to Comments of the FPEIR
- All documents, studies, EIRs, or other materials incorporated by reference in the DPEIR and FPEIR
- The Ordinances and Resolutions adopted by the City in connection with the proposed Project, and all documents incorporated by reference therein
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations
- Any documents expressly cited in these Findings
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e)

The documents and other material that constitute the Record of Proceedings on which these findings are based are located at the City of El Monte, 11333 Valley Boulevard, El Monte, CA 90503. The custodian for these documents is the City of El Monte. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) 14 California Code Regulations Section 15091(e).

C. PROJECT SUMMARY

The proposed project is the preparation of the City of El Monte General Plan and Zoning Code Update, which consists of an update of the El Monte General Plan Elements and Land Use map. The City of El Monte General Plan Update provides guidance that shapes the community for the next 15 to 20 years. The General Plan includes the elements required by the state (circulation, conservation, housing, land use, noise, open space, and safety elements). The conservation and open space elements have been combined into one community resources element.

Pursuant to CEQA Guidelines Section 15064(d), the EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the City of El Monte General Plan Update. Consequently, the EIR focuses on impacts from changes to land use associated with buildout of the Proposed Land Use Plan and impacts from the resultant population and employment growth in the City. The City of El Monte General Plan Update Proposed Land Use Plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the Proposed Land Use Plan is forecast for the year 2035.

D. PROJECT LOCATION

The City of El Monte is located 12 miles east of Downtown Los Angeles within Los Angeles County, in the heart of the San Gabriel Valley. El Monte is specifically located just west of the interchange of Interstates 605 and 10. The San Gabriel River borders the City on the east, and the Rio Hondo River bisects the eastern half of the City from the north to the southwest. El Monte is surrounded by the cities of Baldwin Park, Industry, Arcadia, Irwindale, Temple City, Rosemead, and South El Monte and unincorporated Los Angeles County. Several major freeways serve the City.

One major freeway, Interstate 10, traverses the City. I-10 travels west–east from its connection with Interstate 710 west of El Monte to its connection with Interstate 605 just east of the City. I-10 provides access to the City of Los Angeles to the west and West Covina and Pomona to the east. Outside of the City, just east of its borders, Interstate 605 runs northeast–southwest. I-605 runs along the San Gabriel River and provides access to Long Beach to the southwest and Azusa to the northeast.

E. PROJECT OBJECTIVES

The following objectives have been established for the City of El Monte General Plan and Zoning Code Update:

- Provide a comprehensive update to the City's General Plan and Zoning Code that establishes efficient use of land and promotes the use of infill development.
- Create and/or enhance concentrated nodes of activity within the City through the intensification and mix of uses to stimulate activity in key areas of the City.
- Provide a sustainable mix of complementary land uses through the designation and development of focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- Strengthen districts through the application of new general plan land use designations, comprehensive planning, and design techniques that build on assets of different strategic areas in El Monte.

F. SUMMARY OF ENVIRONMENTAL IMPACTS

In compliance with CEQA, the City evaluated the project's potential for significant environmental effects, determined that an EIR should be prepared for the project, and completed a multistep process to determine the appropriate scope of issues to be examined in the EIR. An IS was prepared using an Environmental Checklist form to provide the City with information to use as a basis for deciding whether to prepare an EIR or Negative Declaration, to assist in the preparation of the EIR, and to facilitate environmental assessment early in the design of the project. In addition, the City solicited input from agencies through the distribution of an NOP. The NOP process is used to help determine the scope of the environmental issues to be addressed in the DPEIR. Based on this process and the IS for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered significant or potentially significant were addressed in the DPEIR. Issues identified as less than significant or having no impact were not addressed beyond the discussion in the IS. Issues addressed in the DPEIR are listed below. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis to be included in the DPEIR.

The IS/NOP and copies of scoping comment letters are incorporated in the DPEIR. Based on the results of the IS circulated on July 2, 2008, a number of environmental issues were identified as requiring a detailed review in the DPEIR. The DPEIR was circulated on March 9, 2011. The following is a summary of the impacts considered less than significant, less than significant with mitigation, and significant and unavoidable in the DPEIR:

Less Than Significant

- Aesthetics
- Air Quality (traffic-generated pollution; objectionable odors)
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions (Scoping Plan)
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise (ambient traffic noise levels and stationary sources, noise-sensitive land uses within the vicinity of the El Monte Airport)
- Population and Housing
- Public Services (fire, police, school services)
- Recreation
- Transportation and Traffic (air traffic patterns, hazards and circulation design, parking, alternative transportation)
- Utilities and Service Systems

Less Than Significant With Mitigation Incorporated

- Greenhouse Gas Emissions (contribution of greenhouse gas emissions to atmosphere)
- Noise (groundborne vibrations pertaining to sensitive land uses)
- Transportation (level of service for existing city intersections)

Significant and Unavoidable

- Air Quality (construction emissions; long-term operation conflicts with South Coast Air Quality Management District (SCAQMD) plans and thresholds; sensitive land uses near the I-10)
- Noise (noise from transportation sources; groundborne vibration; increase in existing noise levels)
- Transportation and Traffic (LOS for existing roadway system, state highway intersections, freeway mainline segments, state highway ramp operations, facilities under the CMP)

G. DOCUMENT FORMAT

This document summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This document is divided into five sections:

Section 1. *Introduction and Summary* provides the CEQA requirements for the Findings of Fact and Statement of Overriding Considerations, the environmental review process undertaken to date, a brief description of the proposed project and the environmental setting, the list of project objectives, summary of significant environmental impacts evaluated in the DPEIR/FPEIR, and a description of the contents of this document.

Section 2. *Findings on Potentially Significant Impacts* presents significant impacts of the proposed project that were identified in the FPEIR, the mitigation measures identified in the MMP, the findings for significant impacts, and the rationales for the findings.

Section 3. *Findings on the Project Alternatives* presents alternatives to the project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of the specific economic, social, or other considerations.

Section 4. *Statement of Overriding Considerations* presents the overriding considerations for significant impacts related to the project that cannot be or have not been mitigated or resolved. These considerations are required under Section 15093 of the State CEQA Guidelines, which require decision makers to balance the benefits of a proposed project against its unavoidable environmental risk in determining whether to approve the project.

Section 5. *References* includes the references used for the preparation of the DPEIR.

II. FINDINGS ON POTENTIALLY SIGNIFICANT IMPACTS

This section discusses significant impacts of the proposed project that were identified in the FPEIR, the mitigation measures identified in the MMP, the findings for significant impacts, and the rationales for the findings.

A. AIR QUALITY

Impact 5.2-1 Buildout of the City of El Monte General Plan Update would potentially conflict with South Coast Air Quality Management District's Air Quality Management Plan.

Support for this environmental impact conclusion is fully discussed starting on page 5.2-10 of the DPEIR. SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the air quality management plan (AQMP) for the South Coast Air Basin (SoCAB). The project site is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. The most recent adopted comprehensive plan is the 2007 AQMP, adopted on June 1, 2007, which incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP proposes attainment demonstration of the federal PM_{2.5} standards through a more focused control of SO_x, directly emitted PM_{2.5}, and focused control of NO_x and VOC by 2015. The eight-hour ozone control strategy builds upon the PM_{2.5} strategy, augmented with additional NO_x and VOC reductions to meet the standard by 2024, assuming an extended attainment date is obtained. There are two key indicators of consistency:

Indicator 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards (AAQS) or interim emission reductions in the AQMP.

Because the project involves long-term growth associated with buildout of the City of El Monte, cumulative emissions generated by construction and operation of individual projects would exceed the SCAQMD regional and localized thresholds (see Impact 5.2-2 and Impact 5.2-3). Consequently, emissions generated by development projects in addition to existing sources within the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed Land Use Plan would, therefore, contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP; and emissions generated from buildout of the proposed land use plan would result in a significant air quality impact. The project would not be consistent with the AQMP under the first indicator.

Indicator 2: Whether the project would exceed the assumptions in the AQMP. The AQMP strategy is, in part, based on projections from local general plans.

The land use designations of the General Plan are a basis for the emissions inventory for the SoCAB in the AQMP. The AQMP is based on projections in population, employment, and vehicle miles traveled (VMT) in the SoCAB region projected by SCAG. SCAG projections for the City are based on the current General Plan. Trip generation and VMT under the proposed land use plan would be greater. The growth projections that are based on SCAG's Regional Transportation Plan (RTP) and the associated emissions inventory in SCAQMD's AQMP do not include the additional growth forecast of the proposed General Plan Update. Consequently, the 2007 AQMP does not consider emissions associated with the proposed Land Use Plan. Once the proposed General Plan Update is adopted and the AQMP is revised, SCAG and SCAQMD will incorporate the growth projections associated with buildout of the proposed Land Use Plan in their regional planning projections; and the proposed General Plan Update would be consistent with the AQMP. However, since full buildout associated with the proposed General Plan Update is not currently included in the emissions inventory for the SoCAB, impacts associated with the second indicator are also considered significant.

Mitigation Measure:

Consistency with the AQMP: Goals and policies are included in the El Monte General Plan Update that would facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would eliminate or reduce impacts associated with consistency with the AQMP.

Finding: There are no mitigation measures that would be able to reduce the impacts of the El Monte General Plan Update to less than significant levels.

The City of El Monte finds that impacts associated with consistency with the AQMP (Impact 5.2-1) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.2-2 Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed the South Coast Air Quality Management District's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}; cumulatively contribute to the South Coast Air Basin nonattainment designations for O₃, PM₁₀, and PM_{2.5}; and potentially elevate concentrations of air pollutants at sensitive receptors.

Support for this environmental impact conclusion is fully discussed starting on page 5.2-12 of the DPEIR. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed Land Use Plan, emissions would be expected to exceed SCAQMD's regional significance thresholds. In accordance with SCAQMD's methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB. The SoCAB is designated as nonattainment for O₃ and particulate matter (PM₁₀ and PM_{2.5}). Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Therefore, the project would cumulatively contribute to the nonattainment designations of the SoCAB for O₃ and particulate matter (PM₁₀ and PM_{2.5}). For this broadbased General Plan, it is not possible to determine whether the scale and phasing of individual projects involved in the buildout of the proposed El Monte General Plan Update would result in the exceedance of SCAQMD's short-term regional or localized construction emissions thresholds. Consequently, the General Plan buildout would have significant and unavoidable construction-related impacts.

Mitigation Measure:

2-1 The City of El Monte Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
 - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
 - Applying water every four hours to active soil-disturbing activities.

- Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or more restrictive exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using super-compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District Website: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

Finding: The amount of construction required for General Plan buildout would most likely produce emissions that exceed SCAQMD thresholds. Specific project level emissions cannot be determined at the General Plan level. With the implementation of Mitigation Measure 5-2, construction-related emissions impacts would be lessened; but impacts would still remain significant and unavoidable.

The City of El Monte finds that impacts associated with construction-related emissions would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.2-3 Buildout of the El Monte General Plan Update would generate long-term operational phase emissions that exceed the South Coast Air Quality Management District's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5} and cumulatively contribute to the South Coast Air Basin nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}.

Support for this environmental impact conclusion is fully discussed starting on page 5.2-12 of the DPEIR. The increase in air pollutant emissions associated with buildout of the proposed Land Use Plan was estimated using the UBEMIS2007 emissions inventory model. The increase is based on the difference between existing land uses and land uses associated with buildout of the proposed Land Use Plan. Certain activities at each land use would have emissions that would be subject to SCAQMD regulation. Transportation emissions are also estimated using the UREMIS2007 emissions inventory model. Buildout of the proposed Land Use Plan would generate long-term stationary and mobile emissions that exceed the daily SCAQMD thresholds for all criteria pollutants.

Mitigation Measures:

Operational Emissions: No feasible mitigation measures are available that reduce operational phase emissions related to buildout of the proposed General Plan Update.

- 2-2 The City of El Monte shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).

Finding: The buildout of El Monte in accordance with the El Monte General Plan Update would produce stationary and mobile source operational emissions that would exceed SCAQMD thresholds. There is no mitigation available that would reduce these emissions.

The City of El Monte finds that impacts associated with long term operational phase emissions (Impact 5.2-3) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.2-5 Approval of residential and other sensitive land uses within proximity to Interstate 10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or other toxic air contaminants.

Support for this environmental impact conclusion is fully discussed starting on page 5.2-15 of the DPEIR. While much of the City and the particularly the freeway corridor has been developed, the proposed Land Use Plan would potentially intensify uses surrounding the freeway and the El Monte Transit Center (see Chapter 3, *Project Description*). If new sensitive development, consistent with the proposed land use plan, were placed in the vicinity of any of these sources, then sensitive receptors could be exposed to significant concentrations of air pollutants. In accordance with CEQA, new development would be required to assess the localized air quality impacts from placement of new sensitive uses within the vicinity of such sources. Placement of sensitive uses near major pollutant sources would result in potential significant air quality impacts from the exposure of persons to substantial pollutant concentrations.

Mitigation Measures:

2-3 The City of El Monte shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.

Finding: Mitigation for Impact 5.2-5 calls for the City's consultation with the California Air Resource Board's *Air Quality and Land Use Handbook*. This would reduce but not eliminate the significant impact related to the placement of sensitive land uses near pollution emission sources.

The City of El Monte finds that impacts associated with the placement of sensitive land uses near emission sources would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

B. GREENHOUSE GAS EMISSIONS

Impact 5.6-1 Project-related greenhouse gas emissions would significantly contribute to global climate change impacts.

Support for this environmental impact conclusion is fully discussed starting on page 5.5-11 of the DPEIR. Global climate change is not confined to a particular project area and is generally accepted as the

consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Mitigation Measures:

5-1 The City of El Monte shall prepare a Climate Action Plan within 24 months after adopting the El Monte General Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the state's efforts under AB 32 and to mitigate the impact of climate change on the City, state, and world. The Climate Action Plan shall include the following:

- **Emission Inventories:** The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the California Air Resources Board; the City shall update inventories every three years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP.
 - The City shall establish a baseline inventory of GHG emissions, including municipal emissions and emissions from all business sectors and the community.
 - The City shall define a "business as usual" scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.
- **Emission Targets:** The City will develop plans to reduce or encourage reductions in GHG emissions from all sectors within the City:
 - A Municipal GHG Reduction Target which shall include measures to reduce GHG emissions from municipal activities by at least 15 percent from existing conditions by 2020.
 - A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 15 percent from existing conditions by 2020.

The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified above. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):

- Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.
- Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.

- Require that new development projects in El Monte that involve demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris.
- Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.
- Evaluate the feasibility of implementing a Public Transit Fee to support Metro in developing additional transit service in the City.
- Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.
- Install energy efficient lighting and lighting control systems in all municipal buildings.
- Require all new traffic lights installed be energy efficient traffic signals.
- Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.
- Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.
- Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.
- Support and promote the use of low-and zero-emission vehicles by:
 - Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.
 - Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero-emission vehicles and/or plug-in electric hybrids.
 - Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, zero-emission vehicles, or better fleet mixes.
 - Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.

- Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.
- Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.
- Support the use of green building practices by:
 - Providing information, marketing, training, and technical assistance about green building practices.
 - Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.
- Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:
 - Standards for the installation of "cool roofs."
 - Standards for improved overall efficiency of lighting systems.
 - Requirements for the use of Energy Star appliances and fixtures in discretionary new development.
- Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.
- Establish policies and programs that facilitate the siting of new renewable energy generation.
- Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.
- Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:
 - Conducting energy audits.
 - Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.
 - Implementing an energy tracking and management system for its municipal facilities.

- Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.
 - Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.
 - Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).
 - Installing Energy Star appliances and energy-efficient vending machines.
 - Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).
 - Installing irrigation control systems that maximize water use efficiency and minimize off-peak use.
 - Adopting an accelerated replacement schedule for energy inefficient systems and components.
- Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:
 - Providing energy efficiency training to design, engineering, building operations, and maintenance staff.
 - Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use.
 - Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.
 - Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.
 - Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.
 - Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.
 - Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.
 - Implement enhanced programs to divert solid waste from landfill operations by:

- Establishing a diversion target that meets or exceeds AB 939 requirements.
- Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.
- Establish a water conservation plan that may include such policies and actions as:
 - Maintaining and refining the City's tiered rate structure for water use.
 - Establishing restrictions on time of use for landscape watering or other demand management strategies.
 - Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.
- Ensure that building standards and permit approval processes promote and support water conservation by:
 - Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of nonroof impervious surfaces around the building(s).
 - Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.
- Organize workshops on waste reduction activities for the home or business, such as backyard composting or office paper recycling, and schedule recycling dropoff events and neighborhood chipping/mulching days.
- Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

5-1 Measures listed in Mitigation Measure 5-1 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of El Monte General Plan and adoption of the Climate Action Plan (CAP).

5-2 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of El Monte shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.

Finding: The greenhouse gas emissions (Impact 5.5-1) caused by the development of the El Monte General Plan buildout would be reduced to less than significant levels with the implementation of Mitigation Measures 5-1, 5-2, and 5-3. The City of El Monte hereby finds that implementation of the mitigation measure above is feasible, and it is therefore adopted.

C. NOISE

Impact 5.9-2 Noise-sensitive uses could be exposed to elevated noise levels from transportation sources.

Support for this environmental impact conclusion is fully discussed starting on page 5.9-27 of the DPEIR. The City applies the noise/land use compatibility standards, summarized in Table 5.9-4 of the DPEIR, for the purpose of assessing the compatibility of new development with existing noise sources, such as vehicles. However, ambient noise levels that exceed the noise compatibility standards are only significant if they encroach into noise-sensitive land uses (schools, playgrounds and parks, and residential uses). Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. The building interior of noise-sensitive structures is required to achieve noise levels of 45 dBA CNEL under the California Building Code, and Title 21 of the California Code of Regulations, for noise-sensitive structures within the 65 dBA CNEL contour of an airport. While interior areas can be mitigated to achieve acceptable interior noise levels, it may not be possible to achieve the noise compatibility criteria for noise-sensitive exterior areas.

Mitigation Measure:

- 9-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

Finding: Even though implementation of Mitigation Measure 9-1 would reduce interior noise levels to 45 dBA or lower, exterior noise levels would still exceed 65 dBA in sensitive areas; and the El Monte General Plan Update would have significant impacts on noise - sensitive land uses (Impact 5.9-2).

The City of El Monte finds that impacts related to the exposure of exterior sensitive land uses to noise levels of 65 dBA to be Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.9-3 Construction activities associated with buildout of the El Monte General Plan have the potential to generate substantial groundborne vibration and groundborne noise.

Support for this environmental impact conclusion is fully discussed starting on page 5.9-28 of the DPEIR. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, and slight structural damage at the highest levels. Vibration generated by construction equipment has the potential to be substantial. Significant vibration impacts may occur from construction equipment associated with development in accordance with the El Monte General Plan Update due to the potential for vibration-generating construction equipment being used in proximity to vibration-sensitive uses.

Mitigation Measure:

- 9-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

Finding: Vibration-sensitive land uses would experience significant vibration impacts due to construction activities during the buildout of the El Monte General Plan Update.

Although mitigation measures have been incorporated into the project, the City of El Monte finds that impacts associated with air quality compatibility (Impact 5.9-3) would remain Significant and Unavoidable; and a Statement of Overriding Considerations is required.

Impact 5.9-4: Buildout of the El Monte General Plan would not generate new sources of substantial groundborne vibration and groundborne noise; however, vibration-sensitive land uses could be located within the vicinity of existing sources of vibration, including the railroad.

Support for this environmental impact conclusion is fully discussed starting on page 5.9-29 of the DPEIR. Vibrations caused by traffic and industrial land uses would be less than significant. Truck vibrations are felt mainly within five meters of the centerline. No structures would be built within five meters of the centerline so no traffic-caused vibration impacts would occur. In general, the majority of industrial uses would not be immediately adjacent to vibration-sensitive uses; and vibration-intensive equipment in a manufacturing zone is required to be constructed so as not to be perceptible at or beyond the property line without the aid of instruments. Consequently, no significant impacts would occur in regard to industrial-caused vibrations. The Union Pacific Railroad would have significant impacts in relation to vibrations, however, since the proposed General Plan does not indicate the exact locations of new vibration-sensitive development. Vibration impacts from the UPRR are based on the potential for rail operations to cause perceptible levels of vibration. If current levels at the residential structure are less than perceptible to residents, future increases in rail traffic would not generate levels of vibration perceptible to residents as the intensity of vibration would not increase, only the frequency. However, vibration-sensitive land uses near the UPRR have the potential to be impacted by perceptible levels of vibration from rail operations.

Mitigation Measure:

- 9-3 Prior to the issuance of building permits, any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.

Finding: Operational vibration impacts would be significant in regard to train operations and the location of potential sensitive land uses near railroads. Mitigation Measure 9-3 would reduce but not eliminate these impacts.

The City of El Monte finds that railroad vibration impacts on sensitive land uses (Impact 5.9-4) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.9-5: Construction activities associated with buildout of the general plan would result in temporary increases in the ambient noise environment.

Support for this environmental impact conclusion is fully discussed starting on page 5.9-30 of the DPEIR. Construction of individual projects in accordance with the General Plan buildout would require the use of a variety of construction equipment. According to the Municipal Code, construction activities are limited to the hours specified (6:00 AM and 7:00 PM weekdays and 8:00 AM to 7:00 PM weekends, excluding federal holidays) under, Section 5.29-09 of the City of El Monte Municipal Code. However, construction activities may occur outside of these hours if the City determines that the maintenance, repair, or improvement is necessary to maintain public services or cannot feasibly be conducted during normal business hours, or if construction activities comply with the stationary source noise standards of the Municipal Code. This would create significant impacts related to construction activity.

Mitigation Measure:

9-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

Finding: Construction-related noise level impacts would be significant in regard to potential proximity of sensitive land uses near individual project construction sites. Mitigation Measure 9-4 would reduce but not eliminate these impacts.

The City of El Monte finds that construction-related noise impacts on sensitive land uses (Impact 5.9-5) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

D. PUBLIC SERVICES

Impact 5.11-4: The proposed project would generate additional population increasing the service needs for the county's El Monte and Norwood libraries.

Support for this environmental impact conclusion is fully discussed starting on page 5.11-15 of the DPEIR.

Buildout of the City of El Monte General Plan would result in an increase in population in the City of El Monte, which is served by the County's El Monte and Norwood libraries. With an anticipated additional population of 24,527 persons in the City would increase to 53,418 square feet and up to 224,796 items.

Mitigation Measure:

- 11-1 The City shall coordinate with the County of Los Angeles to identify available funding sources to fund expanded or new library facilities necessary to serve existing and future residents associated with implementation of the General Plan Update.

Finding: The mitigation measure identified above would reduce the potential impacts to library services to levels that are less than significant. The City of El Monte hereby finds that implementation of the mitigation measure above is feasible, and it is therefore adopted.

E. TRANSPORTATION AND TRAFFIC

Impact 5.13-1: Trips generated as a result of buildout of the proposed general plan would cause the existing area roadway system to operate at an unacceptable level of service.

Support for this environmental impact conclusion is fully discussed starting on page 5.13-31 of the DPEIR. One roadway segment is identified as having unacceptable levels of service (LOS E or below) upon buildout of the El Monte General Plan Update:

- Westbound Lower Azusa Road between Peck Road and Santa Anita Avenue

Mitigation Measure:

- 13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified on Figure 6 (Appendix F1 in the DPEIR). All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.

Finding: Mitigation Measure 13-1 would result in various improvements to roadways within the City of El Monte. However, planned roadway improvements would not result in the roadway segment on Lower Azusa Road between Santa Anita Avenue and Peck Road operating at LOS E or better. There is no additional right-of-way to widen to roadway segment and restriping would not increase capacity on this segment.

The City of El Monte finds that impacts to the existing area roadway system (Impact 5.13-1) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.13-2: Trips generated as a result of buildout of the proposed general plan would cause the existing study area intersections to operate at an unacceptable level of service.

Support for this environmental impact conclusion is fully discussed starting on page 5.13-38 of the DPEIR.

Six study area intersections are identified as having unacceptable levels of service (LOS E or below) upon buildout of the El Monte General Plan Update:

- Baldwin Avenue/Valley Boulevard (both AM and PM peak hours)
- Santa Anita Avenue/Lower Azusa Road (PM peak hour only)

- Santa Anita Avenue/Valley Boulevard (PM peak hour only)
- Peck Road/Ramona Boulevard (PM peak hour only)
- Peck Road/Valley Boulevard (PM peak hour only)
- Durfee Avenue/Ramona Boulevard (PM peak hour only)

Mitigation Measure:

13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.

Finding: The mitigation measure identified above would reduce the significant impacts at the intersections identified to levels that are less than significant. The City of El Monte hereby finds that implementation of the mitigation measure above is feasible, and it is therefore adopted.

Impact 5.13-3: Trips generated as a result of buildout of the proposed general plan would cause the existing state highway mainline segments and intersections within the study area to operate at an unacceptable level of service.

Support for this environmental impact conclusion is fully discussed starting on page 5.13-40 of the DPEIR.

Three state highway intersections within the study area would operate at a deficient LOS E or worse and would be significantly impacted under the proposed General Plan conditions:

- I-10 Westbound Off-Ramp/Brockway Street
- Peck Road/I-10 Westbound Ramps
- Peck Road/I-10 Eastbound Off-Ramp

Two state highway mainline segments within the study area would be significantly impacted under the proposed General Plan conditions:

- Westbound I-10 freeway in the vicinity of the Valley Boulevard off-ramp during the AM peak hour
- Eastbound I-10 freeway in the vicinity of the Valley Boulevard on-ramp during the PM peak hour

Mitigation Measure:

13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.

Finding: Implementation of Mitigation Measure 13-2 would result in state highway intersections and freeway mainline segments operating at acceptable levels of service at buildout of the proposed General Plan. However, any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections and freeway mainline segments, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented.

The City of El Monte finds that impacts to state highway intersections and freeway mainline segments (Impact 5.13-3) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.13-4: Trips generated as a result of buildout of the proposed general plan would significantly impact existing state highway on-ramp queue operations within the study area.

Support for this environmental impact conclusion is fully discussed starting on page 5.13-49 of the DPEIR.

Two state highway study on-ramps would be significantly impacted under the proposed General Plan conditions:

- I-10 Eastbound On-Ramp at Flair Drive (PM peak hour)
- I-10 Eastbound On-Ramp at Garvey Avenue (PM peak hour)

Mitigation Measure:

13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.

Finding:

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2), it cannot be guaranteed that such measures would be implemented.

The City of El Monte finds that impacts to state highway ramp operations (Impact 5.13-4) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

Impact 5.13-5: Trips generated as a result of buildout of the proposed general plan would cause the CMP-designated Interstate 10 to exceed county congestion management agency service standards.

Support for this environmental impact conclusion is fully discussed starting on page 5.13-50 of the DPEIR.

Rosemead Boulevard and I-10 are the only two roadways identified in the CMP within the City of El Monte. The following are the designated roadway segments identified in the CMP that would be impacted by project traffic:

- Rosemead Boulevard between I-10 and South City Limits (near Garvey Avenue)
- I-10 between Rosemead Boulevard and East City Limits (near Durfee Avenue)

The roadway segment of Rosemead Boulevard between the I-10 Freeway and Garvey Avenue under future year 2035 would not operate at LOS F. Under the proposed General Plan buildout, the southbound direction during the AM peak hour would improve from LOS F to LOS E. The project would increase the V/C ratio of the northbound direction during the AM peak hour by 0.058; however, it would not cause the level of service to lower to LOS F. As these values are below the CMP significance criteria, the project would not result in a significant impact at the CMP designated local roadway.

Buildout of the proposed General Plan would result in various mainline segments of I-10 operating at a deficient LOS that would result in a significant impact. Therefore, the project would result in a significant impact for the CMP-designated freeway mainline segment.

Mitigation Measure:

13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.

Finding:

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2), it cannot be guaranteed that such measures would be implemented.

The City of El Monte finds that impacts to state highway mainline segments (Impact 5.13-5) would remain Significant and Unavoidable, and a Statement of Overriding Considerations is required.

III. FINDINGS ON PROJECT ALTERNATIVES

The following discussion is intended to provide a summary of the alternatives considered and rejected in the City of El Monte General Plan Update DPEIR, including the No Project/Existing General Plan, Alternative Circulation Plan, and the Reduced Intensity Alternative.

A. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the DPEIR.

Among the factors that can be used to eliminate alternatives from detailed consideration in an EIR are “failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts” (CEQA Guidelines Section 15126.6[c]). Several alternatives were eliminated during the scoping/planning process, either because they were deemed infeasible or because they were technologically or environmentally inferior as compared to the proposed project.

Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). Since the proposed project consists of a General Plan Update that encompasses the entire City of El Monte, an alternative site analysis is not appropriate. However, areas proposed for development or intensification were reviewed to determine if development could be redirected to less sensitive areas. Since the City of El Monte is primarily builtout, there are very few undeveloped areas. As a result, shifting development intensities, while feasible, would not result in a reduction of significant impacts. Thus, alternative development areas were rejected and are not analyzed in detail in this document.

Finding: The lack of alternative development areas within the City makes infeasible this project alternative identified in the FPEIR. (Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3)).

Facts in Support of Finding: The Alternative Development Scenario would not reduce any of the significant impacts associated with the proposed buildout of the El Monte General Plan Update. Limited undeveloped land in the City allows for few alternative development locations.

B. ALTERNATIVES SELECTED FOR ANALYSIS

The CEQA Guidelines indicate that an EIR must “describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (Guidelines Sec. 15126.6[a]). Accordingly, the alternatives selected for review pursuant to this EIR focus on: (a) the specific General Plan policies pertaining to project site and (b) alternatives that could eliminate or reduce significant environmental impacts to a level of insignificance, consistent with the project objectives (i.e., the alternatives could impede to some degree the attainment of project objectives, but still would enable the project to obtain its basic objectives). The alternatives analyzed in the following sections include:

- No Project/Existing General Plan Alternative
- Alternative Circulation Plan
- Reduced Intensity Alternative

No-Project/Existing General Plan Alternative

This alternative analyzes the effects of continued implementation of the City’s existing General Plan. This alternative assumes the existing General Plan remains as the adopted long-range planning policy document for the City. Development would continue to occur within the City in accordance with the existing General Plan, zoning code, and specific plans. The existing General Plan land-use map consists of various land use designations. Broad categories of these designations include residential, commercial, industrial, public/quasi-public/open space, and airport.

1. Ability to Reduce Environmental Impacts

This alternative would result in reduced impacts to air quality, greenhouse gas (GHG) emissions, noise, public services, recreation, transportation and traffic, and utilities and service systems. Buildout under the General Plan would result in 25,527 fewer residents, and 5,484 fewer dwelling units than under the City of El Monte General Plan Update. This would result in a smaller population with lesser demand on public services, including police, fire, library, and school services, utility agencies, and recreational centers and parks. A smaller population and buildout square footage would also result in fewer people and structures being exposed to geological hazards. It would also reduce greenhouse gas impacts due to reduced operational and construction emissions.

This alternative would have similar impacts related to aesthetics, biology, cultural resources, hazards and hazardous materials, hydrology and water quality, and mineral resources. The reduction in development as part of the existing General Plan would not reduce impacts related to these environmental topics.

Air quality and GHG emissions impacts would be slightly less but still significant and unavoidable under the No-Project/Existing General Plan Alternative. Although this alternative would reduce both long- and short-term pollutant emissions generated in the City of El Monte, it would not eliminate significant short-

and long-term criteria pollutant contributions to VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}; would not be consistent with the air quality management plan, as criteria pollutants thresholds would be exceeded; and would cumulatively contribute to the SoCAB nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}.

Land-use impacts under the No-Project/Existing General Plan Alternative would not be significant or unavoidable but they would be greater than under the City of El Monte General Plan Update. The No-Project/Existing General Plan Alternative would not provide any policy direction or land use guidance and would not allow El Monte to implement all of the objectives of the General Plan Update.

Noise impacts would be similar between the City of El Monte General Plan Update and the No-Project/Existing General Plan Alternative. Overall, this alternative would substantially reduce short- and long-term noise impacts of the proposed project. However, buildout of the existing General Plan would continue to expose sensitive receptors to elevated noise levels and strong vibration from construction and result in an increase in traffic on the local roadways, which would substantially increase noise levels. This alternative would substantially reduce but not eliminate noise impacts.

2. Ability to Attain Project Objectives

The adoption of the No-Project/Existing General Plan Alternative would leave the City open for future growth that may not be compatible with the goals and objectives of the City. In addition, such growth would not provide the mix of housing types and uses that would be allowed under the City of El Monte General Plan Update. The No-Project/Existing General Plan Alternative fails to accomplish the project objectives in the City's vision and has other potential environmental impacts resulting from its implementation. Specifically, the No-Project/Existing General Plan Alternative does not promote mixed-use development where applicable, encourage revitalization and conservation of blighted areas, promote preservation of the City's character, or encourage a wide range of alternative transportation opportunities.

Finding: Specific economic, legal, social, technological, or other considerations make infeasible this project alternative identified in the FPEIR (Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3)).

Facts in Support of Finding: The No-Project/Existing General Plan Alternative is less than desirable because it does not eliminate significant and unavoidable impacts related to air quality, land use, and noise, and it does not meet certain project objectives identified in the FPEIR.

Alternative Circulation Plan

One roadway segment was found to cause a significant and unavoidable traffic impact—the segment of Lower Azusa Road between Santa Anita Avenue and Peck Road would operate at level of service (LOS) F as a result of the buildout of the General Plan Update. This alternative would propose widening the road to increase roadway capacity and lower the LOS to a less than significant level, thus eliminating the significant and unavoidable impact. The implementation of this alternative would require the taking of numerous residential units, primarily multifamily, in addition to businesses.

1. Ability to Reduce Environmental Impacts

The Alternative Circulation Plan would result in similar impacts with regard to aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, recreation, and utilities and service systems. This alternative would

remove a significant and unavoidable transportation and traffic impact, but impacts to air quality, greenhouse gas emissions, and population and housing would be greater.

2. Ability to Attain Project Objectives

The adoption of the Alternative Circulation Plan would meet all of the project objectives and would be compatible with the goals and objectives identified by the City for growth over the next 20 years.

Finding: Specific economic, legal, social, technological, or other considerations make infeasible this project alternative identified in the FPEIR (Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3)).

Facts in Support of Finding: The Alternative Circulation Plan would be considered environmentally superior to the proposed project only in transportation and traffic. This alternative would be considered environmentally inferior to the proposed project in the areas of air quality and noise impacts. This alternative would meet all project objectives for allowing the City to achieve its vision.

Reduced Intensity Alternative

The Reduced Intensity Alternative would reduce the remaining growth potential associated with the proposed General Plan Update by 15 percent. The 15 percent reduction was based on the total amount of intensity at buildout as compared to the proposed General Plan and was applied on a Citywide basis. This alternative would result in a total of 27,732 dwelling units, a population of 127,263, 49,986 jobs, and 29,237,872 total square feet of nonresidential uses at buildout. Land use designations would remain the same, although allowable intensities would be reduced. Other components of the project would remain the same as presented in the proposed General Plan Update.

1. Ability to Reduce Environmental Impacts

The Reduced Intensity Alternative would lessen impacts associated with air quality, greenhouse gases, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. The remaining impacts, except for land use and planning, would be considered similar to the proposed project. Impacts to land use and planning would be considered greater under this alternative in comparison to the proposed project.

2. Ability to Attain Project Objectives

The adoption of the Reduced Intensity Alternative would be compatible with most of the goals and objectives identified by the City for growth over the next 20 years, but it would not accomplish all of the project objectives in the City's vision. The reduction in the amount of employment-based land uses would reduce the number of jobs in the City, preventing the ability of the City to preserve its industrial and jobs base as thoroughly as with the proposed plan of development. Similarly, it would reduce the City's ability to accommodate a diverse range of commercial and residential uses.

Finding: Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative identified in the FPEIR (Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3)).

Facts in Support of Finding: The Reduced Intensity Alternative is less than desirable because it does not eliminate any significant and unavoidable impacts. Also, this alternative would not meet project objectives related to continuing to support employment-based and commercial land uses in the City.

IV. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project under consideration. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (State CEQA Guidelines Section 15093[a]). However, CEQA requires the agency to explain, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency’s statement is referred to as a “Statement of Overriding Considerations.”

A. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The following adverse impacts of the project are considered significant and unavoidable based on the FPEIR and the findings discussed in Sections II and III of this document.

Air Quality – Consistency with the AQMP. The project would not be consistent with the AQMP because air pollutant emissions associated with buildout of the City of El Monte would cumulatively contribute to the nonattainment designations in the SoCAB. Furthermore, buildout of the Proposed Land Use Plan would exceed current estimates of population, employment, and vehicle miles traveled for El Monte; and therefore, these emissions are not included in the current regional emissions inventory for the SoCAB. The project would be considered inconsistent with the AQMP.

Air Quality – Construction-Related Impacts. Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed the SCAQMD’s regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}. They would also cumulatively contribute to the SoCAB nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5} and potentially elevate concentrations of air pollutants at sensitive receptors.

Air Quality – Operational Phase Impacts. Buildout of the El Monte General Plan Update would generate long-term operational phase emissions that exceed the SCAQMD’s regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5} and cumulatively contribute to the South Coast Air Basin nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}.

Air Quality – Land Use Compatibility. Approval of residential and other sensitive land uses within proximity to I-10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or other toxic air contaminants.

Noise – Transportation Sources. Buildout of the El Monte General Plan Update would result in the placement of noise-sensitive land uses near transportation land uses that have noise environments exceeding the City’s normally accepted land-use compatibility criterion.

Noise – Construction-Related Vibration. Construction activities associated with buildout of the individual land uses associated with the proposed Land Use Plan would expose sensitive uses to strong levels of groundborne vibration.

Noise – Construction-Related Noise. Construction activities associated with buildout of the individual land uses of the proposed Land Use Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses.

Transportation and Traffic – City Roadway Segments

City of El Monte General Plan and Zoning Code Update
CEQA Findings of Facts and Statement of Overriding Considerations

The roadway segment on Lower Azusa Road between Santa Anita Avenue and Peck Road would not operate at LOS E or better, even with planned improvements. There is no additional right-of-way to widen to roadway segment and restriping would not increase capacity on this segment.

Transportation and Traffic – State Highway Intersections and Mainline Segments

While planned improvements would result in state highway intersections and freeway mainline segments operating at acceptable levels of service at buildout of the general plan, any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections and mainline segments, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented.

Transportation and Traffic – State Highway Ramp Operations

As stated above, state highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2 in the DPEIR), it cannot be guaranteed that such measures would be implemented.

Transportation and Traffic – County Congestion Management Plan

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2 in the DPEIR), it cannot be guaranteed that such measures would be implemented.

B. CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

The following section describes the benefits of the project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the FPEIR has indicated that there will be significant project impacts that are infeasible to mitigate.

Implements the Objectives Established for the Project:

The objectives of the El Monte General Plan Update would guide development in the City in a way that would improve the quality of life and allow for planned and sustainable growth in area of the City which can accommodate such growth while reducing environmental impacts, maintaining a balanced community, and preserving the desirable characteristics of established neighborhoods. The following objectives have been established for the City of El Monte General Plan Update project and will aid decision makers in their review of the project and associated environmental impacts:

- Provide a comprehensive update to the City's General Plan and Zoning Code that establishes efficient use of land and promotes the use of infill development.
- Create and/or enhance concentrated nodes of activity within the City through the intensification and mix of uses to stimulate activity in key areas of the City.

- Provide a sustainable mix of complementary land uses through the designation and development of focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- Strengthen districts through the application of new general plan land use designations, comprehensive planning, and design techniques that build on assets of different strategic areas in El Monte.

El Monte has limited capacity for growth, so these objectives would be applied toward existing development as much as toward new projects. The application of these objectives toward existing development would improve the City's impact on the environment by enhancing open spaces and parks and by encouraging alternative transportation modes. They would have beneficial effects on the economic and cultural conditions of the City.

El Monte General Plan Update Principles Work To Improve Quality of Life and the Physical Environment

Although development in El Monte would have significant impacts on the environment (air quality, public noise, and traffic), a number of the policies found in the General Plan would reduce these impacts on the environment and promote more environmentally sustainable development than would otherwise result in the development of El Monte. These types of policies include those that:

- Promote efficient energy use (CD 4.5, LU 9.7)
- Promote the wise use of water (PR 3.5, PR 4.5, PHS 2.3)
- Improve air quality (PHS 3.1-PHS 3.5)
- Preserve historic resources (CR 2.1–2.6)
- Reduce emissions by reducing congestion and encouraging alternative modes of transportation (C 4.1-4.7, C 5.1-5.7, PR 4.2, PR 5.1-5.8)
- Ensure noise compatibility for noise-sensitive uses (PHS 8.1-8.6)
- Improve pedestrian environments and create healthy, safe neighborhoods in El Monte (CD 2.1, CD 2.6, CD 5.9, CD 6.10-11, CD 6.14-15, PR 3.7)
- Encourage the preservation of open space and critical habitats for endangered resources and natural communities (CD 1.7, CD 3.6-7, CD 7.12, CD 9.6, CR.3.1–3.4, PR 3.2, PR 3.4, PHS 2.4)

C. CONCLUSION

For the abovementioned reasons, implementation of the El Monte General Plan Update would have environmental, economic, and social benefits that outweigh the unavoidable adverse environmental impacts of the physical development of the City. The El Monte General Plan Update would help improve local air quality and greenhouse gas emission impacts by implementing General Plan policies and a climate action plan; enhance open space, recreational, ecological, and pedestrian environments; and reduce the environmental impacts associated with traffic congestion.

V. REFERENCES

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**MITIGATION
MONITORING
PROGRAM
FOR:**

**CITY OF EL MONTE
GENERAL PLAN AND
ZONING CODE
UPDATE
SCH#2008071012**



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CITY OF EL MONTE

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MAY 2011

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ELM-01.0L

MAY 2011

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1. *Introduction*

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2008071012. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of El Monte Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.



1.2 PROJECT SUMMARY

The proposed project is the preparation of the City of El Monte General Plan Update, which consists of an update of the El Monte General Plan Elements and Land Use map. The City of El Monte General Plan Update provides guidance that shapes the community for the next 15 to 20 years into the future. The General Plan includes the elements required by the state (circulation, conservation, housing, land use, noise, open space, and safety elements). The conservation and open space elements have been combined into one community resources element.

Pursuant to CEQA Guidelines Section 15064(d), the EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the City of El Monte General Plan Update. Consequently, the EIR focuses on impacts from changes to land use associated with buildout of the Proposed Land Use Plan and impacts from the resultant population and employment growth in the City. The City of El Monte General Plan Update Proposed Land Use Plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the Proposed Land Use Plan is forecast for the year 2035.

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1.3 PROJECT LOCATION

The City of El Monte is located 12 miles east of Downtown Los Angeles, in the heart of the San Gabriel Valley. El Monte is specifically located just west of the interchange of Interstates 605 and 10. The San Gabriel River borders the City on the east and the Rio Hondo River bisects the eastern half of the City from the north to the southwest. El Monte is surrounded by the cities of Baldwin Park, Industry, Arcadia, Irwindale, Temple City, Rosemead, South El Monte, and unincorporated Los Angeles County. Several major freeways serve the City.

1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a “program EIR” as defined by State CEQA Guidelines (Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3). As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project that are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways.

Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope; and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

1.4.1 Impacts Considered Less Than Significant

Twelve environmental categories are identified as having less than significant impacts that do not require mitigation. These categories are:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Recreation

- Utilities and Service Systems

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The following have been identified as potentially resulting in significant adverse impacts that can be mitigated, avoided, or substantially lessened:

- Greenhouse Gas Emissions: Mitigation Measures 5-1, 5-2, and 5-3 would reduce greenhouse gas emissions impacts to less than significant (Impact 5.5-1).
- Noise: Mitigation Measure 9-3 would ensure that any new vibration-sensitive structures near the UPRR would be constructed so that train-related vibration would not be perceptible and operational impacts would be less than significant (Impact 5.9-4).
- Public Services: Mitigation Measure 11-1 would reduce library service impacts to less than significant (Impact 5.11-4).
- Transportation and Traffic: Mitigation Measure 13-2 would result in City intersections operating at acceptable levels of service at buildout of the proposed General Plan and impacts would be reduced to less than significant (Impact 5.13-2).

1.4.3 Unavoidable Significant Adverse Impacts

There are three environmental categories considered to have impacts that would be significant and unavoidable and would not be lessened through mitigation.



Air Quality

The project would not be consistent with the AQMP because air pollutant emissions associated with buildout of the City of El Monte would cumulatively contribute to the nonattainment designations in the SoCAB. Furthermore, buildout of the Proposed Land Use Plan would exceed current estimates of population, employment, and VMT for El Monte and therefore these emissions are not included in the current regional emissions inventory for the SoCAB. As both criteria must be met in order for a project to be considered consistent with the AQMP, the project would be considered inconsistent with the AQMP. Consequently, this impact would remain significant and unavoidable. There is no feasible mitigation for this impact.

Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}; cumulatively contribute to the SoCAB's nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}; and potentially elevate concentrations of air pollutants at sensitive receptors. Mitigation Measure 2-1 would reduce short-term construction impacts but not to levels that are less than significant.

Buildout of the El Monte General Plan Update would generate long-term emissions that exceed SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}, and cumulatively contribute to the SoCAB's nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}. There are not feasible mitigation measures available.

Approval of residential and other sensitive land uses within proximity to I-10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or

1. Introduction

other toxic air contaminants. Mitigation Measure 2-2 would reduce air pollution impacts to sensitive receptors but they would not be reduced to levels that are less than significant.

Noise

Buildout of the El Monte General Plan Update would result in the placement of noise-sensitive land uses near transportation land uses that have noise environments that exceed the City's normally accepted land use compatibility criterion (Impact 5.9-2). Mitigation Measure 9-1 would require land uses within these areas to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Guidelines and the California State Building Code and California Noise Insulation Standards (Title 24 of the California Code of Regulations).

Construction activities associated with buildout of the individual land uses associated with the proposed land use plan would expose sensitive uses to strong levels of groundborne vibration. Mitigation Measure 9-2 would reduce the impacts caused by construction-related vibrations on sensitive receptors, but it would not reduce the impact to less than significant.

Construction activities associated with buildout of the individual land uses of the Proposed Land Use Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses. Mitigation Measure 9-4 would reduce impacts through the use of sound barriers, installation of equipment mufflers, and reducing construction truck idling time; but they would not be reduced to impacts that are less than significant.

Transportation and Traffic

Trips generated as a result of buildout of the proposed General Plan would cause the existing area roadway system to operate at an unacceptable level of service (Impact 5.13-1). Mitigation Measure 13-1 would result in various improvements to roadways within the City of El Monte. However, planned roadway improvements would not result in the roadway segment on Lower Azusa Road between Santa Anita Avenue and Peck Road operating at LOS E or better. There is no additional right-of-way to widen to roadway segment and restriping would not increase capacity on this segment. Therefore, impacts to Lower Azusa Road between Santa Anita Avenue and Peck Road during the AM peak hour would remain significant and unavoidable.

Trips generated as a result of buildout of the proposed General Plan would cause existing State Highway mainline segments and intersections within the study area to operate at an unacceptable level of service (Impact 5.13-3). Implementation of Mitigation Measure 13-2 would result in state highway intersections operating at acceptable levels of service at buildout of the proposed General Plan; however, any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented. Consequently, Impact 5.13-3 as it pertains to state highway intersections would remain significant and unavoidable.

Implementation of Mitigation 13-2 would reduce impacts to freeway mainline segments, but it would not eliminate the significant impact. As stated, facilities under the jurisdiction of Caltrans would be outside the jurisdiction of the City and therefore the timing for implementation of any physical improvements that may be available would be uncertain. Consequently, Impact 5.13-3 as it pertains to state highway freeway mainline segments would remain significant and unavoidable.

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State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2), it cannot be guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway on-ramp operations and state highway mainline segments, identified traffic impacts would remain. Consequently, Impact 5.13-4 and Impact 5.13-5 would remain significant and unavoidable.



1. Introduction

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2. *Mitigation Monitoring Process*

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the EIR, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring Program (MMP). In order to effectively track and document the status of mitigation measures, a mitigation matrix has been prepared and includes:

- Responsibility for implementation
- Timing
- Responsibility for monitoring
- Monitor

Mitigation measure timing of verification has been apportioned into several specific timing increments. Of these, the most common are:

- Prior to project approval
- Prior to issuance of grading permit(s)
- During construction

Information pertaining to compliance with mitigation measures or any necessary modifications or refinements will be documented in the comments portion of the matrix.

2.2 MITIGATION MONITORING PROCEDURES

The City of El Monte Community Development Department – Planning Division is the designated lead agency for the Mitigation Monitoring and Reporting Program. The City of El Monte includes the Mitigation Measures within the Special Conditions of Approval. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Community Development Department shall designate a Project Mitigation Monitor for the proposed project.

2.2.1 In-Field Monitoring

The Responsible Monitoring Party shall exercise caution and professional practices at all times when monitoring construction. Protective wear (hard hats, glasses, etc.) shall be worn at all times in construction areas. Injuries shall be reported immediately to the Project Mitigation Monitor.

2.2.2 Coordination with Contractors

The construction manager/superintendent is responsible for coordination of contractors and for contractor completion of required measures in accordance with the provisions of this program.



2. Mitigation Monitoring Process

2.2.3 Recognized Experts

The use of recognized experts as a component of the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. While the recognized experts assess compliance with required mitigation measures, consultation with the City of El Monte planning staff shall take place in the event of a dispute.

2.2.4 ENFORCEMENT

Agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, loss of entitlements, refusal to issue building permits or certificates of use and occupancy or, in some cases, notice of violation for tax purposes. Criminal misdemeanor sanctions could be available where the agency has adopted an ordinance requiring compliance with the monitoring program, similar to the provision in many zoning ordinances that affirms the enforcement power to bring suit against violators of the ordinances.

3. Mitigation Monitoring Requirements

3.1 PRE-MITIGATION MEETING

A pre-monitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring committee responsibilities. Committee rules are established, the entire mitigation monitoring program is presented, and any misunderstandings are resolved.

3.2 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

3.3 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring committee.

3.4 DATA BASE MANAGEMENT

All mitigation monitoring reports, letters, and memos shall be prepared utilizing Microsoft Word software on IBM-compatible PCs.

3.5 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.6 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Post-construction fire inspections are conducted on a routine basis by Los Angeles County Fire Department.



3. Mitigation Monitoring Requirements

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3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

<i>Mitigation Measure</i>	<i>Responsibility for Implementation</i>	<i>Timing</i>	<i>Responsibility for Monitoring</i>	<i>Monitor (Signature Required) (Date of Compliance)</i>
5.2 AIR QUALITY				
2-1 The City of El Monte Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed South Coast Air Quality Management District’s Rule 403, such as: • Requiring use of nontoxic soil stabilizers to reduce wind erosion. • Applying water every four hours to active soil-disturbing activities. • Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer’s standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District’s website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. 	City of El Monte Community Development Department in coordination with the landowner/project applicant’s construction contractor	On-going during project construction	City of El Monte Community Development Department	
2-2 The City of El Monte shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).	City of El Monte Community Development Department in coordination with the landowner/project applicant	Prior to individual project approvals	City of Torrance Community Development Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
2-3 The City of El Monte shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.	City of El Monte Community Development Department in coordination with the landowner/project applicant	Prior to individual project approvals	City of Torrance Community Development Department	
5.5 GREENHOSE GAS EMISSIONS				
5-1 The City of El Monte shall prepare a Climate Action Plan within 24 months after adopting the El Monte General Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the state's efforts under AB 32 and to mitigate the impact of climate change on the City, state, and world. The Climate Action Plan shall include the following: <ul style="list-style-type: none"> • Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the California Air Resources Board; the City shall update inventories every three years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP. <ul style="list-style-type: none"> ◦ The City shall establish a baseline inventory of GHG emissions, including municipal emissions and emissions from all business sectors and the community. 	City of El Monte Community Development Department	Within 24 months of adopting the general plan update	City of El Monte Community Development Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
The City shall define a "business as usual" scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.				
<ul style="list-style-type: none"> • Emission Targets: The City will develop plans to reduce or encourage reductions in GHG emissions from all sectors within the City: <ul style="list-style-type: none"> ◦ A Municipal GHG Reduction Target which shall include measures to reduce GHG emissions from municipal activities by at least 15 percent from existing conditions by 2020. ◦ A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 15 percent from existing conditions by 2020. <p>The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified above. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. 	City of El Monte Public Works Department	Prior to individual project approval	City of El Monte Public Works Department	
Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> • Require that new development projects in El Monte that involve demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. 	City of El Monte Community Development Department/Public Works Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. 	City of El Monte Community Development Department/Individual Project Contractor	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> Evaluate the feasibility of implementing a Public Transit Fee to support Metro in developing additional transit service in the City. 	City of El Monte Public Works Department	Prior to individual project approval/ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. 	City of El Monte Community Development Department/Public Works Department	Ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> Install energy efficient lighting and lighting control systems in all municipal buildings. 	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Require all new traffic lights installed be energy efficient traffic signals. 	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. 	City of El Monte Community Development Department/Public Works Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization. 	City of El Monte Community Development Department/Public Works Department/Individual Project Contractor	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department/Individual Project Contractor	
<ul style="list-style-type: none"> Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events. 	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Support and promote the use of low-and zero-emission vehicles by: 	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ◦ Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. ◦ Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero-emission vehicles and/or plug-in electric hybrids. ◦ Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, zero-emission vehicles, or better fleet mixes. ◦ Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles. 				
<ul style="list-style-type: none"> • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. 	City of El Monte Community Development Department/Public Works Department/Individual Project Contractor	Ongoing	City of El Monte Community Development Department/Public Works Department/Individual Project Contractor	
<ul style="list-style-type: none"> • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. 	City of El Monte Community Development Department/Public Works Department	Ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> • Support the use of green building practices by: <ul style="list-style-type: none"> ◦ Providing information, marketing, training, and technical assistance about green building practices. ◦ Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. 	City of El Monte Community Development Department/Public Works Department	Ongoing	City of El Monte Community Development Department/Public Works Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> ◦ Standards for the installation of "cool roofs." ◦ Standards for improved overall efficiency of lighting systems. ◦ Requirements for the use of Energy Star appliances and fixtures in discretionary new development. 	City of El Monte Community Development Department/Public Works Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> • Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. 	City of El Monte Community Development Department/Public Works Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> • Establish policies and programs that facilitate the siting of new renewable energy generation. 	City of El Monte Community Development Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department	
<ul style="list-style-type: none"> • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. 	City of El Monte Community Development Department/Public Works Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department/Public Works Department	
<ul style="list-style-type: none"> • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: <ul style="list-style-type: none"> ◦ Conducting energy audits. ◦ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ◦ Implementing an energy tracking and management system for its municipal facilities. ◦ Installing energy-efficient exit signs, street signs, and traffic 	City of El Monte Community Development Department/Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Community Development Department/Public Works Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>lighting, subject to life/safety considerations.</p> <ul style="list-style-type: none"> ◦ Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. ◦ Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). ◦ Installing Energy Star appliances and energy-efficient vending machines. ◦ Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.). ◦ Installing irrigation control systems that maximize water use efficiency and minimize off-peak use. ◦ Adopting an accelerated replacement schedule for energy inefficient systems and components. 				
<ul style="list-style-type: none"> • Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: <ul style="list-style-type: none"> ◦ Providing energy efficiency training to design, engineering, building operations, and maintenance staff. ◦ Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use. ◦ Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards. 	<p>City of El Monte Public Works Department</p>	<p>Ongoing</p>	<p>City of El Monte Public Works Department</p>	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. 	City of El Monte Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. 	City of El Monte Public Works Department	Prior to individual project approval/ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel. 	City of El Monte Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects. 	City of El Monte Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Implement enhanced programs to divert solid waste from landfill operations by: <ul style="list-style-type: none"> Establishing a diversion target that meets or exceeds AB 939 requirements. Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. 	City of El Monte Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Public Works Department	
<ul style="list-style-type: none"> Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> Maintaining and refining the City's tiered rate structure for water use. Establishing restrictions on time of use for landscape watering or other demand management strategies. 	City of El Monte Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Public Works Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> ◦ Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. 				
<ul style="list-style-type: none"> • Ensure that building standards and permit approval processes promote and support water conservation by: <ul style="list-style-type: none"> ◦ Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of nonroof impervious surfaces around the building(s). ◦ Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances. 	City of El Monte Public Works Department	Within 24 months of adopting the general plan update	City of El Monte Public Works Department	
<ul style="list-style-type: none"> • Organize workshops on waste reduction activities for the home or business, such as backyard composting or office paper recycling, and schedule recycling dropoff events and neighborhood chipping/mulching days. 	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	
<ul style="list-style-type: none"> • Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency. 	City of El Monte Community Development Department/Public Works Department	Ongoing	City of El Monte Community Development Department/Public Works Department	
5-2 Measures listed in Mitigation Measure 5-1 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of El Monte General Plan and adoption of the Climate Action Plan (CAP).	City of El Monte Community Development Department	Prior to individual project approval/ongoing	City of El Monte Community Development Department	
5-3 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of El Monte shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.	City of El Monte Community Development Department	Prior to individual project approvals	City of El Monte Community Development Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

<i>Mitigation Measure</i>	<i>Responsibility for Implementation</i>	<i>Timing</i>	<i>Responsibility for Monitoring</i>	<i>Monitor (Signature Required) (Date of Compliance)</i>
5.9 NOISE				
9-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).	City of El Monte Community Development Department/Individual Project Contractor	Prior to individual project approval	City of El Monte Community Development Department	
11-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jackhammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceeds the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).	Individual Project Contractor	Prior to issuance of grading permit(s)	City of El Monte Community Development Department	
11-3 Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to a railway, the development project application shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures shall be implemented, such as use of concrete, iron, steel, or masonry materials, to ensure that levels of vibration amplification are within acceptable limits to building occupants, pursuant to the Federal Transit Administration vibration-annoyance criteria.	Individual Project Contractor	Prior to issuance of grading permit(s)	City of El Monte Community Development Department	

3. Mitigation Monitoring Requirements

**Table 3-1
Mitigation Monitoring Requirements**

<i>Mitigation Measure</i>	<i>Responsibility for Implementation</i>	<i>Timing</i>	<i>Responsibility for Monitoring</i>	<i>Monitor (Signature Required) (Date of Compliance)</i>
11-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures—such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes—shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.	Individual Project Contractor	Prior to individual project construction/During individual project construction	City of El Monte Community Development Department	
5.11 PUBLIC SERVICES				
11-1 The City shall coordinate with the County of Los Angeles to identify available funding sources to fund expanded or new library facilities necessary to serve existing and future residents associated with implementation of the General Plan Update.	City of El Monte Community Development Department	Ongoing	City of El Monte Community Development Department	
5.13 TRANSPORTATION AND CIRCULATION				
13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified in Figure 6 of said study. All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	
13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.	City of El Monte Public Works Department	Ongoing	City of El Monte Public Works Department	

3. Mitigation Monitoring Requirements

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4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to dispute arbitration enforcement resolution. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Arbitration/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures on a phased basis, based on the information in Table 3-1. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 ARBITRATION/ENFORCEMENT REPORT

The Arbitration/Enforcement Report (AER) is prepared to document the outcome of arbitration committee review and becomes a portion of the ICR.



4. Mitigation Monitoring Reports

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the arbitration committee by the general public.

5. Community Involvement

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DRAFT

**CITY OF EL MONTE
GENERAL PLAN AND
ZONING CODE
UPDATE
ENVIRONMENTAL
IMPACT REPORT
SCH# 2008071012**



prepared for:

CITY OF EL MONTE

Contact:
Minh Thai,
Interim Community
Development Director

prepared by:

**THE PLANNING
CENTER**

Contact:
William Halligan, Esq.
Vice President,
Environmental Services

MARCH 2011

DRAFT

**CITY OF EL MONTE
GENERAL PLAN AND
ZONING CODE
UPDATE
ENVIRONMENTAL
IMPACT REPORT
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ELM-01.0L

MARCH 2011

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Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measures
bgs	below ground surface
BLM	Bureau of Land Management
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CIWMB	California Integrated Waste Management Board
CLSA	California Library Services Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CRS	Community Rating System
CSO	Combined Sewer Overflows
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act



Abbreviations and Acronyms

dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right-to-Know Act
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HMS	Hazardous Materials Sites database
HVAC	Heating, Ventilating, and Air Conditioning System
HWMP	Hazardous Waste Management Plan
IPCC	Intergovernmental Panel on Climate Change
IUDA	Industry Urban Development Agency
IWMP	Integrated Waste Management Plan
LACFD	Los Angeles County Fire Department
LACSD	Sanitation Districts of Los Angeles County
LADPW	Los Angeles County Department of Public Works
L_{dn}	day-night noise level
LEPC	Local Emergency Planning Committee
L_{eq}	equivalent continuous noise level
LOS	Level of Service
LST	Localized Significance Thresholds
LUFT	Leaking Underground Fuel Tank
MCL	Maximum Contaminant Level
MEP	Maximum Extent Practical
mgd	million gallons per day
MRF	Materials Recovery Facility
MSDS	Material Safety Data Sheets
msl	mean sea level

Abbreviations and Acronyms

MSW	Municipal Solid Waste
MTBE	methyl tert-butyl ether
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Habitat Preservation Authority
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations
NPL	National Priorities List
O ₃	ozone
OES	California Office of Emergency Services
Pb	lead
PCE	perchloroethylene
PM	particulate matter
POTW	Publicly Owned Treatment Works
PPV	Peak Particle Velocity
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RMP	Risk Management Plans
RMS	root mean square
ROG/VOC	Reactive Organic Gases/Volatile Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SDWA	Safe Drinking Water Act
SERC	State Emergency Response Commission
SFHA	Special Flood Hazard Areas
SGVWC	San Gabriel Valley Water Company



Abbreviations and Acronyms

SIC	Standard Industrial Codes
SoCAB	South Coast Air Basin
SO _x	sulfur oxides
SPCC	Spill Prevention, Control and Countermeasure
SQMP	Stormwater Quality Management Plan
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	Semi-Volatile Organic Compounds
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	trichloroethylene
TNM	Transportation Noise Model
tpd	tons per day
tpd-6	tons per day (six-day average)
TRI	Toxic Release Inventory
TTCP	Traditional Tribal Cultural Places
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
WDR	Waste Discharge Requirements
WIP	Well Investigation Program
WQMP	Water Quality Management Plan
WRD	Water Replenishment District of Southern California
WRP	Water Reclamation Plant

1. *Executive Summary*

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed City of El Monte General Plan and Zoning Code Update. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision makers with an analysis of potential environmental consequences to support informed decision making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of El Monte's CEQA procedures. The City of El Monte, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, air quality, cultural resources, geological resources, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems]).



1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

- 1) To disclose to decision makers and the public the significant environmental effects of proposed activities.
- 2) To identify ways to avoid or reduce environmental damage.
- 3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- 4) To disclose to the public reasons for agency approval of projects with significant environmental effects.
- 5) To foster interagency coordination in the review of projects.
- 6) To enhance public participation in the planning process.

1. Executive Summary

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Chapter 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Chapter 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project Alternative and a Reduced Intensity Alternative.

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Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Chapter 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Notice of Preparation and Initial Study
- Appendix B: NOP Responses/Service Letter Correspondence
- Appendix C: Existing Conditions Report
- Appendix D: Air Quality Modeling Data
- Appendix E: Noise Modeling Data
- Appendix F: Traffic Impact Analysis



1.2.2 Type and Purpose of This DEIR

This DEIR has been prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA. In accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3):

An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

As provided in Section 15168 of the CEQA Guidelines, a program EIR may be prepared on a series of actions that may be characterized as one large project that are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways. The CEQA Guidelines (Section 15168[b]) encourages the use of program EIRs, citing five advantages:

1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR or an individual action.

1. Executive Summary

2. Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis.
3. Avoid duplicative reconsideration of basic policy considerations.
4. Allow the lead agency to consider broad policy alternatives and programwide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.
5. Allow reduction in paperwork.

Although the legally required contents of a program EIR are the same as those of a project EIR, program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a project EIR. Once a program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. In this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis.

1.3 PROJECT PURPOSE AND OBJECTIVES

The proposed project is the City of El Monte General Plan and Zoning Code Update, which consists of nine elements and an implementation program. The primary purpose of the general plan and zoning code update is to integrate components of city governance documents into a single guidance system that shapes the community 20 or more years into the future.

1.4 PROJECT OVERVIEW

1.4.1 Project Location

The City of El Monte is located 12 miles east of Downtown Los Angeles, in the heart of the San Gabriel Valley. El Monte is specifically located just west of the interchange of Interstates 605 and 10. The San Gabriel River borders the City on the east and the Rio Hondo River bisects the eastern half of the City from the north to the southwest. El Monte is surrounded by the cities of Baldwin Park, Industry, Arcadia, Irwindale, Temple City, Rosemead, South El Monte, and unincorporated Los Angeles County. Several major freeways serve the City.

1.5 PROJECT SUMMARY

The proposed project is an update to the City of El Monte General Plan and Zoning Code. This update involves a revision to the land use map and a revision to elements required by the State of California. The General Plan Update contains revisions to the following state-mandated elements:

- Land Use
- Circulation and Infrastructure
- Community Resources
- Safety

- Noise
- Housing

The General Plan Update also includes an implementation program, which identifies the specific actions the City will undertake to implement the goals and policies found in the General Plan.

1.6 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (14 Cal. Code of Reg. 15126.6(a)). As described in Section 7.0 of this DEIR, three project alternatives were identified during the scoping process and analyzed for relative impacts compared to the proposed project.

- No Project/Existing General Plan Alternative
- Alternative Circulation Plan
- Reduced Intensity Alternative

1.6.1 No-Project/Existing General Plan Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the “No Project” Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the No Project Alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project/Existing General Plan Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the City’s existing general plan. This alternative assumes the existing general plan remains as the adopted long-range planning policy document for the City. Development would continue to occur within the City in accordance with the existing general plan, zoning code, and specific plans. Buildout pursuant to the existing general plan would allow current development patterns to remain.



1.6.2 Alternative Circulation Plan

One roadway segment was found to cause a significant and unavoidable traffic impact—the segment of Lower Azusa Road between Santa Anita Avenue and Peck Road would operate at level of service (LOS) F as a result of the buildout of the General Plan Update. This alternative would propose widening the road to increase roadway capacity and lower the LOS to a less than significant level, thus eliminating the significant and unavoidable impact. The implementation of this alternative would require the taking of numerous residential units, primarily multifamily, in addition to businesses.

1.6.3 Reduced Intensity Alternative

The Reduced Intensity Alternative would reduce the remaining growth potential associated with the proposed General Plan Update by 15 percent. The 15 percent reduction was based on the total amount of intensity at buildout as compared to the proposed General Plan and was applied on a Citywide basis. This alternative would result in a total of 27,732 dwelling units, a population of 127,263, 49,986 jobs, and 29,237,872 total square feet of nonresidential uses at buildout. Land use designations would remain the same, although allowable intensities would be reduced. Other components of the project would remain the same as presented in the proposed General Plan Update.

1. Executive Summary

1.7 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.8 AREAS OF CONTROVERSY

A public scoping meeting was held on August 6, 2008, to determine the concerns of the community regarding the general plan update. There were no attendees at the scoping meeting. Written comments on the NOP included concerns about environmental impacts primarily related to air quality, hazards and hazardous materials, land use and planning, transportation and traffic, and utilities and service systems. These environmental issues are fully addressed in Chapter 5 of this DEIR. This DEIR has taken into consideration the comments received from the public, various agencies, and jurisdictions in response to the NOP. Written comments received on the NOP/Initial Study can be found in Appendix B of this document.

1.9 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
5.1-1 Implementation of the proposed General Plan Update would not substantially impair scenic vistas.	Less than significant	No mitigation measures are required	Less than Significant
5.1-2 The proposed project would alter the visual character of the City.	Less than significant	No mitigation measures are required	Less than Significant
5.1-3 The proposed project would generate additional light and glare.	Less than significant	No mitigation measures are required	Less than Significant
5.2 AIR QUALITY			
5.2-1 Buildout of the City of El Monte General Plan Update would potentially conflict with South Coast Air Quality Management District's air quality management plan.	Potentially Significant	No mitigation measures are available that would reduce impacts associated with consistency with the AQMP.	Significant and Unavoidable
5.2-2 Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed South Coast Air Quality Management District's regional significance thresholds for VOC, CO, NO _x , PM ₁₀ , and PM _{2.5} ; cumulatively contribute to the South Coast Air Basin's nonattainment designations for O ₃ , NO _x , PM ₁₀ , and PM _{2.5} ; and potentially elevate concentrations of air pollutants at sensitive receptors.	Potentially Significant	3-1 The City of El Monte Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: <ul style="list-style-type: none"> ▪ Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> ▪ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ▪ Applying water every four hours to active soil-disturbing activities. ▪ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. 	Significant and Unavoidable

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> ▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. 	
5.2-3 Buildout of the El Monte General Plan Update would generate long-term emissions that exceed South Coast Air Quality Management District's regional significance thresholds for VOC, CO, NO _x , PM ₁₀ , and PM _{2.5} , and cumulatively contribute to the South Coast Air Basin's nonattainment designations for O ₃ , NO _x , PM ₁₀ , and PM _{2.5} .	Potentially Significant	3-2 The City of El Monte shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).	Significant and Unavoidable
5.2-4 Increased traffic congestion in the City of El Monte at buildout of the Proposed Land Use Plan would not expose sensitive receptors to substantial pollutant concentrations.	Less than Significant	No mitigation measures are required.	Less than significant.
5.2-5 Approval of residential and other sensitive land uses within proximity to I-10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or other toxic air contaminants.	Potentially Significant	3-3 The City of El Monte shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.	Significant and Unavoidable

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.2-6 Buildout of the General Plan would not expose residents to objectionable odors.	Less than Significant	No mitigation measures are required.	Less than significant.
5.5 CULTURAL RESOURCES			
5.3-1: Buildout of the El Monte General Plan would not result in the loss of potentially significant historical structures.	Less than significant	No mitigation measures are required	Less than significant
5.3-2: Development pursuant to implementation of the General Plan and Zoning Code update could impact archaeological resources.	Less than significant	No mitigation measures are required	Less than significant
5.3-3: Development pursuant to General Plan and Zoning Code Update implementation could destroy paleontological resources or a unique geologic feature.	Less than significant	No mitigation measures are required	Less than significant
5.3-4: Grading activities could potentially disturb human remains.	Less than significant	No mitigation measures are required	Less than significant
5.6 GEOLOGY AND SOILS			
5.4-1: Buildout of the General Plan Update would not subject people or structures to substantial hazards due to rupture of a known earthquake fault.	Less than significant	No mitigation measures are required	Less than significant
5.4-2: Buildout of the General Plan Update would subject persons and structures to substantial hazards due to ground shaking.	Less than significant	No mitigation measures are required	Less than significant
5.4-3: Developments permitted under the proposed General Plan Update could subject people and structures to	Less than significant	No mitigation measures are required	Less than significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
substantial hazards resulting from seismic-related ground failure, including liquefaction.			
5.4-4: Buildout of the proposed General Plan Update would not subject persons or structures to substantial hazards from earthquake-induced landslides.	Less than significant	No mitigation measures are required	Less than significant
5.4-5 Buildout of the proposed General Plan Update could result in substantial soil erosion.	Less than significant	No mitigation measures are required	Less than significant
5.4-6 Developments pursuant to the proposed General Plan Update could subject people and structures to substantial hazards arising from unstable soils.	Less than significant	No mitigation measures are required	Less than significant
5.4-7 Buildout of the proposed General Plan Update could subject persons or structures to substantial hazards arising from expansive soils.	Less than significant	No mitigation measures are required	Less than significant
5.4-8 Developments built pursuant to the proposed General Plan Update would include connections to sanitary sewers, and are not expected to use septic tanks or other alternative wastewater disposal methods. The proposed project would not result in adverse impacts regarding the capability of soils for supporting alternative wastewater disposal systems, including septic tanks.	Less than significant	No mitigation measures are required	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.5 GREENHOUSE GASES			
5.5-1: Project-related greenhouse gas emissions would significantly contribute to global climate change impacts.	Potentially Significant	5-1 The City of El Monte shall prepare a Climate Action Plan within 24 months after adopting the El Monte General Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the state’s efforts under AB 32 and to mitigate the impact of climate change on the City, state, and world. The Climate Action Plan shall include the following: <ul style="list-style-type: none"> ▪ Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the California Air Resources Board (CARB); the City shall update inventories every three years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP. ▪ The City shall establish a baseline inventory of GHG emissions, including municipal emissions and emissions from all business sectors and the community. ▪ The City shall define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario. ▪ Emission Targets: The City will develop plans to reduce or encourage reductions in GHG emissions from all sectors within the City: <ul style="list-style-type: none"> ▪ A Municipal GHG Reduction Target, which shall include measures to reduce GHG emissions from municipal activities by at least 15 percent from existing conditions by 2020. ▪ A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures to reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 15 	Less than Significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p align="center">percent from existing conditions by 2020.</p> <p>The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified above. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> ▪ Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. ▪ Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. ▪ Require that new development projects in El Monte that involve demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. ▪ Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. ▪ Evaluate the feasibility of implementing a Public Transit Fee to support Metro in developing additional transit service in the City. ▪ Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. ▪ Install energy efficient lighting and lighting control systems in all municipal buildings. ▪ Require all new traffic lights installed be energy efficient traffic signals. ▪ Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. ▪ Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.</p> <ul style="list-style-type: none"> ▪ Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events. ▪ Support and promote the use of low-and zero-emission vehicles by: <ul style="list-style-type: none"> ▪ Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. ▪ Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero-emission vehicles and/or plug-in electric hybrids. ▪ Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, zero-emission vehicles, or better fleet mixes. ▪ Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles. ▪ Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. ▪ Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. ▪ Support the use of green building practices by: <ul style="list-style-type: none"> ▪ Providing information, marketing, training, and technical assistance about green building practices. ▪ Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> ▪ Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> ▪ Standards for the installation of "cool roofs." ▪ Standards for improved overall efficiency of lighting systems. ▪ Requirements for the use of Energy Star appliances and fixtures in discretionary new development. ▪ Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. ▪ Establish policies and programs that facilitate the siting of new renewable energy generation. ▪ Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. ▪ Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: <ul style="list-style-type: none"> ▪ Conducting energy audits. ▪ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ▪ Implementing an energy tracking and management system for its municipal facilities. ▪ Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. ▪ Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> ▪ Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). ▪ Installing Energy Star appliances and energy-efficient vending machines. ▪ Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.). ▪ Installing irrigation control systems that maximize water use efficiency and minimize off-peak use. ▪ Adopting an accelerated replacement schedule for energy inefficient systems and components. ▪ Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: <ul style="list-style-type: none"> ▪ Providing energy efficiency training to design, engineering, building operations, and maintenance staff. ▪ Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use. ▪ Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards. ▪ Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. ▪ Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. ▪ Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel. ▪ Evaluate existing landscaping and options to convert reflective and 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.</p> <ul style="list-style-type: none"> ▪ Implement enhanced programs to divert solid waste from landfill operations by: <ul style="list-style-type: none"> ▪ Establishing a diversion target that meets or exceeds AB 939 requirements. ▪ Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. ▪ Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ▪ Maintaining and refining the City's tiered rate structure for water use. ▪ Establishing restrictions on time of use for landscape watering or other demand management strategies. ▪ Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. ▪ Ensure that building standards and permit approval processes promote and support water conservation by: <ul style="list-style-type: none"> ▪ Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of nonroof impervious surfaces around the building(s). ▪ Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances. ▪ Organize workshops on waste reduction activities for the home or business, such as backyard composting or office paper recycling, and schedule recycling dropoff events and neighborhood chipping/mulching days. ▪ Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>smart lighting systems, and how to conduct a self-audit for energy use and efficiency.</p> <p>5-2 Measures listed in Mitigation Measure 5-1 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of El Monte General Plan and adoption of the Climate Action Plan (CAP).</p> <p>5-3 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of El Monte shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.</p>	
5.5-2: Buildout of the City of El Monte would not conflict with the California Air Resources Board's adopted Scoping Plan.	Less than significant	No mitigation measures are required.	Less than significant
5.6 HAZARDS AND HAZARDOUS MATERIALS			
5.6.1: Future industrial and commercial development in accordance with the proposed City of El Monte General Plan would involve the transport, use, and/or disposal of hazardous materials. However, these activities would be done in compliance with federal, state, and local regulations, and thus would not result in substantial hazards.	Less than significant	No mitigation measures are required.	Less than significant.
5.6-2: The City of El Monte has sites that are included on a list of hazardous materials sites.	Less than significant	No mitigation measures are required.	Less than significant.
5.6-3: There is one airport, El Monte Airport, within the City. Buildout of the General Plan would not create substantial hazards	Less than significant	No mitigation measures are required.	Less than significant.

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
related to airport operations.			
5.6-4: Developments approved under the proposed General Plan Update would not substantially impair implementation of emergency response plans.	Less than significant	No mitigation measures are required.	Less than significant.
5.7 HYDROLOGY AND WATER QUALITY			
5.7-1: Development pursuant to the proposed project would increase the amount of impervious surfaces on the site and would therefore increase surface water flows into drainage systems within the watershed.	Less than significant	No mitigation measures are required.	Less than significant.
5.7-2: Development pursuant to the proposed project increases the amount of impervious surface on the site and would therefore impact opportunities for groundwater recharge.	Less than significant	No mitigation measures are required.	Less than significant.
5.7-3: Development in accordance with the General Plan Update would result in short-term unquantifiable increases in pollutant concentrations from the City during construction phases. After project development, the runoff water quality (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.	Less than significant	No mitigation measures are required.	Less than significant.
5.7-4: The project site is located within the inundation area of the Santa Fe and Whittier Narrows dams.	Less than significant	No mitigation measures are required.	Less than significant.
5.7-5: The site would not be subject to	Less than significant	No mitigation measures are required.	Less than significant.

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
inundation by seiche, tsunami, or mudflow.			
5.8 LAND USE AND PLANNING			
5.8-1: Project implementation would not divide an established community.	Less than significant	No mitigation measures are required.	Less than significant.
5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation measures are required.	Less than significant.
5.9 NOISE			
5.9-1 Buildout of the Proposed Land Use Plan would not substantially increase ambient traffic noise levels in the City and stationary sources of noise would comply with the El Monte Municipal Code.	Less than significant	No mitigation measures are required.	Less than significant.
5.9-2 Noise-sensitive uses could be exposed to elevated noise levels from transportation sources.	Potentially Significant	9-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).	Significant and Unavoidable.

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.9-3: Construction activities associated with buildout of the El Monte General Plan have the potential to generate substantial groundborne vibration and groundborne noise.	Potentially Significant	9-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).	Significant and Unavoidable
5.9-4: Buildout of the El Monte General Plan would not generate new sources of substantial groundborne vibration and groundborne noise; however, vibration-sensitive land uses could be located within the vicinity of existing sources of vibration, including the railroad.	Potentially Significant	9-3 Prior to the issuance of building permits, any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for industrial.	Less than significant.
5.9-5: Construction activities associated with buildout of the General Plan would result in temporary increases in the ambient noise environment.	Potentially Significant	9-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.	Significant and Unavoidable.

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.9-6: Development in the City within the vicinity of El Monte Airport would not expose future residents and workers to substantial single-event airport-related noise.	Less than significant	No mitigation measures are required.	Less than significant.
5.10 POPULATION AND HOUSING			
5.10-1: The proposed General Plan Update would both directly and indirectly result in population growth in El Monte that is within the SCAG projection for the City.	Less than significant	No mitigation measures are required.	Less than significant.
5.11 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.11-1: The proposed project would introduce new structures and residents/workers into the Los Angeles County Fire Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less than significant	No mitigation measures are required.	Less than significant.
POLICE PROTECTION			
5.11-2: The proposed project would introduce new structures and residents/workers into the El Monte Police protection service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less than significant	No mitigation measures are required.	Less than significant.

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
SCHOOL SERVICES			
5.11-3: The proposed project would generate about 3,839 new students who would impact the school enrollment capacities of area schools.	Less than significant	No mitigation measures are required.	Less than significant.
LIBRARY SERVICES			
5.11-4: The proposed project would generate additional population increasing the service needs for the county's El Monte and Norwood libraries.	Potentially Significant	5.11-1 The City shall coordinate with the County of Los Angeles to identify available funding sources to fund expanded or new library facilities necessary to serve existing and future residents associated with implementation of the General Plan Update.	Less than significant.
5.12 RECREATION			
5.12-1: Buildout of the proposed General Plan Update would generate additional residents that would increase the use of existing park and recreational facilities.	Less than significant	No mitigation measures are required.	Less than significant.
5.12-2: Implementation of the General Plan Update would generate additional population, increasing the need to provide new and/or expanded recreational facilities.	Less than significant	No mitigation measures are required.	Less than significant.
5.13 TRANSPORTATION/TRAFFIC			
5.13-1: Trips generated as a result of buildout of the proposed General Plan would cause the existing area roadway system to operate at an unacceptable level of service.	Potentially Significant	13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group.	Significant and Unavoidable.

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13-2: Trips generated as a result of buildout of the proposed general plan would not result in roads and/or highways exceeding county congestion management agency service standards.	Less than significant	No mitigation measures are required.	Less than significant.
5.13-3: The proposed General Plan would not result in a change in air traffic patterns that would result in substantial safety risks.	Less than significant.	No mitigation measures are required.	Less than significant.
5.13-4: Circulation improvements under the Circulation Element of the proposed General Plan would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less than significant.	No mitigation measures are required.	Less than significant.
5.13-5: The parking requirements provided in the City of El Monte's Municipal Code would ensure adequate parking is provided under the proposed General Plan.	Less than significant.	No mitigation measures are required.	Less than significant.
5.13-6: The Circulation Element of the proposed General Plan would comply with adopted policies, plans, and programs for alternative transportation.	Less than significant.	No mitigation measures are required.	Less than significant.
5.16 UTILITIES AND SERVICE SYSTEMS			
5.14-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project.	Less than significant.	No mitigation measures are required.	Less than significant.
5.14-2: Water supply and delivery systems are adequate to meet project requirements.	Less than significant.	No mitigation measures are required.	Less than significant.

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements that would result from buildout of the proposed General Plan.	Less than significant.	No mitigation measures are required.	Less than significant.
5.14-4: There is sufficient solid waste disposal capacity for project solid waste generation.	Less than significant.	No mitigation measures are required.	Less than significant.
5.14-5: The proposed General Plan Update would comply with federal, state, and local laws and regulations related to solid waste.	Less than significant.	No mitigation measures are required.	Less than significant.
5.14-6: Existing and/or proposed facilities would be able to accommodate utility demands from buildout of the proposed General Plan.	Less than significant.	No mitigation measures are required.	Less than significant.

2. *Introduction*

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft Environmental Impact Report (DEIR) has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000, et seq. The Environmental Impact Report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the Lead Agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” The City of El Monte has the principal responsibility for approval of the City of El Monte project. For this reason, the City of El Monte is the CEQA Lead Agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed City of El Monte General Plan Update to allow the City of El Monte to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described later in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers and the general public of the environmental effects of the development and operation of the proposed City of El Monte General Plan Update. This DEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse, evaluates a number of alternatives to the project, and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of El Monte determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on July 2, 2008 (see Appendix A). Comments received during the public review period, which extended from July 2, 2008, to July 31, 2008, are contained in Appendix B.



2. Introduction

The NOP process is used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR. Issues identified as Less Than Significant or No Impact are not addressed beyond the discussion contained in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations have been made.

Below is a table summarizing the comments on the NOP from agencies that sent letters during the 30-day public review period. The location of the response in the DEIR is also indicated.

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed in:
County of Los Angeles Department of Public Works (08/06/08)	Soils-Geology/Drainage-Water Quality/Traffic-Access/Environmental Programs	<ul style="list-style-type: none"> Request discussion of geological issues in the EIR Request discussion of drainage impacts associated with the GP update Request that traffic study address potential traffic impacts on County and County/City roadways and intersections Request discussion of hazardous waste, solid waste, recycling, and industrial waste programs and regulations 	Section 5.4, <i>Geology and Soils</i> , Section 5.6, <i>Hydrology and Water Quality</i> , Section 5.12, <i>Transportation and Traffic</i> , Section 5.13, <i>Utilities and Service Systems</i>
San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy (08/05/08)	Biological Resources	<ul style="list-style-type: none"> Concerned about integration of open space policies and the adopted Emerald Necklace Plan Concerned about increased air pollution, and ways to reduce it, including planting of trees. Biological resources within the Emerald Necklace. The incorporation of green design features concerning hydrology and runoff. Recreation and park/open space opportunities created by the Emerald Necklace. Implementation of recycled water ordinances. 	Section 5.2, <i>Air Quality</i> , Section 5.6, <i>Hydrology and Water Quality</i> , Section 5.11, <i>Recreation</i> , Section 5.13, <i>Utilities and Service Systems</i>
Department of Transportation – Caltrans, District 7 (08/01/08)	Traffic Impacts/Jobs/Housing Ratio	<ul style="list-style-type: none"> Requests that the City consider implementing a funding program to contribute to improvements on the State highway system Requests inclusion in the environmental review process Recommends special attention be given to the jobs/housing balance concept Affordable housing 	Section 5.7, <i>Land Use and Planning</i> , Section 5.12, <i>Transportation and Traffic</i>
Public Utilities Commission (07/28/08)	Traffic impacts at rail crossings	<ul style="list-style-type: none"> Require future developments near or adjacent to railways to be planned with safety of the rail corridor in mind Planning for increase in traffic volumes at at-grade highway/rail crossings. Planning for pedestrian circulation patterns/destinations with respect to railroad right-of-way 	Section 5.12, <i>Transportation and Traffic</i>

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed in:
Department of Transportation – Division of Aeronautics (07/10/08)	Airport-related noise and safety impacts, and regional aviation land use planning	<ul style="list-style-type: none"> GP elements must demonstrate intent to adhere to ALUC policies Land use planning in the vicinity of the airport - airport noise contours, height restrictions, school planning, wildlife 	Section 5.5, <i>Hazards and Hazardous Materials</i> , Section 5.7, <i>Land Use and Planning</i> , Section 5.8, <i>Noise</i>
Native American Heritage Commission (NAHC) (08/16/08)	Cultural Resources	<ul style="list-style-type: none"> NAHC provided a Native American contact list for the City Address archaeological and cultural resources in the EIR 	Section 5.3, <i>Cultural Resources</i>
State of California – Governor’s Office of Emergency Services (OES) (07/08/08)	Hazards	<ul style="list-style-type: none"> Address hazards issues within the GP update and the EIR 	Section 5.5, <i>Hazards and Hazardous Materials</i> ,
State of California – Office of Planning and Research (OPR) (07/01/08)	Not Applicable	<ul style="list-style-type: none"> Acknowledges receipt of the NOP and distribution to the mentioned agencies – provides address to send comments to 	Not applicable
County Sanitation Districts of Los Angeles County (07/08/08)	Sewer/Wastewater	<ul style="list-style-type: none"> The District is responsible for only large trunk sewers that form the regional sewer system. The District would like to review development and redevelopment projects within the City. The City is served by three of the Districts’ wastewater treatment plants. 	Section 5.13, <i>Utilities and Service Systems</i>



2.3 SCOPE OF THIS DEIR

Based upon the Initial Study and Environmental Checklist Form, the City of El Monte staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based upon the City’s Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to less than significant levels.

The information contained in the Project Description establishes the basis for analyzing future project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2. Introduction

2.3.1 Impacts Considered Less Than Significant

Three environmental impact categories are identified here as not being significantly affected by, or affecting the proposed City of El Monte General Plan and Zoning Code Update project and as such are not discussed in detail in this DEIR. This determination was made by the City of El Monte in its preparation of the Initial Study. The following topical issues are not addressed in the DEIR:

- Agricultural Resources
- Biological Resources
- Mineral Resources

2.3.2 Potentially Significant Adverse Impacts

Fourteen environmental factors have been identified as potentially significant impacts if the proposed project is implemented. These factors are:

- 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/Traffic
- Utilities and Service Systems

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies three significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. Potentially significant impacts are those that fall within the responsibility of another agency and implementation of the mitigation measures cannot feasibly be assured by the City. If the City, as the Lead Agency, determines that unavoidable significant adverse impacts will result from the project, the City must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered to be acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- Air Quality
- Noise
- Transportation and Traffic

2.4 INCORPORATION BY REFERENCE

Per Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. One previously prepared EIR that is related to the proposed project in the City of El Monte was relied upon or consulted in the preparation of this DEIR. This document is the *City of El Monte General Plan EIR*, adopted July 1991.

This DEIR also relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the City's General Plan and Municipal Code, the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, and SCAQMD's *CEQA Air Quality Handbook*. Whenever existing environmental documentation or previously prepared documents and studies are used in the preparation of this DEIR, the information is summarized for the convenience of the reader and incorporated by reference. In addition, each section that relies upon previously adopted plans, programs, environmental documentation, and background studies notes how they specifically relate to the proposed project and that the information has been reconfirmed. These documents and other referenced source material in this DEIR will be made available to the public for inspection at the City upon request.

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of El Monte will review all written comments received and prepare written responses for each comment. A Final EIR (FEIR) will then be prepared incorporating all of the comments received, responses to the comments and any changes to the DEIR that result from the comments received. This FEIR will then be presented to the City of El Monte for potential certification as the environmental document for the project. All persons who commented on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.



The DEIR is available to the general public for review at the following locations:

- City of El Monte Planning Department
11133 Valley Boulevard
El Monte, CA

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the City of El Monte General Plan and Zoning Code Update will be completed as part of the Final EIR and will be completed prior to consideration of the project by the City of El Monte City Council.

2. Introduction

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3. *Project Description*

3.1 **PROJECT LOCATION**

The City of El Monte is located 12 miles east of Downtown Los Angeles within Los Angeles County, in the heart of the San Gabriel Valley (see Figure 3-1, *Regional Vicinity*, and Figure 3-2, *Citywide Aerial*). El Monte is specifically located just west of the interchange of Interstates 605 and 10. The San Gabriel River borders the City on the east, and the Rio Hondo River bisects the eastern half of the City from the north to the southwest. El Monte is surrounded by the cities of Baldwin Park, Industry, Arcadia, Irwindale, Temple City, Rosemead, and South El Monte and unincorporated Los Angeles County. Several major freeways serve the City.

One major freeway, Interstate 10, traverses the City. I-10 travels west–east from its connection with Interstate 710 west of El Monte to its connection with Interstate 605 just east of the City. I-10 provides access to the City of Los Angeles to the west and West Covina and Pomona to the east. Outside of the City, just east of its borders, Interstate 605 runs northeast–southwest. I-605 runs along the San Gabriel River and provides access to Long Beach to the southwest and Azusa to the northeast.

3.2 **STATEMENT OF OBJECTIVES**

The following objectives have been established for the City of El Monte General Plan and Zoning Code Update project and will aid decision makers in their review of the project and associated environmental impacts:

- Provide a comprehensive update to the City’s General Plan and Zoning Code that establishes efficient use of land and promotes the use of infill development.
- Create and/or enhance concentrated nodes of activity within the City through the intensification and mix of uses to stimulate activity in key areas of the City.
- Provide a sustainable mix of complementary land uses through the designation and development of focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- Strengthen districts through the application of new general plan land use designations, comprehensive planning, and design techniques that build on assets of different strategic areas in El Monte.

3.3 **PROJECT CHARACTERISTICS**

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.” (14 Cal. Code of Reg. 15378[a]).



3. Project Description

3.3.1 Existing Conditions

Figures 3-3 and 3-4, *Existing General Plan Land Use* and *Existing Zoning*, show the existing baseline condition. Tables 3-1 and 3-2 respectively summarize the residential and nonresidential estimates of existing conditions within the City.

**Table 3-1
Residential Estimates
Existing Conditions**

<i>Land Use Designation</i>	<i>Estimated Density (du/ac)¹</i>	<i>Acre</i>	<i>Dwelling Units</i>	<i>Persons per Household²</i>	<i>Population</i>
Low Density Residential (0.0–6.0 du/ac)	6.35	1,737	11,028	4.42	
Medium Low (6.1–8.0 du/ac)	10.91	227	2,477	4.42	
Medium (8.1–14.0 du/ac)	13.27	941	12,077	4.42	
High (14.1–25.0 du/ac)	15.29	44	679	4.42	
Downtown Core (0.0–25.0 du/ac)	3.94	204	741	4.42	
Nonresidential Areas			1,316		
Total	–	3,153	28,318	4.42	125,194

¹ Estimated densities derived from discussions with City Planning staff.

² Persons per household use average from Department of Finance.

**Table 3-2
Nonresidential Estimates
Existing Conditions**

<i>Land Use Designation</i>	<i>Average Est. FAR¹</i>	<i>Acres</i>	<i>Square Footage</i>	<i>Employee /1,000 sq ft²</i>	<i>Employees</i>
Downtown Core (0.00 to 1.5 FAR)	0.27	203.9	2,388,831	465	5,137
General Commercial (0.00 to 1.00 FAR)	0.33	355.4	5,081,598	577	8,811
Neighborhood Commercial (0.0 to 0.50 FAR)	0.30	54.8	707,835	600	1,179
Office Commercial (0.0 to 1.00 FAR)	0.27	26.6	314,105	430	730
Industrial-Citywide (0.00 to 1.50 FAR)	0.35	770.4	11,605,734	677	17,153
Public Facilities (0.00 to 1.00 FAR)	0.06	562.6	1,469,913	671	2,191
Other Areas ³	0.53	35.7	822,825	1,272	647
Open Space (0.00 to 0.10 FAR)	–	44.4	–	–	–
TOTAL	–	2,054	22,390,841	–	35,848

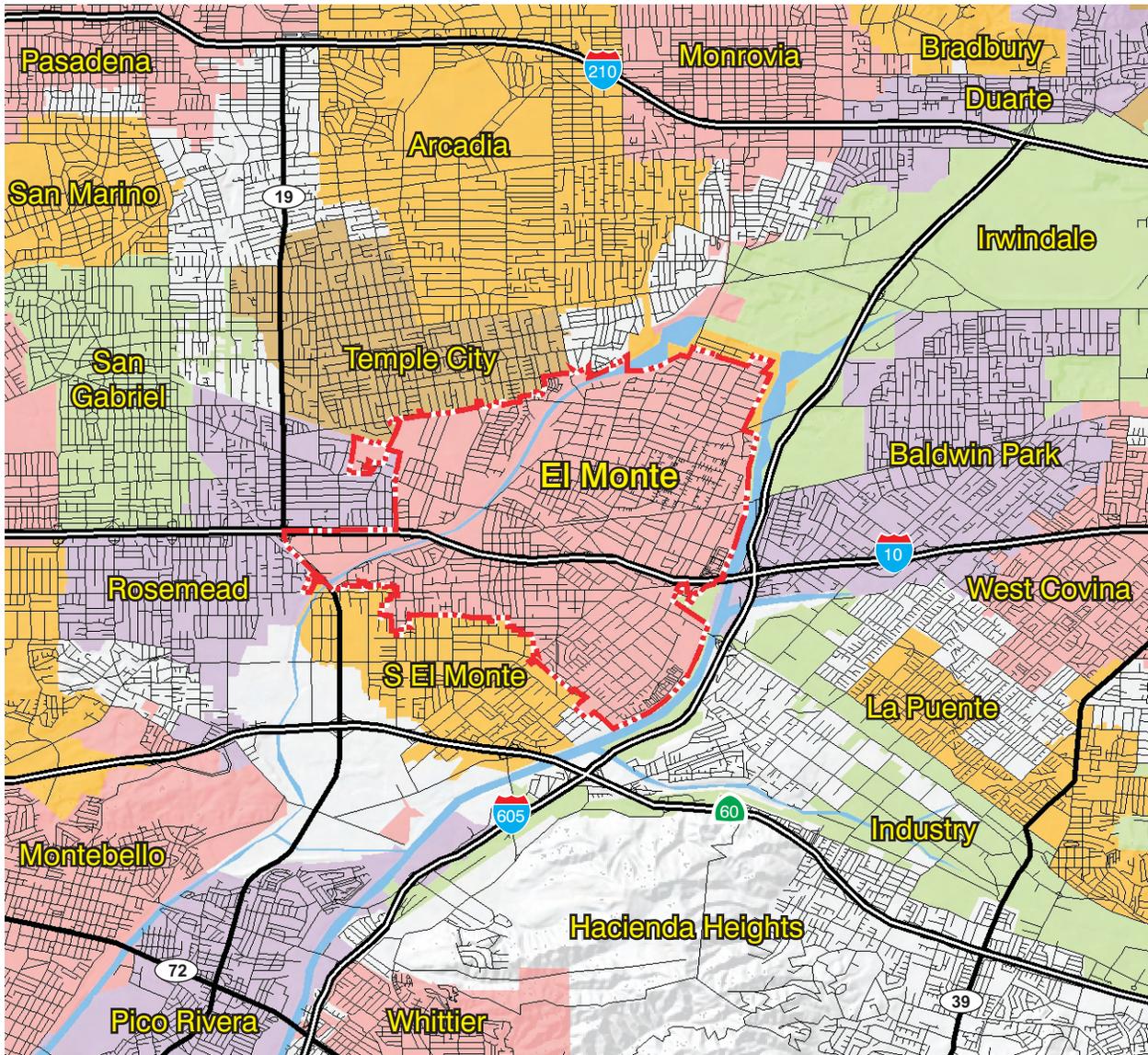
¹ Average intensity based on conversations with City Planning staff

² Based on distribution of industries envisioned to occupy a particular general plan land use designation

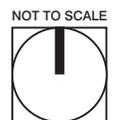
³ "Other areas" refers to employment generation uses that are nonconforming.

3. Project Description

Regional Location



--- City Boundary

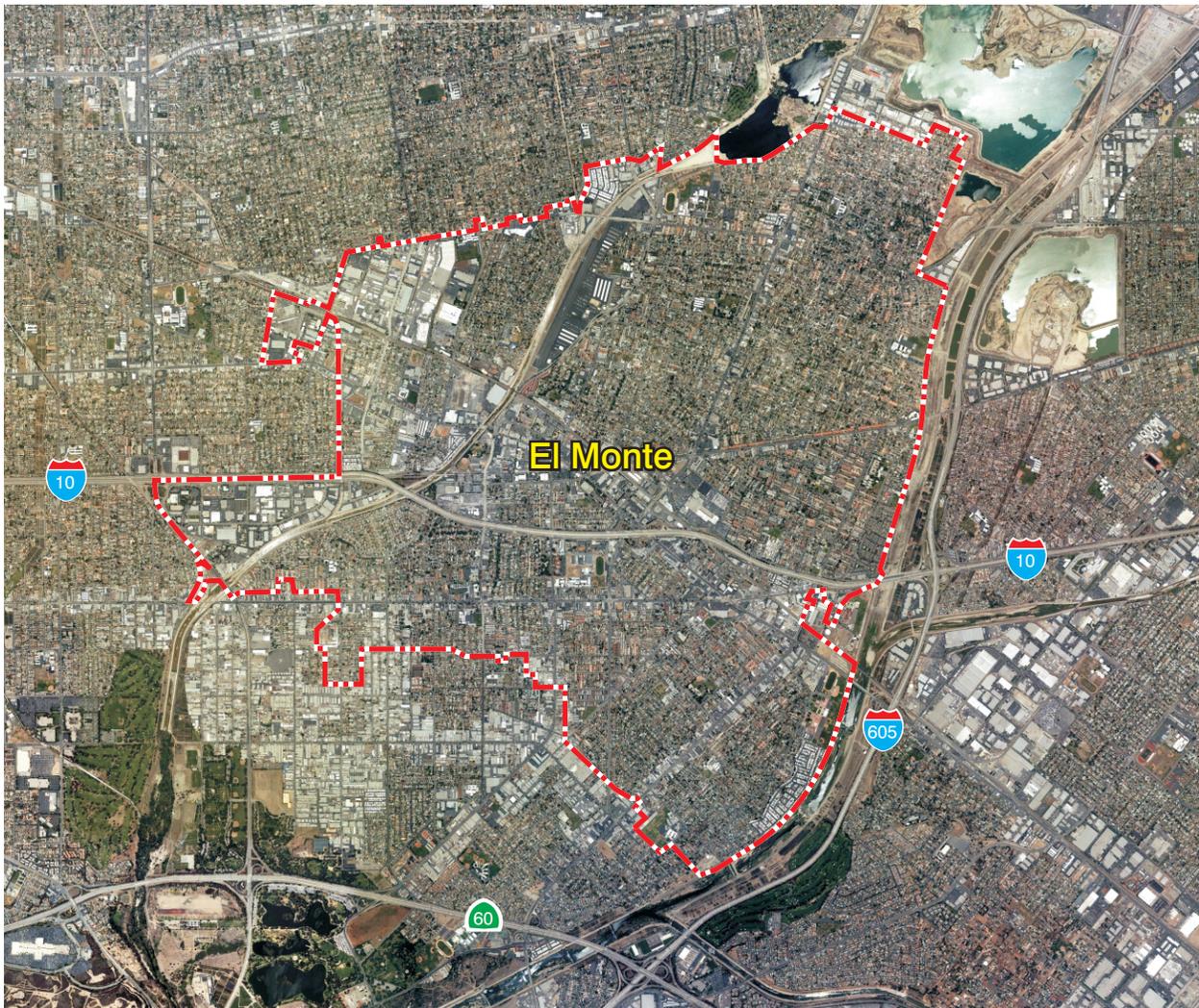


3. Project Description

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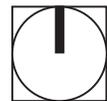
3. Project Description

Citywide Aerial Photograph



--- City Boundary

0 5,100
Scale (Feet)

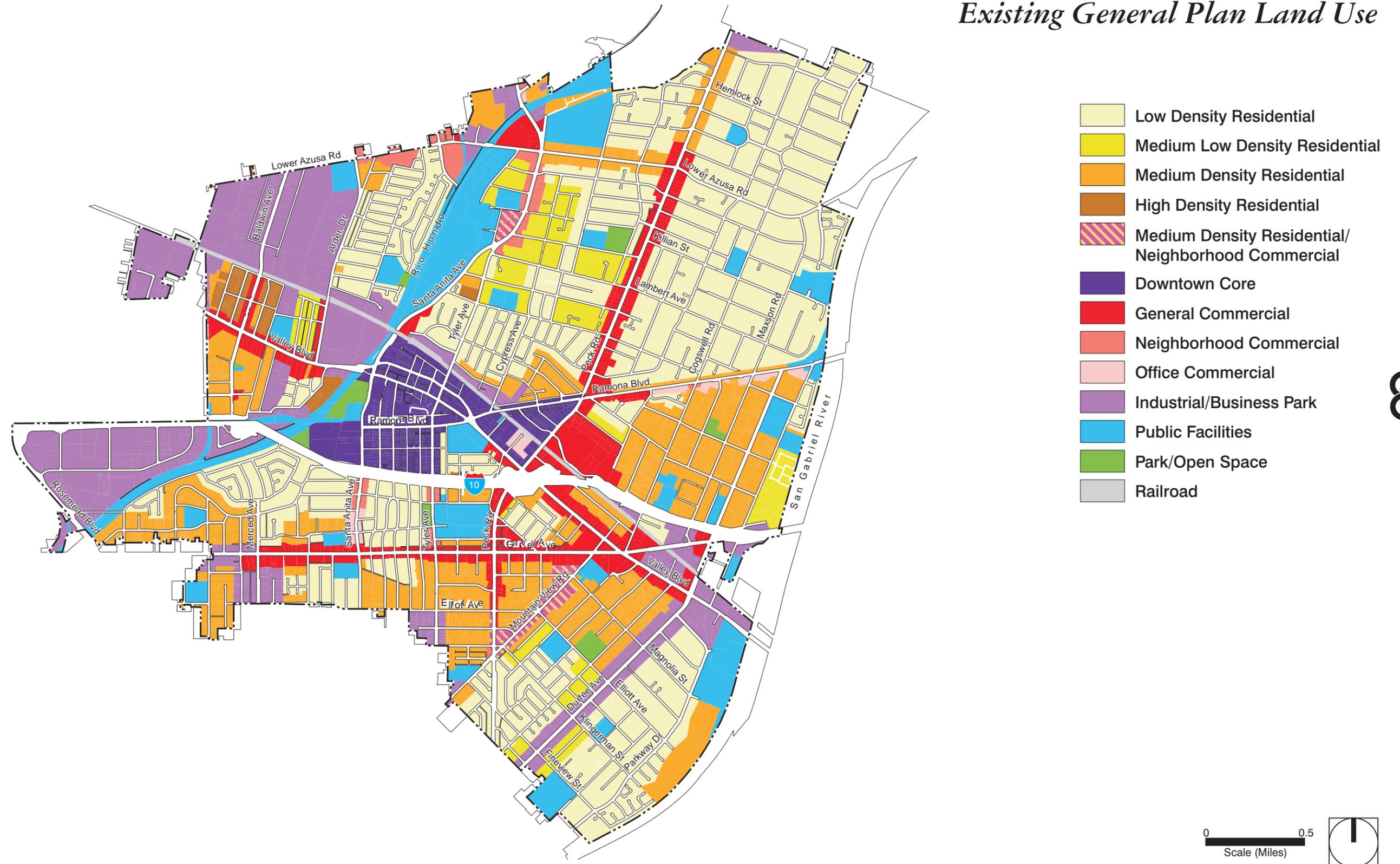


Source: Google Earth Pro 2010

3. Project Description

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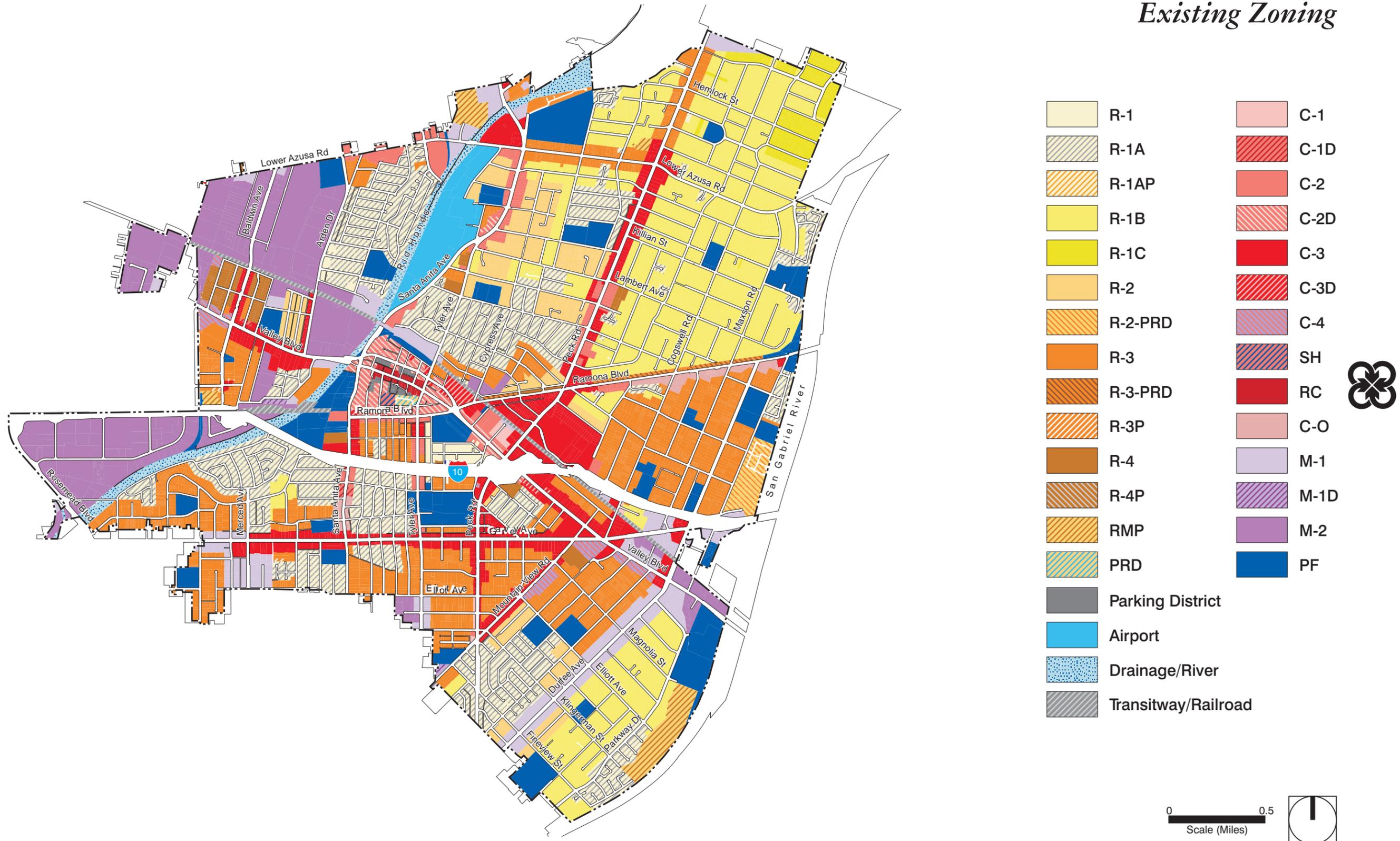
Existing General Plan Land Use



3. Project Description

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Existing Zoning



3. Project Description

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3.3.2 Description of the Project

The proposed project is an update to the City of El Monte General Plan and Zoning Code. This update involves a revision to the land use and zoning maps, and a revision to elements required by the State of California as well as optional elements. The update will include revisions to the Land Use, Circulation, Public Services and Facilities, Cultural Resources, Open Space and Conservation, Public Safety, Noise, Economic Development, and Community Design elements. The project also involves a public outreach program that includes a variety of community-wide and focused public participation components.

The Zoning Code sets forth the City's standards, guidelines, and procedures concerning the development and maintenance of land use within the City. It implements the goals, objectives, and policies of the General Plan. The General Plan land use designations represent the preferred direction of development, while the Zoning Code contains detailed regulations, development standards, performance criteria, and zoning designations to enact the intent of the General Plan. The Zoning Code update will reflect the changes to the General Plan and revised land use and zoning designations. It will:

- Address the issues identified through the evaluation of the current code
- Implement the Preferred Land Use Plan
- Ensure quality development
- Reflect community expectations
- Serve, along with the Community Design Element, as a contemporary model for community development

Although El Monte is largely developed, there are areas that present opportunities for the City to respond to economic and demographic trends. The proposed land use plan for the General Plan and Zoning Code Update will focus on several key opportunity areas, including: (Flair Park, Downtown El Monte, and Northwest Business District)

- The western portion of the City, north of the Rio Hondo River. This area is designated for industrial uses. The General Plan Update would allow these uses to be intensified.
- The central portion of the City currently designated for commercial uses. The land use designation for this area would be changed to Mixed-Use, and would provide opportunities to develop housing in this area.

The updated Circulation Element would evaluate forecasts of future traffic levels, and will develop a new traffic model accordingly. All modes of travel would be addressed, including automobile traffic, railroads, the airport, and nonmotorized forms of travel. The Parks, Open Space, and Recreation Element would analyze open space in El Monte, and plan for the development of recreational corridors that connect local and regional recreational resources. The Cultural Resources Element would develop and expand the cultural, historic and artistic infrastructure of the City. The Safety Element would address geology and seismicity, slope instability, flooding, hazardous materials, fire hazards and prevention, emergency preparedness, crime prevention, and airport land use compatibility. The Noise Element would include the salient background data and analyses, policies to limit exposure to noise sources and the strategies and programs to implement the policies. A comprehensive Economic Development Element, an optional element under state law, would establish goals and policies for the long-term fiscal health of El Monte. The Community Design Element, an



3. Project Description

optional element under State law, would provide refined guidance to City staff and residents regarding the City's community design strategies. The Housing Element, which state law requires to be updated every five years, was sent to the California Housing and Community Development (HCD) department in January 2008, and at the time of the NOP release, was under review.

Zoning Code

The City of El Monte Zoning Code sets forth the City's standards, guidelines, and procedures concerning the use, development, and maintenance of land uses in the City. Among others, these regulations are intended to do the following: implement the goals, objectives, and policies on the General Plan; protect the physical, social, and economic stability and vitality of El Monte residents and their property; reduce or eliminate hazards to the public; and enhance the City's physical, social, and economic environment through comprehensive land use and resource planning. The Zoning Code Update will be a focused update that addresses only the issues most pressing to the community, implements the Preferred Land Use Plan, ensures quality development, and reflects community expectations.

Municipal Code and Development Code

The City's Municipal Code and Development Code are the primary tools used to implement the goals and policies of the General Plan. The Municipal Code provides a broad variety of regulations necessary to promote the health, safety, and welfare of residents and businesses. It is comprehensive in scope, covering issues such as City administration, subdivision development, business regulations, building and safety standards, and other municipal regulations.

The Development Code provides detailed direction related to land uses. Specifically, the Development Code specifies development standards; permitted, conditionally permitted, and prohibited uses; administrative processes; and other regulations such as parking and sign standards. It is important to note that the General Plan provides broad guidance as to the use of land. The Development Code provides a detailed listing of specific allowable uses within the general designations set forth in the General Plan.

3.3.3 Physical Development under the Proposed General Plan

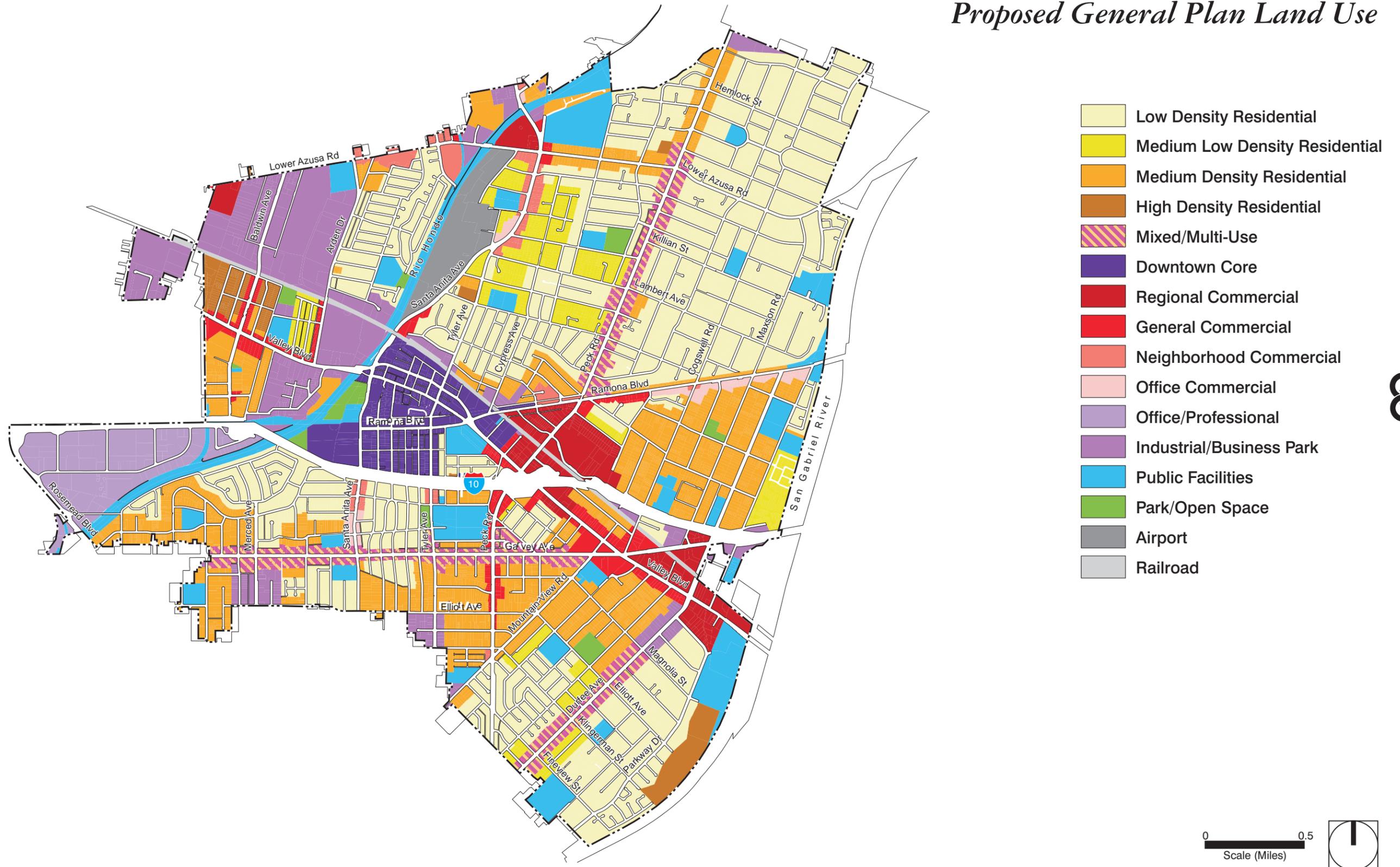
Land Use Designations

Land use designations are provided in order to define the amount, type, and nature of future development that is allowed in a given location of the City. The following section defines each of the land use designations shown on the Land Use Plan, as well as the density and intensity standards required in accordance with State law.

Each of the General Plan land use designations is typically implemented by a defined set of zoning designations included in the City's Zoning Code. The Zoning Code contains the detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria that serve to implement many goals and policies of the General Plan.

Each of the residential land use designations includes a range of allowable densities. The maximum density defines the maximum number of dwelling units per gross acre at which development can occur within a given residentially designated area. Any portion of a residential lot designated on the Land Use Map as Open Space or any other nonresidential designation should not be included in calculating density. Figures 3-5 and 3-6, *Proposed General Plan Land Use Designations* and *Proposed Zoning*, show the proposed land use and zoning changes.

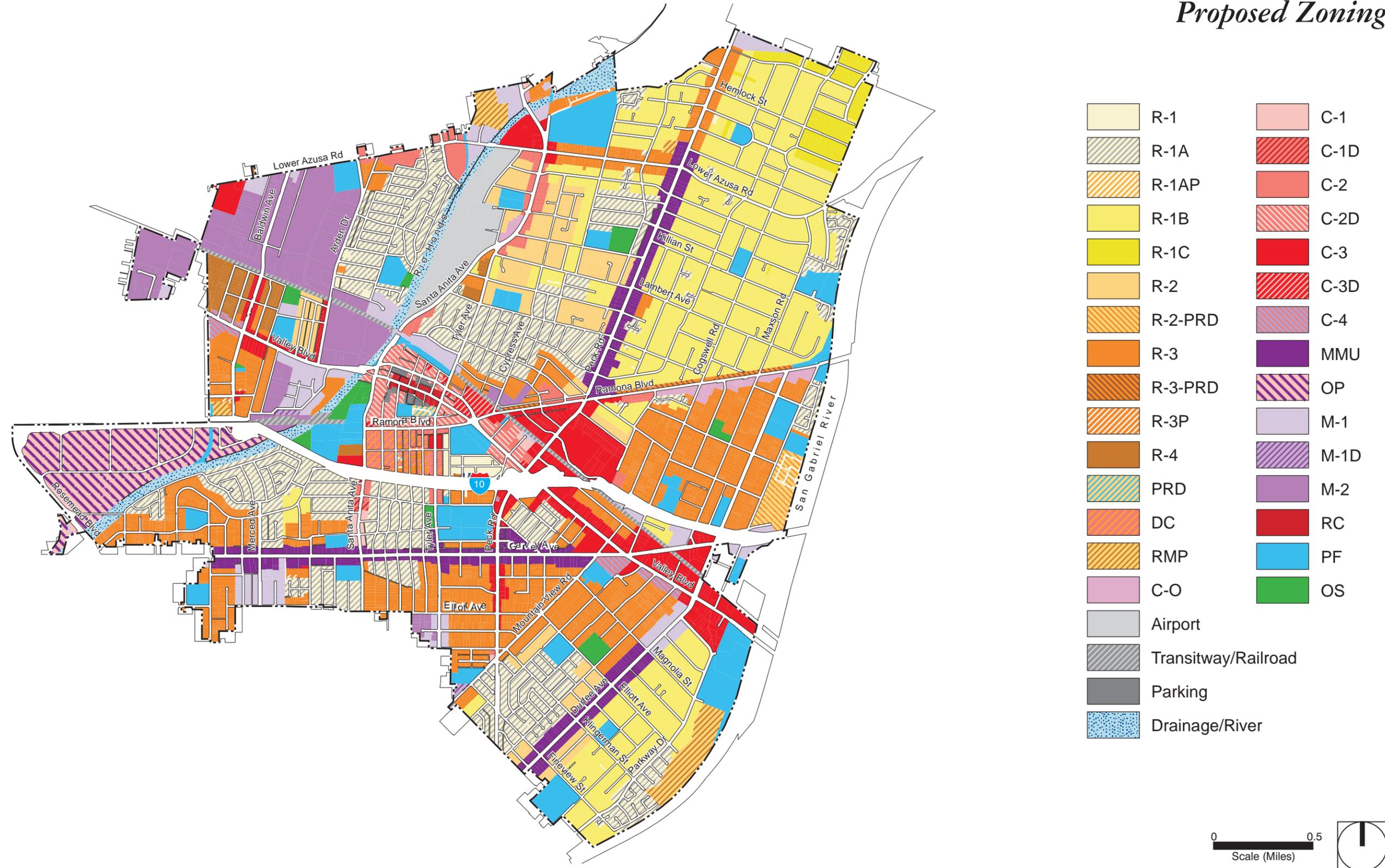
Proposed General Plan Land Use



3. Project Description

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Proposed Zoning



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3. Project Description

Residential Designations

Tables 3-3 and 3-4 summarize, respectively the residential and nonresidential buildout estimates of the Proposed General Plan. The majority of new residential development is slated to occur in the following three areas: 1) the Downtown and Transit Village Specific Plan area, which would intensify into a mixed-use City core, 2) three corridors (Garvey, Peck and Durfee) which would transition from commercial and industrial uses to mixed/multi-use, and 3) select infill sites zoned for either medium- or high-density uses outside of established single-family neighborhoods.

Changes in the proposed plan include the creation of a Mixed/Multi-Use designation, allowing 25–35 units/acre, and a floor area ratio (FAR) for nonresidential uses of up to 1.25. The Mixed/Multi-Use designation would incorporate certain areas previously designated as industrial and general commercial. Development of a Regional Commercial designation is proposed, with a maximum 1.0 FAR. This designation would largely consist of existing new auto sales uses and areas formerly designated as general commercial. An Office/Professional land use designation is proposed, with a maximum 1.5 FAR, consisting exclusively of mid-rise office buildings located in Flair Park, formerly designated industrial. The maximum FAR of the existing Industrial land use designation is reduced from 1.5 to 1.0, and is limited to the Northwest Industrial District, a designated redevelopment project area. The existing Transportation land use is divided into two new designations, Airport (formerly designated as public facilities) and Railroad. Finally, an Open Space land use designation is being introduced to incorporate the remaining lands formerly designated as public facilities.

**Table 3-3
Residential Buildout Estimates
Proposed General Plan**

<i>Land Use Designation</i>	<i>Estimated Density (du/ac)¹</i>	<i>Acre²</i>	<i>Dwelling Units</i>	<i>Persons per Household³</i>	<i>Population</i>
Low Density Residential (0.0–6.0 du/ac)	6.50	1,717	11,111	4.57	50,777
Medium Low (6.1–8.0 du/ac)	11.00	231	2,527	4.57	11,548
Medium (8.1–14.0 du/ac)	14.2	887	12,559	4.57	57,395
High (14.1–25.0 du/ac)	16.0	89	1,420	4.57	6,489
Downtown Core ⁴ (0.0–25.0 du/ac)	8.4	159	1,331	4.57	6,083
Mixed/Multi-Use (25.0–35.0 du/ac)	15.0	200	3,004	4.57	13,728
El Monte Transit Village	28	67.2	1,850	2.00	3,700
Total	–	3,350.2	33,802	–	149,721

¹ Estimated densities derived from discussions with City Planning staff.

² Acreage based on GIS; mixed multiuses assume 50–50% split of residential/nonresidential uses and density of 30 du/ac.

³ Persons per household uses SCAG average for 2035.

⁴ Downtown Core has a midrange estimated density to account for allowance of mixed uses.



3. Project Description

**Table 3-4
Nonresidential Buildout Estimates
Proposed General Plan**

<i>Land Use Designation</i>	<i>Average Est. FAR¹</i>	<i>Acres</i>	<i>Square Footage</i>	<i>Employee /1,000 sq ft²</i>	<i>Employees</i>
Downtown Core ³ (0.0 to 1.25 FAR)	0.75	149.0	2,057,829	482	4,267
Regional Commercial (0 to 1.0 FAR)	0.50	183.0	3,985,287	500	7,971
General Commercial (0.0 to 0.75 FAR)	0.50	121.0	2,631,004	600	4,385
Neighborhood Commercial (0.0 to 0.5 FAR)	0.40	59.3	1,023,723	600	1,708
Office Commercial (0.0 to 0.75 FAR)	0.50	32.0	696,123	400	1,740
Mixed-Use/Multiuse ⁴ (0.0 to 1.00 FAR)	0.50	200.0	2,180,384	600	3,634
Office/Professional ⁵ (0.0 to 1.50 FAR)	1.12	181.4	8,884,494	467	19,028
Industrial (0.0 to 1.00 FAR)	0.50	475.8	10,362,074	1,000	10,362
El Monte Transit Village	-	67.0	1,123,000	321	3,500
Public Facilities (0.0 to 1.00 FAR)	0.10	436.0	1,410,605	700	2,015
Airport (0.0 to 1.00 FAR)	-	95.3	10,000	67	150
Other Areas ⁶	-	12.0	32,973	-	47
Open Space (0.0 to 0.10 FAR)	0.10	333.5	-	-	-
Total		2,345	34,397,496	-	58,807

¹ Probably intensity based on conversations with City Planning staff.

² Based on distribution of industries envisioned to occupy a particular general plan land use designation.

³ Acreage figure accounts for all areas; the square footage figure accounts for nonresidential uses only.

⁴ Acreage figure accounts for all areas; the square footage figure accounts for 50% nonresidential uses.

⁵ Office professional assumes that one-half of the park will build at 1.5 FAR; the other at 0.75 due to an intensity cap.

⁶ "Other areas" refers to employment-generation uses that are nonconforming.

Table 3-5 provides a comparison view of the results of the proposed changes to the General Plan and Zoning Code. As shown in Table 3-5, the amount of nonresidential area is anticipated to double. The three areas where this growth would primarily occur are 1) the Northwest Business District, a redevelopment area undergoing significant recycling and reinvestment, 2) Flair Park, a formerly office/industrial business park transitioning to mid-rise office uses and 3) Downtown El Monte, redeveloping into a mixed-use transit-oriented district.

**Table 3-5
Buildout Estimates
Existing Conditions versus Proposed General Plan**

<i>Land Use</i>	<i>Current General Plan</i>	<i>Proposed General Plan</i>	<i>Difference</i>
Residential Units	28,318	33,802	5,484
Population	125,194	149,721	24,527
Employees	35,848	58,807	22,959
Nonresidential Square Footage	22,390,841	34,397,496	12,006,655

3. Project Description

3.4 INTENDED USES OF THE EIR

This is a Program EIR which examines the potential environmental impacts of the proposed General Plan and Zoning Code Update. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the General Plan. It is the intent of the DEIR to enable the City of El Monte, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are as follows:

<i>Lead Agency</i>	<i>Action</i>
El Monte City Council	<ul style="list-style-type: none"> • Certification of the General Plan and Zoning Code Update EIR • Adoption of any ordinances, guidelines, programs, or other mechanisms that implement General Plan policy • Adoption of the General Plan and Zoning Code
El Monte Planning Commission	<ul style="list-style-type: none"> • Comment on the General Plan and Zoning Code Update EIR • Recommendation to City Council to adopt any ordinances, guidelines, programs or other mechanisms that implement General Plan policy • Recommendation to the City Council to adopt the General Plan Update EIR
Other City Boards and Commissions	<ul style="list-style-type: none"> • Review of ordinances, guidelines, programs or other actions that implement the General Plan and General Plan policy
City Departments	<ul style="list-style-type: none"> • Adoption of programs or other actions that implement the General Plan and General Plan policy
<i>Responsible Agencies</i>	<i>Action</i>
Southern California Association of Governments	<ul style="list-style-type: none"> • Revision of regional models related to growth and development projections



3. Project Description

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4. *Environmental Setting*

4.1 **INTRODUCTION**

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 **REGIONAL ENVIRONMENTAL SETTING**

The City of El Monte is located in the San Gabriel Valley, in the central part of the County of Los Angeles. The incorporated areas of El Monte can be generally described as bounded by the San Gabriel River to the east, Rosemead Boulevard and Strang Avenue to the west, Lower Azusa Road to the north, and East Fern Street and East Elliot Avenue to the south.

4.2.1 **Regional Location**

El Monte is surrounded by the cities of Baldwin Park to the east, Industry to the southeast, South El Monte to the southwest, Rosemead to the west, Temple City to the northwest, Arcadia to the north, Irwindale to the northwest, and unincorporated Los Angeles County to the north, south, and southeast. The surrounding areas are urban and mostly developed. The cities of Irwindale and Industry in particular contain large areas of industrial uses.

4.2.2 **Regional Planning Considerations**

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. Advisory policies and programs adopted by SCAG to promote regional objectives are expressed in its Regional Comprehensive Plan. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs such as the Regional Housing Needs Assessment and the Regional Transportation Plan. The 2008 Regional Comprehensive Plan is advisory only and cannot be used by SCAG for intergovernmental review. The San Gabriel Valley Council of Governments (SGVCOG) is the council of governments and local transportation planning agency for the San Gabriel Valley subregion of SCAG.

In 2004, SCAG adopted a regional growth strategy known as the Compass Blueprint 2% Strategy. The program is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. Compass Blueprint, through extensive public participation, land use, and transportation modeling and analysis, has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas) where the program will help cities and



4. Environmental Setting

counties reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. The Compass Blueprint 2% Strategy is a guideline for how and where the growth vision for southern California's future can be implemented toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents.

Air Quality and Global Climate Change

The City of El Monte is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District. The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as criteria air pollutants and are: carbon monoxide, volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as ozone (O₃), through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards (AAQS) for that pollutant. The SoCAB is designated nonattainment for O₃ and PM₁₀ and PM_{2.5} under both the California AAQS and the national AAQS, and is designated attainment for all other criteria pollutants.

Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of greenhouse gas (GHG) emissions. AB 32 follows the emissions reduction targets established in Executive Order S-3-05, signed on June 1, 2005, which requires the state's global warming emissions to be reduced to 1990 levels by the year 2020 and by 80 percent of 1990 levels by year 2050. Projected GHG emissions in California are estimated at 596 million metric tons of CO₂-equivalent (CO_{2e}) pollutants. The California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons (471 million tons) of CO_{2e} for the state. The 2020 target requires emissions reductions of 169 million metric tons, approximately 30 percent of the projected emissions. Pursuant to the requirements of AB 32, the state's reduction in global warming emissions will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, CARB adopted the Scoping Plan in December 2008 that identified the greenhouse gas emissions reduction targets and reduction strategies for the various emission sectors within the state.

Los Angeles Regional Water Quality Control Board

The City of El Monte is located in the watersheds of the San Gabriel and Los Angeles Rivers. The Los Angeles River Watershed covers 824 square miles of the central portion of Los Angeles County, while the San Gabriel River Watershed covers 689 square miles of the southeastern portion of Los Angeles County.

Airport Planning

El Monte Airport

The El Monte Airport encompasses 103 acres adjacent to the Rio Hondo River Channel in the north-central portion of the City. The airport is owned and managed by the County of Los Angeles Department of Public Works, Aviation Division. The facilities at the airport include a control tower and aircraft parking to accommodate 500 airplanes. Presently, aircraft at the airport number 193 in hangars and 233 in tie-down. The airport operates on a 24-hour basis, seven days a week. Average annual operations at the airport total 188,000 trips per year. The airport is considered a "core airport," or one that utilizes the complex air space above Los Angeles, so growth is limited. Ascension and descension patterns are from north to south. During take-off, aircraft follow the Rio Hondo Channel until altitude is gained.

4. Environmental Setting

The El Monte Airport Master Plan must be consistent with the Los Angeles County Airport Land Use Commission (ALUC) and FAA regulations. The ALUC is the operating body responsible for the Airport Land Use Compatibility Plan (ALUCP) that covers aviation activities of 15 public use airports in Los Angeles County, including those of the El Monte Airport (LADRP 2009). The boundaries for each airport and the development restrictions within each of those boundaries are depicted in the ALUCP. All proposed land uses within the boundaries for each airport must coincide with the restrictions of the ALUCP.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The City of El Monte is located in the southeast portion of Los Angeles County, in the San Gabriel Valley. El Monte is surrounded by the cities of Baldwin Park to the east, Industry to the southeast, South El Monte to the southwest, Rosemead to the west, Temple City to the northwest, Arcadia to the north, Irwindale to the northwest and unincorporated Los Angeles County to the north, south, and southeast.

The City of El Monte is an urban city with approximately 125,000 residents. Currently, the City's incorporated boundaries encompass approximately 6,200 acres, or 9.7 square miles. Figure 3-2, *Existing General Plan Land Use*, shows the existing land use in the City.

One major freeway, Interstate 10, traverses the City. I-10 travels west–east from its connection with Interstate 710 west of El Monte to its connection with Interstate 605 just east of the City. I-10 provides access to the City of Los Angeles to the west and West Covina and Pomona to the east. Outside of the City, just east of its borders, Interstate 605 runs northeast–southwest alongside the San Gabriel River and provides access to Long Beach to the southwest and Azusa to the northeast.

Major water bodies within the City of El Monte include a portion of the San Gabriel River and the Rio Hondo River. The Rio Hondo River runs through the northwestern portion of the City of El Monte in a northeast–southwest direction. The San Gabriel River runs in a northeast–southwest direction along the eastern border of the City. Although the City of El Monte does not contain any dams or reservoirs, the Santa Fe Dam and Reservoir is on the San Gabriel River two miles northeast of the City, while the Whittier Narrows Dam is one mile southwest of the City.

4.3.2 General Plan and Zoning

The existing City of El Monte General Plan, adopted in 1991, provides the basis for the current land use designations. Tables 3-1 and 3-2 in Chapter 3, *Project Description*, provide the statistics for buildout of land uses under the current general plan.

The City of El Monte Zoning Ordinance, the primary tool used to implement the general plan, regulates development type and intensity citywide. Development regulations imposed include limits on building height, setbacks, and the percentage of a site that must be landscaped. The zoning ordinance also outlines standards for residential planned unit development, affordable housing, adult entertainment businesses, historical preservation, and many other land uses. The proposed project includes a zoning ordinance update.

4.3.3 Climate and Air Quality

The City of El Monte lies in the SoCAB, which includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Basin is located in a coastal plain with



4. Environmental Setting

connecting broad valleys and low hills, and is bounded by the Pacific Ocean in the southwest quadrant with the San Gabriel, San Bernardino, and San Jacinto Mountains forming the remainder of the perimeter. The general region lies in the semipermanent high pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes with infrequent periods of extremely hot weather, winter storms, or Santa Ana Winds.

Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions. Based on the data from the nearest air quality monitoring station for the central portion of the valley, there are recurring violations of both the state and federal ozone standards. The area regularly exceeds the state PM₁₀ (coarse particulate matter) standards. Additionally, PM_{2.5} (fine particulates) has exceeded the Federal standard since this pollutant has been monitored. Neither the CO (carbon monoxide) nor NO₂ (nitrogen dioxide) standards have been violated in the last five years at this station.

4.3.4 Geology and Landform

Local geology in the El Monte area includes wash deposits and alluvial-fan deposits. El Monte is at risk from many natural and man-made hazards, with a moderate to large earthquake having the greatest potential for far-reaching loss of life or property, and economic damage. Earthquake-triggered geologic effects include surface fault rupture, ground shaking, ground failure such as landslides and liquefaction, subsidence, and seiches. The geology and soils of El Monte are discussed in Section 5.4, *Geology and Soils*, of this EIR.

4.3.5 Hazards and Hazardous Materials

Chapter 5.5, *Hazards and Hazardous Materials*, discusses the manufacturing, transport, handling of and disposal of hazardous materials within the planning area. Additionally, hazards experienced by the City of El Monte, including fire and airport hazards, are discussed in this section.

4.3.6 Hydrology

The City of El Monte straddles two major watersheds. The San Gabriel River watershed is to the east and the Los Angeles River watershed is to the west. Both watersheds are bounded by the San Gabriel Mountains to the north and the Pacific Ocean to the south. Within these watersheds, the San Gabriel River and Rio Hondo River pass through El Monte. The San Gabriel River flows adjacent to the eastern boundary of the City. The Rio Hondo River, a tributary of the San Gabriel River and a tributary to the Los Angeles River, flows through the western portion of the City. Both rivers originate in the mountainous areas to the north and flow through the mountains into the San Gabriel and San Fernando Valleys. Section 5.7, *Hydrology and Water Quality*, analyzes the project's impacts on storm drainage, water quality, flooding, and groundwater. Water resources are also discussed in Section 5.14, *Utilities and Service Systems*.

4.3.7 Noise

Like all highly urbanized areas, the City of El Monte is subject to noise from a myriad of sources. The major source of noise is from mobile sources and, most specifically, traffic traveling through the City on its various roadways and freeways. Aircraft overflights from the El Monte Airport and trains travelling on both the Southern Pacific Railroad and Union Pacific Railroad (including the Metrolink) tracks also contribute to the ambient noise environment within the City. Section 5.9, *Noise*, analyzes the sources of noise and the project's impact on increasing noise levels within the City.

4.3.8 Scenic Features

The City of El Monte is set in the urban environment of the San Gabriel Valley. The San Gabriel Mountains provide a natural scenic backdrop to the community. Section 5.1, *Aesthetics*, discusses the scenic vistas and community character of the City and the project's potential to impact visual resources in the City.

4.3.9 Population and Housing

Section 5.10, *Population and Housing*, discusses the impacts to population, employment and housing within the City of El Monte in relation to the General Plan and Zoning Code Update.

4.3.10 Public Services and Utilities

The City is located in an already-urbanized area with existing public services and utilities. The project's impact on the provision of public services is analyzed in Section 5.11, *Public Services*, and in Section 5.14, *Utilities and Service Systems*, of this EIR. The City's parks and recreation facilities are discussed in Section 5.12, *Recreation*.

4.3.11 Transportation and Traffic

Section 5.13, *Transportation and Traffic*, discusses the impacts of the implementation of the General Plan and Zoning Code Update on the City's roadway, highway, and freeway system, truck routes, and bus routes, in addition to impacts on pedestrian routes and hiking and biking trails.

4.3.12 General Plan and Zoning

The proposed project is an update to the City's General Plan. Land use changes and consistency with regional policies are discussed in Section 5.8, *Land Use and Planning*, of this EIR.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 (b)(1)) state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- i. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- ii. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analysis contained in this DEIR uses method ii. The proposed project consists of a comprehensive General Plan and Zoning Code Update for the City of El Monte. Consistent with Section



4. Environmental Setting

15130(b)(1)(B) of the CEQA Guidelines, this DEIR analyzes the environmental impacts associated with cumulative development pursuant to full buildout of the proposed General Plan. As a result, this DEIR addresses the cumulative impacts of development within the City of El Monte, and the larger San Gabriel region surrounding it, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various City services and public utilities. For potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundary, these have been addressed through use of the SCAG's regional traffic model. SCAG has developed a traffic model for purposes of forecasting cumulative growth within the City of El Monte, and regionally. Regional growth outside of the City of El Monte has accounted for traffic, air quality, and noise impacts through use of SCAG traffic model, which is a socioeconomic traffic model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this DEIR. Please refer to Section 5 of this DEIR for a discussion of the impacts associated with cumulative development pursuant to implementation of the proposed General Plan and Zoning Code Update.

4.5 DETAILED DESCRIPTIONS OF THE ENVIRONMENTAL SETTING

More detailed descriptions of the environmental setting will be provided in each resource subsection in Chapter 5.

5. *Environmental Analysis*

5.1 **AESTHETICS**

Characterizing aesthetics is highly subjective. Aesthetics, as evaluated in this section of the DEIR, relates to visual resources and scenic vistas. Visual resources can be generally characterized as landforms (i.e., topography and grading), views (i.e., scenic resources), and light and glare (i.e., nighttime illumination). The aesthetic impacts of the General Plan update are evaluated in this section based on an objective set of thresholds focused on visual features of the built environment and natural landscapes as well as the sensitivity of receptors to these features.

5.1.1 **Environmental Setting**

The City of El Monte is known as the transportation hub of the San Gabriel Valley. The community is served by two freeways, major arterials, a general commercial airport, and two railroads that provide both commercial and passenger service from Amtrak and MetroLink.

Visual Character

The City of El Monte is very nearly flat, with a southwest slope of about 0.4 percent grade.

El Monte is a highly urbanized community with only a few acres of vacant land. The predominant land use is residential, which totals 45 percent of the City. A total of 2,295 acres, almost 38 percent of the City's acreage, are used for single-family residential uses and an estimated 485 acres, 8 percent of the City's land, are used for multifamily residential uses. Most of the single-family residential housing is located in the northern and southern areas of El Monte, while multifamily housing is concentrated around the central core and arterials. The City of El Monte is primarily built-out.

Over 22 percent of land area in El Monte is used for transportation, communications, and public utility uses. Roadway right-of-way (ROW) accounts for 86 percent of the land in this category. This category also includes the El Monte Airport, Southern Pacific Railroad tracks, Metropolitan Transit Authority, San Gabriel Valley bus yards, and park-and-ride lots.

Commercial uses comprise 10 percent of the City's land area. Commercial uses are concentrated in development along Garvey Avenue, Peck Road, Ramona Boulevard, Durfee Avenue, Valley Boulevard, and other commercial corridors. The exception to this is Valley Mall, a traditional outdoor main street mall. Modern uses are also located in Flair Business Park, just south of the I-10 freeway.

Though a former industrial center in San Gabriel Valley, remaining industrial land uses in the City total 10 percent. The majority of industrial land is concentrated in northwest El Monte and encompassed by the Northwest Redevelopment Project Area.

Public and quasi-public facilities comprise the remaining 7 percent of land uses. The majority of this land is designated for El Monte's 45 schools. Fire and police stations, City government offices, Los Angeles County Superior Courthouse, and various other public facilities, including 11 developed parks, account for the remainder of the land.



5. Environmental Analysis

AESTHETICS

Visual Resources

Landforms

The City of El Monte is located 12 miles east of Downtown Los Angeles, in the heart of the San Gabriel Valley. Specifically, the City is located just west of the interchange of Interstates 605 and 10. The San Gabriel River borders the city on the east and the Rio Hondo River bisects the western half of the City from the north to the southwest.

The San Gabriel Valley is surrounded by the San Gabriel Mountains to the north, the Puente Hills and Montebello Hills to the south, and the San Jose Hills to the southeast; views from the City of the San Gabriel Mountains and Puente Hills are shown in Figure 5.1-1, *Scenic Vistas*. All of these mountains and hills are outside of the City of El Monte. At its east end, the San Gabriel Valley is continuous with the Upper Santa Ana River Valley.

The City is very nearly flat, sloping to the southwest with a grade of about 0.4 percent. Elevations in the City range from roughly 340 feet at the northeast corner of the City to about 245 feet at the southwest corner.

Scenic Vistas

Scenic vistas visible from the City include the San Gabriel Mountains north of the City and the Puente Hills to the south and southeast. The Montebello Hills to the southwest can also be seen from some places in the City.

Light Sources

The City of El Monte contains light sources typical of built-out urban areas: signs on commercial uses; lighting for safety and security on many types of land uses; street lights; and field lighting at some schools and recreational facilities.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold AE-2

This impact will not be addressed in the following analysis.

5. Introduction

Scenic Vistas



View to northeast of San Gabriel Mountains from San Gabriel River near Ramona Boulevard



View to southeast of Puente Hills from San Gabriel River near Interstate 10.

5. Environmental Analysis

AESTHETICS

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5.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.1-1: IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE WOULD NOT SUBSTANTIALLY IMPAIR SCENIC VISTAS. [THRESHOLD AE-1]

Impact Analysis:

The most prominent scenic vistas within the City of El Monte are views of the San Gabriel Mountains from various locations throughout the City. Such vistas would be impaired by construction of structures substantially higher than existing structures on vacant land. In areas of single-family residential development comprising about 38 percent of the City, the General Plan Update would promote preservation of the existing scale of housing in stable residential neighborhoods (Community Design Element, Policy 9.3), thus very little intensification is anticipated. The areas planned for potential intensification include Flair Park, Downtown El Monte, and Northwest Business District, however, the zoning in these areas maintains a maximum building height of 40 feet. Since these areas are mostly developed, no significant impacts to scenic vistas area anticipated. The General Plan Update acknowledges the importance of views of the San Gabriel Mountains, and of preserving such views. Community Design Element Policy 6.6 states that in Flair Park, all signature and landmark buildings should be placed to preserve views of the San Gabriel Mountains and that building rooflines should define and complement existing mountain views. In addition, the mixed-use projects approved under the proposed General Plan Update would be required to be compatible in scale with adjacent developments (Community Design Element, Policy 9.9).

El Monte is built out; thus, implementation of the General Plan Update would not involve development of substantial areas of vacant land.

IMPACT 5.1-2 THE PROPOSED PROJECT WOULD ALTER THE VISUAL CHARACTER OF THE CITY. [THRESHOLD AE-3]

The visual appearance of the residential areas comprising most of the City would not change substantially due to the proposed General Plan Update. Residential areas would remain mostly single-family detached development, with multifamily development concentrated in the southern, east-central, and western parts of the City.

Therefore, the remainder of this analysis is focused on Downtown El Monte and commercial and industrial districts such as Flair Park and the Northwest Industrial District.

Downtown Core

The Downtown Core would consist of five subdistricts: Valley Mall, the Civic Center, the Cultural Center, and Downtown Residential, and the Transit Village Specific Plan.

Valley Mall

The proposed General Plan Update envisions adding mixed/multiple-use development along the Mall, and replacement of existing surface parking lots with multistory parking garages. As existing land uses along the Mall are a mix of one- and two-story commercial uses, it is expected that land uses developed along the Mall pursuant to the General Plan Update would be no more than two stories high.



5. Environmental Analysis

AESTHETICS

Civic Center

Land uses in the Civic Center would remain government uses; there could be some intensification of uses or replacement of surface parking lots with buildings.

Cultural Center

The Cultural Center consists of a museum, aquatic center, community center, senior center, and a park. The General Plan Update would not involve changes to these land uses.

Downtown Residential

Land uses in the Downtown Residential subdistrict would remain residential.

Transit Village Specific Plan

The Transit Village Specific Plan would be more changed by implementation of the proposed General Plan Update than any of the other Downtown subdistricts. The Transit Village site now consists of the El Monte Busway Terminal, a Metropolitan Transportation Authority of Los Angeles County (MTA) bus maintenance facility, an auto dealership, and Fletcher Park. The proposed Transit Village Specific Plan would be a mixed-use community including residential, commercial, parks, and public transit uses.

Flair Park

The General Plan Update would encourage professional office use in the area, including uses such as finance, banking, and international trade. While much of the existing uses in the area are professional office uses, there are some warehouse and industrial uses there.

Northwest Industrial District

The General Plan Update would promote a balance of light-industrial, distribution, and technology-oriented businesses in this area. The Northwest Industrial District currently contains a mix of light industrial and warehouse-distribution uses, as well as commercial use at the northwest corner of the District. Thus, development and redevelopment in this area pursuant to the proposed General Plan Update would be of land uses relatively similar to existing uses.

Auto District

The General Plan Update would maintain auto dealership and automotive service uses in this District.

Emerald Necklace

The Emerald Necklace is a proposed 17-mile loop of parks, greenways, and trails along the San Gabriel River and the Rio Hondo. The Emerald Necklace would extend along the City's eastern boundary along the San Gabriel River and through the western part of the City along the Rio Hondo; it would add substantial amounts of landscaped parkland and open space along each of these waterways.

IMPACT 5.1-3: THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL LIGHT AND GLARE. [THRESHOLD AE-4]

Impact Analysis: Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Artificial light sources can create glare effects and light pollution. Glare causes negative impacts by reflecting excessive light to the surrounding environment, and light pollution can be distracting to neighboring sensitive land uses and hinder clear views of the night sky. Buildout in accordance with the proposed land use plan would generate new sources of light and glare that could affect day or nighttime views in the City. Although El Monte is predominantly developed, implementation of the proposed land use plan would allow for the development of underutilized parcels and vacant land. New development would incrementally contribute to lighting and glare impacts to the existing built environment.

The City of El Monte Municipal Code contains standards addressing the reduction of glare related to sign policies and screening and buffering of commercial corridors and industrial areas, public spaces, and lighting in residential areas. The General Plan Update recognizes the adverse effects of light and glare on a community and includes policies to reduce those effects.

The General Plan Update contains several proposed policies that would reduce adverse impacts from light and glare in new development and redevelopment. Policies in the community design element encourage the minimization or elimination of light pollution and light trespass. Adherence to the municipal code and policies of the general plan update will ensure that light and glare from new and existing development would be minimized and that significant impacts would not occur.

5.1.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to recreation include:

Introduction

- Use public landscaping along streets, sidewalks, and property frontages and in public spaces to strengthen the City's identity. (Policy 1.1)

Community Design

- Incorporate El Monte's vision in civic buildings, streetscapes, and public areas to instill among residents, provide clarity for policymakers, and communicate to the broader public. (Policy 1.1)
- Continue the City's gateway monument and sign program at primary and secondary entrances to El Monte to heighten the sense of arrival to the community. (Policy 1.2)
- Incorporate the City logo and symbolic references to El Monte's historical and cultural resources on public buildings and in parks, bus stops, and community centers. (Policy 1.3)
- Update street signs and continue the banner program to capture the City's image, provide visual interest and variety, beautify its streets, and denote the Emerald Necklace. (Policy 1.4)
- Develop unifying streetscape plans for major corridors and subdistricts that include specialized street lights, landscaping, a community forest, signage, and street furniture. (Policy 1.5)



5. *Environmental Analysis*

AESTHETICS

- Throughout the community, incorporate a diversity of public art in residential, commercial, and public areas that celebrates the multiple cultures and influences in El Monte. (Policy 1.6)
- Support the creation of highly differentiated identities for residential, commercial, and industrial districts that support the eclectic physical environment of the community. (Policy 1.6)
- Recreate the Emerald Necklace Vision of linear trails and parks along the San Gabriel and Rio Hondo rivers to provide parks, open space, and recreational resources. (Policy 1.7)
- Promote coherent and consistent identity, values, and ethics to City residents, businesses, visitors, and the larger region that defines El Monte's unique role in San Gabriel Valley. (Policy 1.8)
- Balance the achievement of the functional, design, pedestrian, and aesthetics goals and policies for commercial corridors as set forth in the Circulation and Parks and Recreation Elements. (Policy 2.1)
- Incorporate unifying and consistent streetscape elements for major arterials—landscaped parkways and medians, regularly spaced street trees, distinctive street lighting and furniture, and quality and appropriately scaled signage. (Policy 2.2)
- Cultivate a recognition and appreciation of the City's history in its major commercial corridors named after founders and important individuals in the history of El Monte, through a public banner and sign program. (Policy 2.3)
- Ensure roadways are appropriately sized with adequate traffic management devices to allow for the smooth and safe flow of traffic; ensure that roadway designs focus on pedestrian, vehicular, and bicyclist mobility and safety. (Policy 2.4)
- Consolidate driveways and access points, wherever feasible, along commercial corridors to improve traffic flow, and safety of user, and allow for coordinated improvements to the streetscape. (Policy 2.5)
- Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment. (Policy 2.6)
- Support the functional classification of roadways as identified in the Circulation Element by requiring appropriate design treatments for each classification. (Policy 2.7)
- Beautify corridors through specialized landscape palettes tailored to different roadway configurations. Require the incorporation of street trees of sufficient size, canopy, and diversity along roadways. (Policy 2.8)
- Provide appropriate landscaping coverage and other design enhancements at major intersections (e.g., Valley Boulevard and Santa Anita) to denote critical intersections or entry points into districts. (Policy 2.9)
- Provide medians with landscaping where the right-of-way exists; where it does not exist, condition the improvement of projects on the provision of right-of-way. (Policy 2.10)

5. Environmental Analysis

AESTHETICS

- Beautify corridors by regulating the appearance and placement of commercial signs, billboards, and utility lines, and removing or consolidating other distracting appurtenances wherever feasible to present a unified corridor image. (Policy 2.11)
- Establish a comprehensive signage plan that identifies City entries, street names, public facilities, parks, trails, other recreational amenities, transit stations, and key districts. (Policy 2.12)
- Require appropriately scaled signs based on different uses—clean monument signage for commercial centers; informational signs for roadways; and smaller-scale, customized, pedestrian-oriented signs for districts. (Policy 2.13)
- Prohibit signs that incorporate blinking or flashing elements, pole structures, roof signs, or temporary lettering or structures; require the use of high quality materials, complementary colors, and nondistracting lighting. (Policy 2.14)
- Regulate the development, operation, and maintenance of wireless facilities to ensure such facilities promote aesthetically innovative designs, are appropriately located to protect visual character and viewsheds, and prevent the emergence and proliferation of visual blight within the City. (Policy 2.15)
- Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees. (Policy 3.1)
- Incorporate indigenous trees and native plants in selected areas, such as parks and along the Emerald Necklace, as visual reminders of the City’s heritage and natural environment. (Policy 3.2)
- Develop specialized landscape and design treatments for key entryways, intersections, parks, districts and neighborhoods, and public areas where feasible. (Policy 3.3)
- Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors, in commercial areas and residential neighborhoods. (Policy 3.4)
- Adopt landscape themes for major corridors that give special identity to the role, function, and history of each major corridor, soften hardscape, and reinforce the City’s image. (Policy 3.5)
- Create an Emerald Necklace of linear trails and parks along the Rio Hondo and San Gabriel Rivers that offers ample greenery, trees, and open space to beautify the city. (Policy 3.6)
- Develop a network of community and neighborhood parks within each residential neighborhood, with smaller green areas in commercial and industrial areas. (Policy 3.7)
- Require new residential developments, both single and multiple-family housing, to beautify properties with ample greenery and provide for continued maintenance. (Policy 3.8)
- Encourage public agencies (e.g., schools, government, etc.) to beautify and green their landscape areas to set positive examples to residents and the business community and instill civic pride. (Policy 3.9)
- Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces for residential structures, and clean, distinctive materials for nonresidential uses. (Policy 4.1)



5. *Environmental Analysis*

AESTHETICS

- Reduce the bulk and perceived size of larger buildings by dividing their mass into smaller parts, stepping down to adjacent structures, and using pedestrian-scale features. (Policy 4.2)
- Discourage single-plane massing by incorporating a variety of rooflines, articulated wall planes, and multiple forward and recessed walls. (Policy 4.3)
- Ensure all sides of a building contain a high level of architectural detail and façade articulation, strong patterns of shade and shadow, and integrated architectural detail. (Policy 4.4)
- Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc. (Policy 4.5)
- Require rooflines of varied elevations and finished and refined terminations (e.g., cornice, pediment, etc.) suited to the use of the building. (Policy 4.6)
- Require lush and well-maintained landscaping appropriate the structure and its use and context in a manner that meets community expectations for quality. (Policy 4.7)
- Parking and garages should be designed to fulfill their function without detracting from the aesthetic quality of the building face viewed by the public. (Policy 4.8)
- Mechanical equipment, electrical boxes, fencing, and other utilitarian aspects should be shielded so as not to detract from the aesthetic quality of the building or site. (Policy 4.9)
- Distinguish the El Monte downtown in its character, physical appearance, and role by considering edge and entry treatment, architecture, landscape, streetscape, and comparable elements. (Policy 5.1)
- Recognize and affirm, through specialized design treatment as may be further defined by a Downtown Specific Plan, the following subdistricts:
 - Civic Center
 - Valley Mall and Environs
 - Transit Village
 - Residential District
 - Cultural Center (Policy 5.2)
- Incorporate the City’s heritage in the downtown design plans in many expressions. Use the cultural resources inventory to start identifying, recognizing, and celebrating El Monte’s heritage. Examples include:
 - Monuments
 - Historic sites
 - Infrastructure
 - Natural features (Policy 5.3)
- Establish highly visible entry statements, specialized pavement colorings, and lush landscaping at key intersections and entries to the downtown, such as Santa Anita Avenue/Valley Boulevard Tyler

5. Environmental Analysis

AESTHETICS

Avenue/Ramona Boulevard, and other locations to heighten the sense of arrival into downtown. (Policy 5.4)

- Beautify the El Monte downtown with public and private art (e.g., murals, statues, fountains, monuments, gateways) that reflects El Monte's heritage; involve public, private, and nonprofit organizations in a public art program. (Policy 5.5)
- Establish a stronger link between the cultural center, Valley Mall, transit district, civic center, and surrounding neighborhoods of the El Monte downtown by incorporating unifying streetscape improvements along key roadways, an interconnected and coordinated system of walkways, and improvements to the Emerald Necklace of trails. (Policy 5.6)
- Develop a comprehensive streetscape improvement plan that uniquely defines the downtown El Monte experience, improves the pedestrian experience, and helps make it a special place. Incorporate:
 - Street landscape—parkways and planters along sidewalk frontages, with the highest intensity in core pedestrian areas.
 - Street trees—different street trees to denote the downtown, provide shade for walking, and beautify the streetscape.
 - Sidewalk and crosswalk improvements—distinctive paving materials or treatment and sidewalk pullouts at intersections.
 - Street furniture—consistent use of well-designed benches, trash receptacles, newsracks, and other pedestrian amenities.
 - Lighting—pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas.
 - Signage—common graphic design with a unique logo to identify the downtown.
 - Public art—installations (murals, ground paintings, sculptures, banners, etc.) throughout the downtown. (Policy 5.7)
- Design plazas along the Valley Mall and other gathering places in suitable locations throughout downtown, considering:
 - Ample seating space and outdoor dining
 - Proximity to and visibility to and from the street
 - Central focal point such as public art or a fountain
 - Combinations of sun and shade
 - Accessibility for all age groups and abilities
 - Public space framed by surrounding buildings (Policy 5.8)
- Create a downtown pedestrian master plan, as specified in the Circulation Element, that is designed to improve the walking experience of pedestrians, shoppers, and residents. The plan should provide well-defined pathways with ample pedestrian amenities and wayfaring signage to encourage walking. (Policy 5.9)



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- Pursuant to a Downtown Specific Plan, require that mixed-use projects convey a high level of architectural, design, and landscape quality as follows:
 - Design and incorporation of elements to avoid conflicts among functions, such as noise and lighting.
 - Visual and physical integration and coherency of the commercial and residential uses in the project.
 - Architectural treatment of building elevations and visible sides of structures, and modulation of their massing.
 - Incorporation of separate and well-defined entries for commercial uses and residential units.
 - Design of parking areas and facilities to be placed behind the structures and integrated with the building use.
 - Incorporation of extensive landscaping, where feasible, to soften hardscape and present a domestic living environment.
 - Incorporate different architectural styles, variety of rooflines, wall articulation, balconies, window treatments, and varied colors and quality materials on all elevations. (Policy 5.10)
- Distinguish Flair Park in its character, physical appearance, and role by considering their physical and visual separation from adjacent areas, edge and entry treatment, architecture, landscape, streetscape, and comparable elements. (Policy 6.1)
- Recognize and affirm, through specialized design treatment as may be further defined by a Flair Park Specific Plan, the following subdistricts:
 - Finance Row
 - Gateway District
 - The Riverfront
 - Hospitality Row (Policy 6.2)
- Incorporate the City's history in the design plans of Flair Park. Utilize the Cultural Resources Inventory as a starting point for identifying, recognizing, and celebrating El Monte's heritage. Examples include:
 - Key businesses
 - Infrastructure
 - Culture
 - Natural features (Policy 6.3)
- Establish highly-visible entry statements, specialized pavement, and landscaping at key District entries, such as Rosemead Boulevard and Telstar Avenue, Baldwin Avenue and Interstate-10, and other key locations to heighten the sense of arrival into Flair Park. (Policy 6.4)

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- Beautify Flair Park with public and private art (e.g., murals, statues, fountains, monuments, gateways) reflect El Monte's heritage; involve public, private, and nonprofit organizations in a public art program. (Policy 6.5)
- The design of new construction and rehabilitation of buildings along the freeway frontage should establish landmark buildings and an iconic skyline. Buildings should be designed with the following principles:
 - Placement of buildings to preserve views of the San Gabriel Mountains from all signature and landmark buildings.
 - Architectural treatment of all building elevations and visible sides of structures, and modulation of their massing.
 - Incorporation of separate and well-defined primary entrances with quality building materials that present a sense of grand entry into a building.
 - Highest quality of materials on all building façades that avoid the perception of low-quality, imitation, or flimsy appearance but rather present a highly defined "clean" appearance.
 - High-rise towers should be relatively slender, with massing divided to reduce the overall bulk and gradual stepdown of building towards lower adjacent structures.
 - Delineated rooflines that create a clear demarcation where the building silhouette reaches toward the skyline and its edge defines and complements existing mountain views. (Policy 6.6)
- Require that new development of office projects be designed to convey a following principles:
 - Architectural treatment of all building elevations and visible sides of structures, and modulation of their massing.
 - Incorporation of separate and well-defined primary entrances with quality building materials.
 - Highest quality of materials on all building façades that avoid the perception of low-quality, imitation, or flimsy appearance but rather present a highly defined "clean" appearance.
 - Delineated rooflines that create a clear demarcation where the building silhouette reaches toward the skyline and its edge defines and complements existing mountain views.
 - Parking areas that are placed to the rear of buildings and structures that are complementary in color, mass, design treatment, and style to the primary office building.
 - Incorporation of lush landscaping that provides a tasteful accent to the office structure and its features.
 - Well-defined plazas or open spaces in front of buildings, such as the entrance, and between adjacent buildings to provide a high quality experience for employees and visitors. (Policy 6.7)



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- Require the creation of public and private plazas in central park areas, between buildings, and other gathering places which include ample seating space with quality furniture, central focal point such as a park, public space adorned with public art and fountains, and water features. (Policy 6.8)
- Improve the riverfront experience along the Rio Hondo River through the installation of Emerald Necklace projects. Include the following improvements according to the Emerald Necklace Vision Plan:
 - Linear park and trails along the river
 - Miniparks at key locations along the river
 - Trees and native habitat planted along the way
 - Cultural and historical references
 - Bicycle paths and multiuse trails (Policy 6.9)
- Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statues, and other features; link the public parks across Telstar or major streets through a series of landscaped paths that allow for pedestrian movement. (Policy 6.10)
- Create signature central parks, equipped with fountains, landscaping, monuments, cultural and historical markers, public art, and pedestrian amenities as a focal point and landmark serving and symbolizing Flair Park's role. (Policy 6.11)
- Establish a stronger link between the various districts within Flair Park by visually denoting Telstar Avenue as the major spine and incorporating unifying streetscape improvements along Flair Drive, Rio Hondo Avenue, Aerojet Avenue, and Fletcher Avenue. (Policy 6.12)
- Coordinate with CalTrans to beautify on-ramps and off-ramps to Interstate 10 with coordinated and thematic presentation, evidenced by lush landscaping, carefully placed trees, rock features, and other landscape amenities. (Policy 6.13)
- Develop a comprehensive streetscape improvement plan that uniquely defines Flair Park, improves the pedestrian experience, and helps make it a special place. Include:
 - Street trees—different street trees to denote Flair Park, provide shade for walking, and beautify the streetscape.
 - Sidewalk and crosswalk improvements— distinctive paving materials or treatment at key intersections.
 - Lighting—pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas.
 - Signage—common graphic wayfinding designs with unique logos to differentiate Flair Park from other areas in the City. (Policy 6.14)
- Create a coordinated system of paths and walkways that weave through each district and connect districts separated by internal streets according to the following principles:

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- Line paths with public art, small seating areas, street furniture, and pedestrian-scaled lamps that lend an air of informality.
 - Paths should be a combination of linear and nonlinear configurations, lending visual interest for the pedestrian.
 - Paths should link to major plazas and gathering places; avoid creating paths that simply follow building property lines.
 - Include pavement colorings, treatments, and detailed materials (not undifferentiated concrete) that lend a domestic quality while still clearly demarcating a Class A office park.
 - Include pedestrian-scaled monument signage and wayfaring features of quality materials and finish that withstand weather. (Policy 6.15)
- Strengthen the image of the Northwest Industrial Park through entry monuments, distinctive landscaping and streetscape, wayfaring elements, and quality architecture. (Policy 7.1)
 - Improve access to and visibility of the Northwest Industrial Business Park through clear entry statements and coordinated signage. Consider visual access from the adjoining Interstate 10. (Policy 7.2)
 - Create a streetscape plan for the Northwest Industrial District that balances and accommodates all users—automobiles, trucks, and pedestrians—in a manner that is safe, pleasant, visually attractive, and functional. (Policy 7.4)
 - Consider creating separate routes for trucks and autos, and routes that allow autos only, with appropriate streetscapes tailored to each use to facilitate movement to neighborhoods, industrial areas, and the freeway. (Policy 7.6)
 - Plant trees and landscaping along roadways within the District to beautify the streetscape, allow for walking, and create an image that improves property values and presents the image of a modern industrial park. (Policy 7.7)
 - Establish a stronger visual link between the Northwest District, the Downtown, and Flair Park by visually denoting and improving Baldwin Avenue, Valley Boulevard, and Lower Azusa Road with unifying streetscape elements. (Policy 7.8)
 - Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district. (Policy 7.9)
 - Coordinate with Caltrans to beautify on-ramps and off-ramps to Interstate 10 with coordinated and thematic presentation, evidenced by lush landscaping, carefully placed trees, rock features, and other landscape amenities. (Policy 7.10)
 - Require that new and renovated industrial properties and structures be designed to achieve high-quality, distinctive architecture, and be compatible with adjoining uses in consideration of the following principles:



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- Thoughtful modulation of building volumes and masses and façade articulation to create visual interest.
- Architectural treatment of all building elevations and variation in quality materials and colors.
- Inclusion of courtyards, plazas, and landscaped areas as amenities for employees.
- Finished rooflines that clearly demarcate the building edge, with cornices.
- Roofline drainage systems that prevent flow of runoff water from cascading over and staining the building façade.
- Contemporary, clean, and distinctive industrial buildings with clearly visible entrances.
- High-quality materials that are durable and attractive, and withstand weather and time.
- Quality signage and careful placement to complement the building while meeting the purposes of signage. (Policy 7.11)
- Require landscaping on industrial sites to present a refined image of a modern industrial park, reduce the perceived mass of structures, and provide buffers in consideration of:
 - Landscaping of open spaces and frontage-facing streetscapes with greenery, trees, and flowers to create an inviting image for principal buildings.
 - Landscaping to define entrances to buildings, parking lots, and the edges of various land uses, and to buffer the property from adjacent properties, neighborhoods, or thoroughfares.
 - Landscaping of setbacks, berms, and other similar natural features to reduce the mass and scale of the industrial development and present a pedestrian-friendly image. (Policy 7.12)
- Require site loading and service areas to be as far as possible from the streetfront and ensure that such uses are adequately screened with high-quality articulated walls, trees, and other landscaping to present a clean finish to passersby. (Policy 7.13)
- Parking and paved areas should not be the dominant view of the industrial site; encourage employee and truck parking be placed to the side or behind the facility so that the dominant feature is the building architecture and landscaping frontage. (Policy 7.14)
- Promote a clean industrial park image and reduce the impact of uses on neighboring properties or residences by adhering to the following considerations:
 - Screen parking, storage, and service areas from public view with landscaped walls, berms, and appropriate landscaping.
 - Underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.

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- Reduce the impact of industrial uses on adjacent properties with walls and landscaping, locating service, delivery, and loading areas far from adjacent uses and public streets.
- Require mitigation of noise, odor, lighting, and other impacts from affecting adjacent residential neighborhoods. (Policy 7.15)
- Require that industrial development minimize consumption of and sustain scarce environmental resources through site design, building orientation, landscaping, use of recycled water for irrigation, water efficiency, building design and materials, and best management practices for drainage. (Policy 7.16)
- Develop unifying designs for commercial centers and add visual interest through rich architectural detailing, varied massing and rooflines, accent lighting, and landscaping to give each commercial center a distinct identity. (Policy 8.1)
- Design highly visible entrances to larger retail activity centers or freestanding commercial big-box centers through accent landscaping and lighting, enhanced intersection features, monument signs, and other design amenities. (Policy 8.2)
- Encourage pedestrian-scale features in commercial centers, such as shaded sitting areas, fountains, arcades, canopies, and awnings, customized signage, and strategically located secondary entrances. (Policy 8.3)
- For internal parking areas, provide ample landscaping using landscaped bays, shade trees, and clearly delineated pedestrian routes with shade trees and landscaping along walkways that allow easy and safe passage to retail uses. (Policy 8.4)
- Encourage internal adjoining and shared access points between adjacent commercial properties in order to minimize the number of curb cuts along major thoroughfares and numerous unnecessary entry points along streets. (Policy 8.5)
- Require improvements to streetscape fronting commercial centers; condition approval of projects on the provision of streetscape improvements consistent with adjoining development and/or adopted streetscape improvement plans. (Policy 8.6)
- Require landscaping to define building entrances, key activity hubs, focal points, and the street edge; provide screening for unattractive/unsightly service areas; and serve as buffers between neighboring uses. (Policy 8.7)
- Within commercial centers, encourage high-quality signage (e.g., wall signs, raised letter signs, projecting double-faced signs, customized logos) and distinct styles that complement building architecture; signage should not be uncoordinated or present a cluttered image. (Policy 8.8)
- Lighting fixtures should be compatible with the building architectural design. Accent lighting of buildings and landscape is encouraged, such as the use of shaded gooseneck lights, indirect lighting, cove lighting or "wall washing," rim lighting or eaves, and overhead down lighting. (Policy 8.9)



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- Require only high-quality fencing and preferably articulated walls with quality natural looking materials that demarcate buildings; prohibit chain-link fencing, solid unarticulated block walls, and other low-quality materials that may sacrifice aesthetics for functionality. (Policy 8.10)
- Vigorously enforce an aggressive program to abate nuisances in community commercial centers, including dilapidated or abandoned buildings, incompatible land uses and activities, prohibited signage and billboards, and other uses that detract from the center and violate city codes and regulations. (Policy 8.14)
- Require that multitenant commercial and office projects be designed to convey a unified and high-quality character in consideration of the following principles:
 - Avoid visual perception of single-building volume and mass through modulation, articulation, setbacks, and other techniques.
 - Design treatments that create a sense of individualized and personalized storefronts yet still link adjacent storefronts with a consistent theme.
 - Articulate exterior façades of buildings to create visual interest on all sides, and consistent architectural design vocabulary with materials and colors that are complementary.
 - Link individual storefronts and structures with pedestrian walkways and plazas that provide customer amenities.
 - Variation of building heights and rooflines articulated with high-quality materials and façades to avoid uninterrupted planes and promote visual interest.
 - Architectural treatment of parking structures consistent and integrated with commercial and business buildings.
 - Proper enclosure of trash receptacles to hide trash areas, surrounding with landscaping or other attractive screening. (Policy 8.15)
- Require all new residential, commercial, and mixed-use projects proposed in minor and major nodes to conform in project design to mixed/multiuse overlay zone or subsequent corridor implementation plan when drafted. (Policy 8.16)

Land Use Element

- Distinguish the City's neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development. (Policy 3.1)
- Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of open space, and other improvements that create a cohesive identity for the community. (Policy 3.2)
- Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte. (Policy 3.3)

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- Enhance residential neighborhoods and commercial and industrial districts with distinctive landmarks and gateways that will define boundaries, create a sense of arrival, affirm the role of the district in El Monte, and instill pride. (Policy 3.4)
- Develop a cohesive theme for the entire community and subthemes for individual residential neighborhoods and districts to foster identity, create a sense of community, and add to the City's eclectic image. (Policy 3.5)
- Create and encourage a variety of distinct architectural styles and design guidelines that are tailored to the different functions, types, and histories of districts, exemplify excellence in design standards, and stand the test of time. (Policy 3.6)
- Implement streetscape improvement program to enhance the visual character of streets, improve pedestrian activity, and link the Valley Mall, transit village, civic center, and residential subdistricts. (Policy 5.7)
- Incorporate a unique downtown design theme that includes differentiated edge treatment, plazas and parks, public art, specialized landscaping, street furniture, colored paving, and distinctive architecture for structures. (Policy 5.8)
- Recognize and affirm, through specialized land use policy and design treatment pursuant to a specific plan and design guidelines, the subdistricts of the downtown. (Policy 5.9)
- Require that residential, commercial, institutional, and other uses exhibit a high level of architectural and site quality in accordance with the principles defined in the Community Design Element and applicable specific plans. (Policy 5.10)
- Improve the Rio Hondo River, consistent with the Emerald Necklace Vision Plan, with linear parks, gateways, and walkways in downtown to create a vibrant and well-traveled path and riverfront experience. (Policy 5.11)
- Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the image of a modern industrial park, and improve values of surrounding residential neighborhoods. (Policy 5.13)
- Create a unique, coherent image for the Flair Park through the thoughtful integration of modern and eclectic architecture, attractive streetscapes, internal circulation, wayfaring signage, subdistrict focus, and building designs. (Policy 6.4)
- Create enhanced district gateways at each corner of Flair Park that is exemplified by colored pavement, entry monuments, wayfaring signage, and street lighting reflective of a modern professional finance district. (Policy 6.5)
- Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality and convey the image of a modern mid-rise office park. (Policy 6.6)
- Improve streetscape and internal access through the enhancement of primary roadways with trees and sidewalks, extension of roadways where necessary to ease mobility and transit access, and distinctive wayfaring system. (Policy 6.9)



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- Create a signature central park(s), equipped with fountains, landscaping, monuments, cultural and historic markers, public art, and pedestrian amenities as a focal point and landmark serving and symbolizing Flair Park. (Policy 6.12)
- Green the river banks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths to frame the edge of the Northwest Planning District and improve adjacent residential neighborhoods. (Policy 7.8)
- Create a coherent image and identity for the Northwest Planning District through the thoughtful design and integration of modern industrial architecture, landscaped streetscape and sidewalks, internal circulation, wayfinding signage, and other design elements. (Policy 7.11)
- Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the image of a modern industrial park, and improve values of surrounding residential neighborhoods. (Policy 7.13)
- Improve visibility of the auto district by removing land uses and buildings that block access into the auto district and installing monument signage at points along Interstate 605 and Valley Boulevard. (Policy 8.8)
- Establish a comprehensive streetscape and landscape program for corridors that include right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street furniture), and public signage. (Policy 9.6)
- In concert with expectations for architecture in the Community Design Element and Corridor Implementation Plan, require excellence in residential architecture design and construction practices exemplified by the following principles:
 - Materials—Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials
 - Durability—materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time
 - Aesthetics—structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout
 - Functionality—residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations
 - Sustainability—incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics (Policy 9.7)
- Line corridors with green parkways and/or lush landscaped medians, shade-providing canopy trees, and complete sidewalks, wherever possible, to improve the streetscape, add value to properties, and beautify the corridors. (Policy 9.10)

Housing Element

- Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review. (Policy 1.5)
- Require architectural excellence through the exemplary use of materials, color, site planning, environmentally sustainable practices, building treatments, landscaping, and other best practices in concert with community expectations for quality. (Policy 2.7)

Parks and Recreation Element

- Incorporate a diversity of public art expressions within parks and open space that reflect the multicultural influences, historical diversity, and heritage of El Monte. (Policy 1.9)
- Seek to restore and protect native habitat and landscaping that sustains plants and wildlife species along the banks of rivers, lakes, and washes in the Emerald Necklace. (Policy 3.4)
- Place green infrastructure along freeways, utility corridors, major roadways, public rights-of-way, near schools, in neighborhoods, and along the Emerald Necklace. (Policy 4.1)
- Create green infrastructure along residential streets and arterials that link residents to schools, parks, neighborhoods, the downtown, and other destinations. (Policy 4.2)
- Create linear parks along the Emerald Necklace and its tributaries through the acquisition, improvement, conversion, and restoration of land along the rivers and washes. (Policy 4.3)
- Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and the community forest. (Policy 4.4)
- Support the enhancement and restoration of the six washes and two natural creeks that flow into the Emerald Necklace with linear parks, trails, and green infrastructure. (Policy 5.3)

Economic Development Element

- Create an attractive downtown business environment by implementing the land use, design, and environmental strategic actions set forth in the Land Use, Community Design, Housing, and Parks/Recreation Elements.
 - For the Valley Mall, create a welcoming social environment with public spaces, outdoor cafes, generous placement of street furniture, and special events.
 - Link together the Civic Center, Cultural Center, and Downtown Residential subdistricts with the retail centers to leverage purchasing power of residents and workforce.
 - Introduce mixed-use housing to generate both daytime and nighttime spending supportive of retail. (Policy 5.3)



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- Make infrastructure, streetscape, design, and parks improvements to Flair Park, as specified in the Land Use, Community Design, and Parks and Recreation Elements, to support business reasons for locating and expanding in El Monte. (Policy 6.5)
- Make needed infrastructure, streetscape, design, parks, and recreational improvements to the Auto District specified in the Land Use and Community Design Elements to support business reasons for locating and expanding in El Monte. (Policy 8.5)

5.1.5 Existing Regulations and Standard Conditions

Local

City of El Monte Municipal Code

Section 17.68.040(H), Site Development Standards, Exterior Lighting. All exterior lighting shall be so arranged and shielded as to prevent any glare or reflection upon and of any kind with adjoining streets or properties.

Section 17.68.060(C), Signs and Displays, Sign Lighting. Unless otherwise approved by the Planning Commission, all lighted signs shall be internally illuminated and shall cause no glare or reflection or light on other properties or buildings.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.1-1, 5.1-2, and 5.1-3.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

No significant impacts have been identified, and no mitigation is required.

5.2 AIR QUALITY

This section of the El Monte General Plan Update Draft EIR (DEIR) evaluates the potential for the General Plan Update to impact air quality in the local and regional context. The analysis is based on land uses associated with buildout of the proposed land uses plan for year post-2035 (see Tables 3-3 and 3-4). Air quality emissions modeling was conducted using the URBEMIS2007 computer model. The air quality modeling data sheets used in this analysis are included as Appendix D.

5.2.1 Environmental Setting

South Coast Air Basin

The project site lies within the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. The air basin is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds.

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the site is the San Gabriel Fire Department Monitoring Station. The average low is reported at 41.8°F in January while the average high is 89.7°F in August (WRCC 2010).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 17.25 inches per year in the project area, as measured in San Gabriel (WRCC 2010).

Humidity

Although the SoCAB has a semiarid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the ocean effect is dominant. Periods of heavy fog, especially along the coastline, are frequent; low stratus clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB.

Wind

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and



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fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the “mixing height.” The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area.

Air Pollutants of Concern

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO_x, PM₁₀, and PM_{2.5} are criteria pollutants. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide (CO₂), a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global climate change. Greenhouse gas (GHG) emissions that affect global climate change, including CO₂, methane (CH₄), nitrous oxide (N₂O), and fluorinated gases, are discussed in Section 5.5, *Greenhouse Gases*.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005). The SoCAB is designated under the California and national ambient air quality standards (AAQS) as attainment for CO.

Nitrogen Dioxide (NO₂) is a byproduct of fuel combustion and contributes to the formation of O₃, PM₁₀, and PM_{2.5}. The principle form of NO₂ produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called nitrogen oxides (NO_x). Thus, NO_x is both a

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primary and secondary air pollutant. NO_x absorbs blue light and reflects brown/red light; the results are a brownish-red cast to the atmosphere and reduced visibility. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO . At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm) (SCAQMD 2005). The SoCAB is designated as an attainment area for NO_x under the national AAQS and nonattainment under the California AAQS (March 25, 2010).

Ozone (O_3) is commonly referred to as “smog” and is a gas that is formed when volatile organic compounds (VOCs) and NO_x , both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for the formation of this pollutant. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also act as a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005). The SoCAB is designated as extreme nonattainment under the California 1-hour and 8-hour AAQS and Extreme nonattainment under the National 8-hour AAQS.

Volatile organic compounds (VOCs), also known as reactive organic gases are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are also released from the out-gassing of paints and surface coatings such as asphalt. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to form secondary air pollutants, including O_3 . There are no AAQS established for VOCs. However, because they contribute to the formation of O_3 , the SCAQMD has established a significance threshold for this pollutant. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone (SCAQMD 2005).



Particulate Matter (PM_{10} and $\text{PM}_{2.5}$) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Coarse particles (all particles less than or equal to 10 micrometers in diameter, or PM_{10}) are derived from a variety of sources, including windblown dust and construction activities. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily responsible for fine particles (less than 2.5 microns in diameter, or $\text{PM}_{2.5}$). Fine particles can also be formed in the atmosphere through chemical reactions. Particulate matter of 10 microns or smaller pose a health concern because they can accumulate in the respiratory system and aggravate health problems such as asthma. The EPA’s scientific review concluded that $\text{PM}_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. Diesel particulates (DPM) are also classified by the California Air Resources Board (CARB) as a carcinogen. The SoCAB is a nonattainment area for the California and national AAQS for $\text{PM}_{2.5}$ and designated as attainment/maintenance under the national AAQS for PM_{10} (March 25, 2010) and nonattainment under the California AAQS for PM_{10} .

Sulfur dioxide (SO_2) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfates (SO_4). Together, these pollutants are referred to as sulfur oxides (SO_x). Thus, SO_2 is both a primary and secondary criteria air

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pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. A primary source of SO₂ emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO₂ (SCAQMD 2005). The SoCAB is designated as attainment under the California and national AAQS.

Lead (Pb). Lead is a primary criteria air pollutant. Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded the state or federal air quality standards at any regular monitoring station since 1982 due to the phase out of leaded fuels. Consequently, the SoCAB has been designated as attainment under the California and national AAQS (SCAQMD 2005). However, the Los Angeles County portion is designated as nonattainment under the California AAQS (March 25, 2010), because of large industrial emitters.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant (HAP) pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States code Section 7412[b]) is a toxic air contaminant. Under state law, the California EPA, acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. CARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust

particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, the South Coast Air Quality Management District (SCAQMD) conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to their study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008).

Regulatory Framework

Development of the El Monte General Plan Update has the potential to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, it falls under the ambient air quality standards promulgated at the local, state, and federal levels. The project site is in the SoCAB and is subject to the rules and regulations imposed by the SCAQMD. However, the SCAQMD reports to CARB, and all criteria emissions are also governed by the California AAQS as well as the National AAQS. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the project are summarized below.

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act Amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting national AAQS and the Prevention of Significant Deterioration program. The 1990 Amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the national AAQS and are based on even greater health and welfare concerns.

These national AAQS and California AAQS standards are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both the State of California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.2-1, these pollutants include O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.



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**Table 5.2-1
Ambient Air Quality Standards for Criteria Pollutants**

<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>Federal Primary Standard</i>	<i>Major Pollutant Sources</i>
Ozone (O ₃)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Average	*	0.03 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	*	
	24 hours	0.04 ppm	0.14 ppm	
Suspended Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Suspended Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	
Lead (Pb)	Monthly	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 µg/m ³	
	3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄)	24 hours	25 µg/m ³	*	Industrial processes.

Source: CARB 2010

ppm: parts per million; µg/m³: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

Air Quality Management Planning

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SoCAB. Since 1979, a number of AQMPs have been prepared.

The most recent adopted comprehensive plan is the 2007 AQMP, which was adopted on June 1, 2007, and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP proposes attainment demonstration of the federal PM_{2.5} standards through a more focused control of SO_x, directly emitted PM_{2.5}, and focused control of NO_x and VOC by 2015. The eight-hour ozone control strategy builds

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upon the PM_{2.5} strategy, augmented with additional NO_x and VOC reductions to meet the standard by 2024, assuming a bump-up (i.e., extended attainment date) is obtained.

The AQMP provides local guidance for the State Implementation Plan, which provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Severity classifications for ozone nonattainment range in magnitude: marginal, moderate, serious, severe, and extreme. The attainment status for the SoCAB is included in Table 5.2-2. The SoCAB is also designated as attainment of the California AAQS for SO₂, lead, and sulfates. According to the 2007 AQMP, the SoCAB will have to meet the new federal PM_{2.5} standards by 2015 and the 8-hour ozone standard by 2024, and will most likely have to achieve the recently revised 24-hour PM_{2.5} standard by 2020. The SCAQMD designated the SoCAB as nonattainment for NO₂ (entire basin) and lead (Los Angeles County only) under the California AAQS and attainment/maintenance for PM₁₀ under the national AAQS (March 25, 2010).

**Table 5.2-2
Attainment Status of Criteria Pollutants in the South Coast Air Basin**

<i>Pollutant</i>	<i>State</i>	<i>Federal</i>
Ozone – 1-hour	Extreme Nonattainment	Extreme Nonattainment ¹
Ozone – 8-hour	Extreme Nonattainment	Severe-17 Nonattainment ²
PM ₁₀	Serious Nonattainment	Attainment/Maintenance ³
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment ⁴
NO ₂	Nonattainment ⁵	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Nonattainment ⁶	Attainment ⁶
All others	Attainment/Unclassified	Attainment/Unclassified

Source: California Air Resource Board, based on 2004 State Area Designations and National Area Designations current as of July 2007.

¹ Under prior standard.

² May petition for Extreme.

³ Annual Standard Revoked September 2006. CARB approved SCAQMD's redesignation request for the SoCAB on March 25, 2010.

⁴ The USEPA granted the request to redesignate the SoCAB from nonattainment to attainment for the CO National AAQS on May 11, 2007 (Federal Register Volume 71, No. 91), which became effective as of June 11, 2007.

⁵ The state NO₂ standard was strengthened in 2007 from 0.25 ppm to 0.18 ppm. Under the revised standards, the entire SoCAB was designated as nonattainment on March 25, 2010. In addition, the EPA adopted a new 1-hour NO_x standard of 0.100 ppm on January 22, 2010.

⁶ The Los Angeles portion of the SoCAB was designated as nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are proposed as unclassified (March 25, 2010).



Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and project area are best documented by measurements made by SCAQMD. The project site is located at the boundaries between Source Receptor Areas (SRA) 9 – East San Gabriel (San Gabriel Valley). The air quality monitoring station closest to the project is the Azusa Monitoring Station. However, this station does not monitor SO_x. Consequently, data was obtained from the Los Angeles North Main Street Monitoring Station for this criteria pollutant. Data from these stations are summarized in Table 5.2-3. The data show that the area occasionally exceeds the state and federal one-hour and eight-hour O₃ standards. The data also indicate that the area regularly exceeds the state PM₁₀ and federal PM_{2.5} standards. The federal PM₁₀ has only been violated once in the last five years at this monitoring station due to an exceptional event. The CO, SO₂, or NO₂ standard have not been violated in the last five years at this station.

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**Table 5.2-3
Ambient Air Quality Monitoring Summary**

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2004	2005	2006	2007	2008
Ozone (O₃)¹					
State 1-Hour \geq 0.09 ppm	28	20	23	22	34
State 8-hour \geq 0.07 ppm	35	22	24	28	39
Federal 8-Hour $>$ 0.075 ² ppm	22	14	17	20	28
Max. 1-Hour Conc. (ppm)	0.134	0.145	0.165	0.158	0.135
Max. 8-Hour Conc. (ppm)	0.105	0.122	0.121	0.114	0.111
Carbon Monoxide (CO)¹					
State 8-Hour $>$ 9.0 ppm	0	0	0	0	0
Federal 8-Hour \geq 9.0 ppm	0	0	0	0	0
Max. 8-Hour Conc. (ppm)	1.95	1.70	1.70	1.81	1.54
Nitrogen Dioxide (NO₂)¹					
State 1-Hour \geq 0.18 ⁴ ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.104	0.093	0.108	0.102	0.101
Sulfur Dioxide (SO₂)³					
State 1-Hour \geq 0.04 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.015	0.010	0.006	0.005	0.003
Coarse Particulates (PM₁₀)¹					
State 24-Hour $>$ 50 $\mu\text{g}/\text{m}^3$	7	10	7	11	12
Federal 24-Hour $>$ 150 $\mu\text{g}/\text{m}^3$	0	0	0	1	0
Max. 24-Hour Conc. ($\mu\text{g}/\text{m}^3$)	83.0	76.0	81.0	165.0 ⁵	98.0
Fine Particulates (PM_{2.5})¹					
Federal 24-Hour $>$ 35 ^{6,7} $\mu\text{g}/\text{m}^3$	23	18	8	19	5
Max. 24-Hour Conc. ($\mu\text{g}/\text{m}^3$)	75.6	132.6	52.7	63.8	53.0

Source: CARB 2010.

ppm: parts per million; $\mu\text{g}/\text{m}^3$: or micrograms per cubic meter.

¹ Data obtained from the Azusa Monitoring Station.

² The USEPA recently revised the 8-hour O₃ standard from 0.08 ppm to 0.075 ppm, effective May 2008.

³ Data obtained from the Los Angeles – North Main Street Monitoring Station.

⁴ The NO_x standard was amended on February 22, 2007, to lower the 1-hr standard to 0.18 ppm. In addition, the EPA adopted a new 1-hour standard of 0.100 ppm on January 22, 2010.

⁵ Included data related to an exceptional event (such as a wildfire).

⁶ Percentage of samples exceeding standard.

⁷ The EPA revised the 24-hour PM_{2.5} standard from 65 $\mu\text{g}/\text{m}^3$ to 35 $\mu\text{g}/\text{m}^3$; this standard did not take effect until December 2006.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short

and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines a project would normally have a significant effect on the environment if the project would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- AQ-4 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-6 Create objectionable odors affecting a substantial number of people.

South Coast Air Quality Management District Thresholds

Regional Significance Thresholds

CEQA allows for the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. The SCAQMD has established thresholds of significance for air quality for construction activities and project operation, as shown in Table 5.2-4:



**Table 5.2-4
SCAQMD Regional Significance Thresholds**

<i>Air Pollutant</i>	<i>Construction Phase</i>	<i>Operational Phase</i>
Volatile Organic Compounds (VOC)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SO _x)	150 lbs/day	150 lbs/day
Particulates (PM ₁₀)	150 lbs/day	150 lbs/day
Fine particulates (PM _{2.5})	55 lbs/day	55 lbs/day

Source: SCAQMD 2007.

CO Hotspot Thresholds

Localized CO impacts are determined based on the presence of congested intersections. The significance of localized project impacts depends on whether the project would cause substantial concentrations of CO. A project is considered to have a significant impact if project-related mobile-source emissions result in an exceedance the California one-hour and eight-hour CO standards, which are:

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- 1 hour = 20 parts per million
- 8 hour = 9 parts per million

Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at a project site (offsite mobile-source emissions are not included in the LST analysis). LSTs are the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS. LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. LST analyses are applicable for all projects of five acres and less. Projects larger than five acres can determine the localized significance for construction by performing dispersion modeling using the thresholds in Table 5.2-5. However, pursuant to SCAQMD methodology, a LST analysis is not applicable at the General Plan level. The list in the table is provided for reference for subsequent projects within the City of El Monte.

Table 5.2-5
SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (California AAQS)	20 ppm
8-Hour CO Standard (California AAQS)	9.0 ppm
1-Hour NO ₂ Standard (California AAQS) ¹	0.100 ppm
24-Hour PM ₁₀ Standard (SCAQMD) ²	10.4 µg/m ³
24-Hour PM ₁₀ Standard (SCAQMD) ²	2.5 µg/m ³

Notes: ppm – parts per million; µg/m³ – micrograms per cubic meter

¹ Updated based on the new California AAQS.

² Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM₁₀ and PM_{2.5}, the threshold is established as an “allowable change” in concentration. Therefore, background concentration is irrelevant.

5.2.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.2-1: BUILDOUT OF THE CITY OF EL MONTE GENERAL PLAN UPDATE WOULD POTENTIALLY CONFLICT WITH SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT’S AIR QUALITY MANAGEMENT PLAN. [THRESHOLD AQ-1]

Impact Analysis: CEQA requires that general plans be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals contained in the AQMP. Only new or amended general plan elements, specific plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local General Plan are considered consistent with the air quality-related regional plan. There are two key indicators of consistency:

Indicator 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the AAQS or interim emission reductions in the AQMP.

Indicator 2: Whether the project would exceed the assumptions in the AQMP. The AQMP strategy is, in part, based on projections from local general plans.

Indicator 1

The SoCAB is designated as nonattainment for O₃ and PM_{2.5} under the California and national AAQS, and nonattainment for PM₁₀, NO_x, and lead (Los Angeles County only) under the California AAQS. Because the project involves long-term growth associated with buildout of the City of El Monte, cumulative emissions generated by construction and operation of individual projects could potentially exceed the SCAQMD regional and localized thresholds (see Impact 5.2-2 and Impact 5.2-3). Consequently, emissions generated by development projects in addition to existing sources within the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the El Monte General Plan Update would therefore contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout of the Proposed Land Use Plan would result in a significant air quality impact. The project would not be consistent with the AQMP under the first indicator.

Indicator 2

The land use designations of the General Plan provides, in part, the foundation for the emissions inventory of the SoCAB in the AQMP. The AQMP is based on projections in population, employment, and vehicle miles traveled (VMT) in the SoCAB region projected by SCAG. The El Monte General Plan Update would generate slightly less growth in population (approximately 1.3 percent more) and significantly more employment (approximately 52 percent more) than SCAG projections (see Section 5.10, *Population and Housing*). It should be noted that the growth projected by SCAG is based on demographic trends in the region, whereas growth projections of the El Monte General Plan Update assume full buildout of the City in approximately 20–25 years, since there is no schedule for when this development would occur (see Section 5.10, *Population and Housing*). As a result, the growth projections that are based on SCAG's Regional Transportation Plan and the associated emissions inventory in SCAQMD's AQMP do not include the additional growth forecast in the El Monte General Plan Update. Consequently, the 2007 AQMP does not consider emissions associated with the El Monte General Plan Update. Once the El Monte General Plan Update is adopted and the AQMP is revised, SCAG and SCAQMD will incorporate the growth projections associated with buildout of the Proposed Land Use Plan in their regional planning projections, and the El Monte General Plan Update would be consistent with the AQMP. However, since full buildout associated with the El Monte General Plan Update is not currently included in the emissions inventory for the SoCAB, impacts associated with the second indicator are also considered significant.

Summary

As described above, the project would not be consistent with the AQMP because air pollutant emissions associated with buildout of the City of El Monte would cumulatively contribute to the nonattainment designations in the SoCAB. Furthermore, buildout of the Proposed Land Use Plan would exceed current estimates of population, employment, and VMT for El Monte and therefore these emissions are not included in the current regional emissions inventory for the SoCAB. Therefore the project would be considered inconsistent with the AQMP, resulting in a significant impact.



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IMPACT 5.2-2: CONSTRUCTION ACTIVITIES ASSOCIATED WITH BUILDOUT OF THE EL MONTE GENERAL PLAN UPDATE WOULD GENERATE SHORT-TERM EMISSIONS THAT EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S REGIONAL SIGNIFICANCE THRESHOLDS FOR VOC, CO, NO_x, PM₁₀, AND PM_{2.5}; CUMULATIVELY CONTRIBUTE TO THE SOUTH COAST AIR BASIN'S NONATTAINMENT DESIGNATIONS FOR O₃, NO_x, PM₁₀, AND PM_{2.5}; AND POTENTIALLY ELEVATE CONCENTRATIONS OF AIR POLLUTANTS AT SENSITIVE RECEPTORS. [THRESHOLDS AQ-2, AQ-3, AND AQ-4]

Impact Analysis: Construction activities associated with buildout of the proposed land use plan would occur over the buildout horizon of the El Monte General Plan Update, which would cause short-term emissions of criteria air pollutants. The primary source of NO_x, CO, and SO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM₁₀ and PM_{2.5}) emissions include activities that disturb the soil, such as grading and excavation, and building demolition. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included in Section 5.2-1, *Air Pollutants of Concern*.

Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed land use plan, emissions would likely exceed the SCAQMD regional significance thresholds. In accordance with the SCAQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB. The SoCAB is designated as nonattainment for O₃ and PM_{2.5} under the California and National AAQS, and nonattainment for PM₁₀, NO_x, and lead (Los Angeles County only) under the California AAQS. Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Therefore, the project would cumulatively contribute to the nonattainment designations of the SoCAB for O₃, NO_x, and particulate matter (PM₁₀ and PM_{2.5}). Air quality emissions related to construction must be addressed on a project-by-project basis. For this broad-based General Plan, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of SCAQMD's short-term regional or localized construction emissions thresholds. Nevertheless, the likely scale and extent of construction activities pursuant to the El Monte General Plan Update would likely continue to exceed the relevant SCAQMD thresholds for at least some projects. Consequently, construction-related air quality impacts associated with development of the proposed land use plan are deemed to be significant.

IMPACT 5.2-3: BUILDOUT OF THE EL MONTE GENERAL PLAN UPDATE WOULD GENERATE LONG-TERM EMISSIONS THAT EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S REGIONAL SIGNIFICANCE THRESHOLDS FOR VOC, CO, NO_x, PM₁₀, AND PM_{2.5}, AND CUMULATIVELY CONTRIBUTE TO THE SOUTH COAST AIR BASIN'S NONATTAINMENT DESIGNATIONS FOR O₃, NO_x, PM₁₀, AND PM_{2.5}. [THRESHOLDS AQ-2 AND AQ-3]

Impact Analysis: The El Monte General Plan Update guides growth and development within the City of El Monte by designating land uses in the proposed land use plan and through implementation of the goals and policies of the General Plan. With growth in population, employment, and housing associated with development of the El Monte General Plan comes additional emissions generated by stationary and vehicular sources. These emissions contribute to the overall emissions inventory in the SoCAB. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included in section 5.2-1, *Air Pollutants of Concern*. The proposed land use plan would intensify existing land uses in the

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City. Upon buildout of the proposed General Plan Update, the City of El Monte would be comprised of the land uses shown previously in Table 3-3 and Table 3-4.

City of El Monte Emissions Inventory

The increase in air pollutant emissions associated with buildout of the proposed land use plan was estimated using the UBEMIS2007 emissions inventory model. The increase is based on the difference between existing land uses (see Table 3-1 and Table 3-2) and land uses associated with buildout of the proposed General Plan Update (see Table 3-3 and Table 3-4). While buildout would ultimately be market driven, for modeling purposes this analysis is based on the assumption that all uses are on the ground by the year 2035.

Emissions within the City of El Monte include local and regional vehicle emissions, and stationary-source emissions from the use of natural gas, landscape maintenance equipment, fireplaces, and consumer products such as aerosol sprays. Various industrial and commercial processes (e.g., dry cleaning) allowed under the El Monte General Plan Update would also be expected to release emissions, some of which could be hazardous. Those emissions would be controlled at the local and regional level through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SCAQMD Rule 1401. Because the nature of those emissions cannot be determined at this time and are subject to further regulation and permitting, they will not be addressed further in this analysis. Area source and transportation emissions were estimated using the URBEMIS2007 computer model. Table 5.2-6 and Table 5.2-7 compare the increase in the emissions inventory for the City of El Monte to the SCAQMD regional emissions thresholds for summer and winter, respectively. It should be noted that the SCAQMD regional emissions thresholds were designed for individual projects.



**Table 5.2-6
City of El Monte Regional Emissions Inventory - Summer
(in pounds per day)**

<i>Inventory</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO₂</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Existing Land Uses (Tables 3-1 and 3-2)						
Area Sources	1,781	451	760	0	2	2
Transportation	5,980	7,345	65,295	60	9,716	1,899
Existing Land Uses Total	7,761	7,796	66,055	60	9,718	1,901
General Plan Update (Tables 3-3 and 3-4)						
Area Sources	2,155	606	877	0	3	3
Transportation	8,088	9,919	88,194	81	13,120	2,564
General Plan Update Total	10,243	10,525	89,071	81	13,123	2,567
Increase in Emissions	2,481	2,729	23,017	21	3,404	666
SCAQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	Yes	Yes	Yes	No	Yes	Yes

Source: URBEMIS2007, Version 9.2.4 for area sources and EMFAC2007 for transportation sources based on 2009 emission rates.

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**Table 5.2-7
City of El Monte Regional Emissions Inventory - Winter
(in pounds per day)**

<i>Inventory</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO₂</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Existing Land Uses (Tables 3-1 and 3-2)						
Area Sources ¹	19,224	692	19,591	31	2,654	2,554
Transportation	6,714	8,842	63,739	50	9,716	1,899
Existing Land Uses Total	25,937	9,534	83,330	81	12,370	4,453
General Plan Update (Tables 3-3 and 3-4)						
Area Sources ¹	22,992	893	23,447	37	3,168	3,049
Transportation	9,083	11,940	86,074	67	13,120	2,564
General Plan Update Total	32,075	12,833	109,521	104	16,288	5,613
Increase in Emissions	6,138	3,300	26,191	23	3,918	1,160
SCAQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	Yes	Yes	Yes	No	Yes	Yes

Source: URBEMIS2007, Version 9.2.4 for area sources and EMFAC2007 for transportation sources based on 2009 emission rates.

¹ Does not include emissions reduction associated with SCAQMD Rule 445, Wood Burning Devices, which prohibit installation of wood-burning stoves and/or fireplaces in new development.

As shown in Tables 5.2-6 and 5.2-7, buildout of the proposed land use plan would generate long-term emissions that exceed the daily SCAQMD thresholds for all criteria pollutants except SO₂. Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Consequently, emissions of VOC and NO_x that exceed the SCAQMD regional significance thresholds would contribute to the O₃ and NO_x nonattainment designations of the SoCAB, while emissions of NO_x, PM₁₀, and PM_{2.5} that exceed the SCAQMD regional significance thresholds would contribute to the particulate matter (PM₁₀ and PM_{2.5}) nonattainment designation of the SoCAB. Consequently, operational air quality impacts associated with buildout of the City of El Monte General Plan Update are significant.

IMPACT 5.2-4: INCREASED TRAFFIC CONGESTION IN THE CITY OF EL MONTE AT BUILDOUT OF THE PROPOSED LAND USE PLAN WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. [THRESHOLD AQ-4]

Impact Analysis: The project would expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike the mass (weight) of operational emissions shown in Tables 5.2-6 and 5.2-7 (pounds per day), localized concentrations refer to the amount of pollutant in a volume of air (ppm or µg/m³) and can be correlated to potential health effects.

Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Note that the federal levels are based on one- and eight-hour standards of 35 and 9 ppm, respectively. Thus, an exceedance condition would occur based on the state standards before the federal standards.

Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) E or worse without improvements (Caltrans 1997).

However, the SoCAB has been designated as attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2009). As this is physically impossible, due to the constraints at any intersection, buildout of the General Plan would not have the potential to substantially increase CO hotspots at intersections within the City. Consequently, sensitive receptors in the area would not be significantly adversely affected by CO emissions generated at buildout of the Proposed Land Use Plan. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

IMPACT 5.2-5: APPROVAL OF RESIDENTIAL AND OTHER SENSITIVE LAND USES WITHIN PROXIMITY TO INTERSTATE 10 AND OTHER MAJOR STATIONARY SOURCES WOULD RESULT IN EXPOSURE OF PERSONS TO SUBSTANTIAL CONCENTRATIONS OF DIESEL PARTICULATE MATTER OR OTHER TOXIC AIR CONTAMINANTS. [THRESHOLD AQ-4]

Impact Analysis: Because placement of sensitive land uses falls outside CARB jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* in May 2005 to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. However, CARB has not made recommendations on the siting of sensitive land uses near an airport, such as the El Monte Airport, because air pollutant emissions sources from these types of facilities are complex.

CARB's recommendations on the siting of new sensitive land uses were developed from a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. Not surprisingly, the key observation in these studies is that close proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: diesel PM from trucks, and benzene and 1,3 butadiene from passenger vehicles. On a typical urban freeway (truck traffic of 10,000 to 20,000/day), diesel PM makes up approximately 84 percent of the potential cancer risk from the vehicle traffic. Table 5.2-8 shows a summary of CARB recommendations for siting new sensitive land uses within the vicinity of air-pollutant-generating sources. Recommendations in Table 5.2-8 are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.



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**Table 5.2-8
CARB Recommendations for Siting New Sensitive Land Uses**

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	<ul style="list-style-type: none"> • Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

New development surrounding the I-10 in accordance with the El Monte General Plan Update has the potential to expose sensitive receptors to substantial pollutant concentrations from diesel exhaust. While much of the freeway corridor has been developed, the El Monte General Plan update would potentially intensify uses surrounding the freeway and the El Monte Transit Center at buildout. The association of truck-related diesel emissions with adverse health effects is generally strongest between 300 and 1,000 feet, and diminishes further with distance. The impact of traffic emissions is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. CARB recommends avoiding siting new sensitive land uses within “500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.” As roadway volumes on I-10 would have greater than 100,000 vehicles per day, buildout of the proposed General Plan Update has the potential to expose sensitive receptors to substantial concentrations of air pollutant emissions if constructed within 500 feet of this freeway. In addition, Table 5.2-8 lists other air-pollutant-generating sources that can affect localized air quality. If new sensitive development, consistent with the El Monte General Plan Update, were placed in the vicinity of any of these sources, then sensitive receptors may be exposed to significant concentrations of air pollutants. For example, the northwestern portion of the City includes several warehousing and light industrial land uses that could generate toxic air contaminants.

SCAQMD’s Multiple Airborne Toxic Exposure Study (MATES) III shows that average health risk from all sources in the SoCAB in the City ranges from 932 to 1,373 in a million (SCAQMD 2008a). In accordance with

CEQA, new development would be required to assess the localized air quality impacts from placement of new sensitive uses within the vicinity of sources. Installation of high-efficiency filtration systems (i.e., Minimum Efficiency Reporting Value) can reduce concentrations of particulate matter in interior living spaces of sensitive development adjacent to the freeways. It is the policy of the City of El Monte to minimize impacts between land uses by providing buffers or mitigation to reduce impacts (Policy PHS-3.1) However, outdoor areas within 500 feet of the freeway or within 1,000 feet of distribution centers with 100 trucks per day (or more than 300 hours per week of transport refrigeration unit operation) would be exposed to elevated levels of diesel particulates that would be unmitigated. Placement of sensitive uses near major pollutant sources would result in significant air quality impacts from the exposure of persons to substantial pollutant concentrations.

IMPACT 5.2-6: BUILDOUT OF THE GENERAL PLAN WOULD NOT EXPOSE RESIDENTS TO OBJECTIONABLE ODORS. [THRESHOLD AQ-5]

Impact Analysis: Construction activity would require the operation of equipment that may generate exhaust from either gasoline or diesel fuel. Construction and development would also require the application of paints and the paving of roads, which could generate odors from materials such as paints and asphalt. As these odors are shortterm in nature and quickly disperse into the atmosphere, this is not considered significant.

Future residential and commercial development would involve minor odor-generating activities, such as backyard barbecue smoke, lawn mower exhaust, application of exterior paints for home improvement, cooking odors (e.g., restaurant exhaust vents), paint odors from auto body shops, etc. These types and concentrations of odors are typical of residential communities and are not considered to result in a public nuisance. Individual projects, including commercial, industrial, and residential projects, associated with the El Monte General Plan Update are also required to comply with SCAQMD Rule 402 to prevent occurrence of public nuisances. As a result, project-related odors are required to avoid the creation of a public nuisance. Odorous emissions attributable to the proposed project are not considered a significant adverse impact to air quality.



5.2.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to air quality include:

Community Design Element

Commercial Streetscapes

- Roadway Capacity. Ensure that roadways are appropriately sized with adequate traffic management devices to allow for the smooth and safe flow of traffic consistent with the function and performance standards set forth by the Circulation Element. (Policy CD-2.4)
- Corridor Driveways. Consolidate driveways and access points, wherever feasible, along commercial corridors to improve traffic flow, and safety of user, and allow for coordinated improvements to the streetscape. (Policy CD-2.5)
- Pedestrian Design. Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment. (Policy CD-2.6)

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- Corridor Function. Support the functional classification of roadways as identified in the Circulation Element by requiring appropriate design treatments for each classification. (Policy CD-2.7)

Architectural Quality

- Sustainability. Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc. (Policy CD-4.5)

Downtown El Monte

- Linkages. Establish a stronger link between the cultural center, Valley Mall, transit district, civic center, and surrounding neighborhoods of the El Monte downtown by incorporating unifying streetscape improvements along key roadways, an interconnected and coordinated system of walkways, and improvements to the Emerald Necklace of trails. (Policy CD-5.6)
- Pedestrian Plan. Create a downtown pedestrian master plan, as specified in the Circulation Element, that is designed to improve the walking experience of pedestrians, shoppers, and residents. The plan should provide well-defined pathways with ample pedestrian amenities and wayfaring signage to encourage walking. (Policy CD-5.9)
- Mixed-Use Projects. Pursuant to a Downtown Specific Plan, require that mixed-use projects convey a high level of architectural, design, and landscape quality as follows: (Policy CD-5.10)
 - Design and incorporation of elements to avoid conflicts among functions, such as noise and lighting.
 - Visual and physical integration and coherency of the commercial and residential uses in the project.
 - Architectural treatment of building elevations and visible sides of structures, and modulation of their massing.
 - Incorporation of separate and well-defined entries for commercial uses and residential units.
 - Design of parking areas and facilities to be placed behind the structures and integrated with the building use.
 - Incorporation of extensive landscaping, where feasible, to soften hardscape and present a domestic living environment.
 - Incorporate different architectural styles, variety of rooflines, wall articulation, balconies, window treatments, and varied colors and quality materials on all elevations

Flair Business Park

- Emerald Necklace. Improve the riverfront experience along the Rio Hondo River through the installation of Emerald Necklace projects. Include the following improvements according to the Emerald Necklace Vision Plan: (Policy CD-6.9)

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- Linear park and trails along the river
 - Miniparks at key locations along the river
 - Trees and native habitat planted along the way
 - Cultural and historical references
 - Bicycle paths and multiuse trails
- **Public Parks.** Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statutes, and other features; link the public parks across Telstar or major streets through a series of landscaped paths that allow for pedestrian movement. (Policy CD-6.10)
 - **Linkages.** Establish a stronger link between the various districts within Flair Park by visually denoting Telstar Avenue as the major spine and incorporating unifying streetscape improvements along Flair Drive, Rio Hondo Avenue, Aerojet Avenue, and Fletcher Avenue. (Policy CD-6.12)
 - **Pedestrian Path System.** Create a coordinated system of paths that weave through each district and connect districts separated by internal streets according to the following principles: (Policy CD-6.15)
 - Line paths with public art, small seating areas, street furniture, and pedestrian-scaled lamps that lend an air of informality.
 - Paths should be a combination of linear and nonlinear configurations, lending visual interest for the pedestrian.
 - Paths should link to major plazas and gathering places; avoid creating paths that simply follow building property lines.
 - Include pavement colorings, treatments, and detailed materials (not undifferentiated concrete) that lend a domestic quality while still clearly demarcating a Class A office park.
 - Include pedestrian-scaled monument signage and wayfaring of quality materials and finish that withstand weather.



Northwest Industrial District

- **Linkages.** Establish a stronger visual link between the Northwest District, the Downtown, and Flair Park by visually denoting and improving Baldwin Avenue, Valley Boulevard, and Lower Azusa Road with unifying streetscape elements. (Policy CD-7.8)
- **Buffering.** Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district. (Policy CD-7.9)
- **Operational Impacts.** Promote a clean industrial park image and reduce the impact of uses on neighboring properties or residences by adhering to the following considerations: (Policy CD-7.15)
 - Screen parking, storage, and service areas from public view with landscaped walls, berms, and appropriate landscaping.

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- Underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.
- Reduce the impact of industrial uses on adjacent properties with walls and landscaping, locating service, delivery, and loading areas far from adjacent uses and public streets.
- Require mitigation of noise, odor, lighting, and other impacts from affecting adjacent residential neighborhoods.
- Sustainability. Require that industrial development minimize consumption of and sustain scarce environmental resources through site design, building orientation, landscaping, use of recycled water for irrigation, water efficiency, building design and materials, and best management practices for drainage. (Policy CD-7.16)

Community Retail Centers

- Pedestrian Features. Encourage pedestrian-scale features in commercial centers, such as shaded sitting areas, fountains, arcades, canopies, and awnings, customized signage, and strategically located secondary entrances. (Policy CD-8.3)

Neighborhood Design Features

- Streetscapes. Connect residences, schools, parks, and activity centers, with streets that accommodate a range of uses, including autos, pedestrians, and bicyclists. Streetscapes should incorporate the following design features: (Policy CD-9.5)
 - Landscaped parkways or medians where adequate right-of-way exists for canopy street trees, grass landscape, and shrubs to provide shade and a pleasant walking experience.
 - Continuous sidewalks of sufficient width to accommodate seniors, people with disabilities, and families with children.
 - Pedestrian-level and human-scaled amenities, including benches, lighting, signage, etc.
 - Consider traffic-calming measures such as the actual or visual narrowing of streets through widened parkways, canopy trees, and bulb-out curbs at key intersections.
 - Bicycle lanes equipped with large enough right-of-way to provide a safety buffer for bicyclists.

Land Use Element

Land Use Compatibility

- Code Compliance. Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures. (Policy LU-1.1)

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- Mitigation. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control. (Policy LU-1.2)
- Heavy Industry. Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards. (Policy LU-1.4)

Distinct and Identifiable Places

- Green Infrastructure. Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte. (Policy LU-3.3)

Balance of Land Uses

- Transportation. Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits. (Policy LU-4.7)

Downtown El Monte

- Land Use Mix. Accommodate retail commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan's designations and subdistrict boundaries as may be more defined by a specific plan. (Policy LU-5.1)
- Transit Village. Facilitate transit-oriented developments with a range of residential, commercial, hotel, and recreational uses in the downtown that serve as destination points for the region and catalyst for the revitalization of and investment in downtown. (Policy LU-5.2)
- Housing. Facilitate development of mixed/multiuse housing, including transit-oriented development that provides housing options for persons of all ages and income levels that enhances the customer base for downtown business and activities. (Policy LU-5.3)
- Road Reconfigurations. Support the installation of roundabouts, reduced road widths, and pedestrian improvements in the downtown pursuant to a feasibility study of Special Study Area 2 consistent with recommendations in the Circulation Element. (Policy LU-5.5)
- Circulation Improvements. Consider creating a secondary access roadway through the downtown and across the river by extending Ramona Boulevard or another arterial in concert with implementation programs set forth in the Circulation Element. (Policy LU-5.6)
- Emerald Necklace. Improve the Rio Hondo River, consistent with the Emerald Necklace Vision Plan, with linear parks, gateways, and walkways in downtown to create a vibrant and well-traveled path and riverfront experience. (Policy LU-5.11)
- Pedestrian Plan. Create a pedestrian mobility plan for the downtown that creates a well-defined system of paths to allow people to move easily without a car. (Policy LU-5.12)



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- Building Improvement. Support ongoing improvement of commercial and residential properties in downtown through programs of financial assistance, code enforcement, business investment district, and partnerships with local businesses. (Policy LU-5.13)

Flair Park

- Circulation. Improve primary access to Flair Park from Rosemead Boulevard, create and improve secondary access points from Telstar Avenue and Whitmore Street, and provide transit service from the El Monte Downtown, Transit Village, and Metrolink Station through direct shuttles. (Policy LU-6.8)
- Streetscape Plan. Improve streetscape and internal access through the enhancement of primary roadways with trees and sidewalks, extension of roadways where necessary to ease mobility and transit access, and a distinctive wayfaring system. (Policy LU-6.9)
- Green Infrastructure. Green the riverbanks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths, and improve green infrastructure within Flair Park. (Policy LU-6.10)

Northwest Industrial District

- Adaptive Reuse. Work proactively with property owners of older, deteriorating industrial sites to facilitate necessary upgrades and creative adaptive reuse opportunities that meet the physical needs of modern industrial, manufacturing, and business uses. (Policy LU-7.2)
- Prohibited Land Uses. Prohibit industrial uses that use, store, produce, or transport toxic and hazardous materials; generate unacceptable levels of air or noise pollution; or result in other adverse impacts within proximity to residences. (Policy LU-7.3)
- Internal Circulation. Improve the internal circulation system within the Northwest Planning District—namely, Baldwin Avenue, Arden Avenue, and Lower Azusa Road and smaller access streets—in accordance with the Circulation Element; consider measures to separate residential and nonresidential traffic to eliminate public health, safety, and mobility impacts. (Policy LU-7.5)
- Rail Improvements. Work with the Alameda Corridor East Authority and advocate for completion of the Baldwin Avenue grade crossing, additional grade crossings or at-grade mobility improvements at Arden Road or other grades, and technology improvements to improve mobility and safety at grade crossings. (Policy LU-7.7)
- River Frontage. Green the river banks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths to frame the edge of the Northwest Planning District and improve adjacent residential neighborhoods. (Policy LU-7.8)
- Infrastructure. Create and implement comprehensive master plans for sewer, drainage, water, transportation, and other associated infrastructure systems in compliance with applicable state law requirements to incentivize business relocation and protect the City's financial investment in its infrastructure. (Policy LU-7.12)
- Building Design. Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the

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image of a modern industrial park, and improve values of surrounding residential neighborhoods. (Policy LU-7.13)

- **Housing.** Preserve and enhance residential neighborhoods in and around the Northwest Industrial District through housing rehabilitation, infrastructure improvements, public services and facilities, including parks consistent with goals and policies in the Parks and Recreation Element and the Housing Element. (Policy LU-7.14)
- **Land Use Buffers.** Require developers and property owners to fully mitigate the negative impacts (e.g., noise, air quality, traffic, etc) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses. (Policy LU-7.15)

Major Corridors

- **Corridor Reuse.** Promote the reuse of strip commercial and industrial corridors by consolidating retail and commercial uses into activity nodes and transitioning intervening areas for midblock residential or mixed/multiuse developments. (Policy LU-9.1)
- **Housing Types.** Sensitively integrate higher density residential uses (e.g., townhomes, live-work, planned residential developments, etc.) along major corridors consistent with the corridor implementation plan for Durfee and Garvey Avenue. (Policy LU-9.2)
- **Prohibited Uses.** Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City. (Policy LU-9.3)
- **Truck Traffic.** Convert Durfee Avenue—from the southern City limits to Valley Boulevard—from a principal arterial to a secondary arterial and discourage heavy truck through-traffic to allow for the right-of-way needed to make it a green corridor. (Policy LU-9.4)
- **Bicycle Lanes/Walkways.** Create a Class 2 bicycle lane along Durfee Avenue, from the south City limits to Ramona to provide an exclusive or semiexclusive use of bicycles; also line the street with complete sidewalks to encourage pedestrian activity. (Policy LU-9.5)
- **Streetscape Program.** Establish a comprehensive streetscape and landscape program for corridors that include right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street, furniture), and public signage. (Policy LU-9.6)
- **Housing Design.** In concert with expectations for architecture in the Community Design Element and corridor implementation plan, require excellence in residential architecture design and construction practices exemplified by the following principles: (Policy LU-9.7)
 - **Materials.** Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials
 - **Durability.** materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time



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- Aesthetics. structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout
- Functionality. residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations
- Sustainability. incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics

Housing Element

Residential Neighborhoods

- Housing Rehabilitation. Support the rehabilitation of single-family and multiple-family units and acquisition and rehabilitation of multiple-family housing to improve housing conditions, remove blight if needed, and improve the quality of life in neighborhoods. (Policy H-1.1)
- Architectural Design. Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review. (Policy H-1.5)

Accommodating New Housing

- Transit-Oriented Housing. Support the development of the Transit Village Specific Plan, which contains a variety of mixed-use projects vertically or horizontally integrated with commercial, professional, entertainment, and recreational uses. (Policy H-2.6)
- Downtown Core. Direct the production of new quality housing, including mixed/multiuse and mixed-income housing along with appropriate amenities, as appropriate, into the Downtown Core. (Policy H-2.8)

Diversity of Housing Types and Prices

- Development Standards. Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use, and other housing suited to different lifestyle needs. (Policy H-3.8)

Parks and Recreation Element

Recreation Facilities and Programs

- Access to Recreational Facilities. Enhance options for residents to access community centers and other recreational facilities through transit, safe routes, bicycle routes, and walking paths. (Policy PR-2.8)

Emerald Necklace

- Trails. Develop an interconnected network of multiuse trails and related facilities for horseback riding, bicycling, hiking, and jogging in the washes and along the rivers of the Emerald Necklace. (Policy PR-3.3)

Green Infrastructure

- Connecting People. Create green infrastructure along residential streets and arterials that link residents to schools, parks, neighborhoods, the downtown, and other destinations. (Policy PR-4.2)
- Environmental Benefits. Design green infrastructure that conserves water, reduces and filters water pollutants, and contributes to the City's green waste program. (Policy PR-4.5)

Multiuse Path System

- Sidewalks. Create a network of paths and sidewalks that are safe and accessible to all people, with pedestrian amenities that connect residences to schools, parks, shopping, and public facilities. (Policy PR-5.1)
- Bicycle Paths. Create a bicycle path network that is consistent with the Circulation Element, and Emerald Necklace Vision, and supports the MTA bicycle hub concept. (Policy PR-5.2)
- Washes. Support the enhancement and restoration of the six washes and two natural creeks that flow into the Emerald Necklace with linear parks, trails, and green infrastructure. (Policy PR-5.3)
- Equestrian. Preserve areas suitable for horseback riding, including the Emerald Necklace, and consider additional public easements for the development of equestrian trails. (Policy PR-5.4)
- Downtown. Support a circulation plan for downtown El Monte which links the City Hall, Valley Mall, Fletcher Park, the Emerald Necklace, and surrounding residential areas and businesses. (Policy PR-5.6)
- Sites for New Trails. Seek to develop trails and related facilities for horseback riding, bicycling, hiking, and jogging along the washes that interconnect with open spaces and recreation areas. (Policy PR-5.8)



Circulation Element

Connecting El Monte to the Region

- Access to Downtown. Support implementation of the Mid Valley Transit Corridor and associated improvements along Ramona Boulevard and improve connection to the Transit Station to increase ridership and coordinate transit services. (Policy C-1.2)
- Access to Flair Park. Improve roadway and transit access to Flair Park through the reconfiguration of the Baldwin Interchange, extension of Ramona Boulevard to Telstar, and an interconnected bus route with the El Monte Transit Station. (Policy C-1.3)

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- Access to Northwest Industrial District (West Side). Support improvement of access to and from I-10 through the reconfiguration of the Baldwin Interchange, elimination of at-grade crossings, and widening of Baldwin Avenue. (Policy C-1.4)
- Freight Movement. Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors and eliminating at-grade railroad crossings in El Monte, wherever feasible, to facilitate access to I-10. (Policy C-1.6)

Traffic Management

- Operational Efficiency. Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians. (Policy C-3.1)
- Traffic Flow Management. Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns. (Policy C-3.2)
- Safe Routes to Schools. Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours. (Policy C-3.4)

Transit Alternatives

- Transit Service Coverage. Provide transit routes that more directly serve residential neighborhoods, and improve transit service to Flair Park that connects to the El Monte Transit Center. Seek to provide transit within a quarter mile of residents and activity nodes. (Policy C-4.1)
- Regional Bus Transit. Work with LACMTA and Foothill Transit to enhance regional transit connections in the City, through additional routes and increased service frequency. Support LACMTA expansion of rapid bus service in the region and particularly on routes serving the City. (Policy C-4.2)
- Enhanced Local Bus Transit. Continue to adjust and enhance the local transit circulator service in the community, particularly to serve local neighborhoods, schools and parks, key commercial districts, and the regional bus and rail transit stations. (Policy C-4.3)
- Regional Transit Stations. Support the continued efficient operation of the El Monte Transit Station and the Metrolink Station and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to gain the maximum potential for transit ridership. (Policy C-4.4)
- Improved Bus Transit Amenities. Improve amenities at bus stops, including attractive and convenient stops with shade/weather protection, seats, transit information, bus shelters, landscaping, etc., as appropriate. (Policy C-4.5)
- Regional Transit Improvements. Support the planning, design, and implementation of the proposed Mid Valley Transportation Corridor along Ramona Boulevard, and coordinate with LACMTA regarding improvements to the Transit Station. (Policy C-4.6)

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- Metrolink Improvements. Support the improvement of connections from the Metrolink Station to the transit village and Flair Business Park through service improvements, relocation of the Metrolink station, or other strategy. (Policy C-4.7)

Multiuse Path System

- Citywide Bicycle Network. Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace. (Policy C-5.1)
- Regional Coordination. Coordinate development of the City's bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity. (Policy C-5.2)
- Bicycle Hubs. Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes. (Policy C-5.3)
- Bicycle Amenities. Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists. (Policy C-5.4)
- Citywide Pedestrian Network. Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions. (Policy C-5.5)
- Pedestrian Amenities. Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks. (Policy C-5.6)
- Equestrian Trails. Provide equestrian trails and/or paths in the northeast and southeast areas of the City where feasible and where equestrian ownership, use, and demand warrant. Such improvements should facilitate access to the San Gabriel River. (Policy C-5.7)



Integration of Land Use and Transportation Planning

- Transportation Demand Management. Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase the vehicle occupancy rate, and better utilization of the circulation system through TDM. (Policy C-6.1)
- New and Substantially Rehabilitated Development. Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate. (Policy C-6.2)
- Parking Districts. Encourage parking districts in the downtown, Flair Business Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures. (Policy C-6.3)
- Parking Supply. Require residential, commercial, industrial, and other land uses within the community to provide adequate on-site parking for their respective uses; allow for joint-use parking provided parking needs of individual uses are satisfied. (Policy C-6.4)

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- Land Use Strategies. Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations. (Policy C-6.5)
- Project Mitigation. Require appropriate mitigation measures be implemented by projects that have a significant or potentially significant impact on the transportation network. (Policy C-6.6)

Economic Development Element

Business Retention and Expansion

- Infrastructure. Plan and provide sufficient infrastructure to serve the full buildout of target areas designated for office and industry; encourage development that supports the City's business expansion and business attraction targets. (Policy ED-2.3)

Downtown El Monte

- Physical Environment. Create an attractive downtown business environment by implementing the land use, design, and environmental strategic actions set forth in the Land Use, Community Design, Housing, and Parks/Recreation Elements. (Policy ED-5.3)
 - For Main Street, create a welcoming social environment with public spaces, outdoor cafes, generous placement of street furniture, and special events.
 - Link together the civic center, cultural center, and downtown residential subdistricts with the retail centers to leverage purchasing power of residents and workforce.
 - Introduce mixed-use housing to generate both daytime and nighttime spending supportive of retail.

Public Services and Facilities Element

Environmental Services

- Recycling. Divert waste from the landfill in levels that meet state mandates and support sustainable practices through a comprehensive program of source reduction and recycling. (Policy PDF-3.1)
- Wastewater. Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions. (Policy PDF-3.4)
- Green Infrastructure. Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water and replenish the aquifer. (Policy PDF-3.5)
- Water Conservation. Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies. (Policy PDF-3.7)
- Investment in Facilities. Ensure that adequate investments continue to be made in repairing, rehabilitating, and upgrading City infrastructure to serve current and future customers. (Policy PDF-3.8)

- Public Education. Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services. (Policy PDF-3.9)

Public Health and Safety Element

Air Quality

- Land Use. As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors. (Policy PHS-3.1)
- Sensitive Receptors. Utilize CARB recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses. (Policy PHS-3.2)
- Community Forest. As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community. (Policy PHS-3.3)
- Transportation. Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths. (Policy PHS-3.4)
- Regional Coordination. Work cooperatively with cities through the San Gabriel Valley Council of Governments to address inter-jurisdictional and regional issues of air quality, including mobile and stationary sources of air pollution. (Policy PHS-3.5)
- Health Risk Assessment. Require that projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to approval of new construction, rehabilitation, or expansion permits. (Policy PHS-3.6)
- Quarries. Work through regional entities to advocate for the continued monitoring of the quarries, development of technologies for measuring air emissions, and the institution of appropriate mitigation if risks are found. (Policy PHS-3.7)



Transportation Safety

- Railroad Safety. Maximize the safety of railroads in the community by pursuing grade-separated crossing as the first priority for reducing street and railroad conflicts; second, by pursuing Jump-Start projects; and third, by use of other technology. (Policy PHS-4.1)
- Pedestrian Safety. Enhance pedestrian safety by completing sidewalks, identifying areas for crosswalks and signaling, and prioritizing the funding, construction, and maintenance of safe routes to schools, parks, and public facilities. (Policy PHS-4.2)
- Bicyclist Safety. Improve bicycle safety by creating well-defined bicycle lanes, working with the school districts to educate children about safe cycling practices, and providing information about safe routes to school. (Policy PHS-4.3)

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- Streetscape Design. Develop detailed standards and guidelines for the treatment of public streetscapes to improve safety and walkability. Recommendations should address street trees, street lighting, street furniture, traffic calming, and related items. (Policy PHS-4.4)

5.2.5 Existing Regulations and Standard Conditions

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools, limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485(13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449(13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, limits nonessential idling to five minutes or less for diesel-powered off-road equipment.
- Building Energy Efficiency Standards (Title 24)
- Appliance Energy Efficiency Standards (Title 20)
- Motor Vehicle Standards (AB 1493)

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.2-4 and 5.2-6.

Without mitigation, the following impacts would be significant:

- Impact 5.2-1. Buildout of the City of El Monte General Plan Update would potentially conflict with SCAQMD's Air Quality Management Plan.
- Impact 5.2-2. Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}; cumulatively contribute to the SoCAB's nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}; and potentially elevate concentrations of air pollutants at sensitive receptors.
- Impact 5.2-3. Buildout of the El Monte General Plan Update would generate long-term emissions that exceed SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}, and cumulatively contribute to the SoCAB's nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}.

- Impact 5.2-5. Approval of residential and other sensitive land uses within proximity to I-10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or other toxic air contaminants.

5.2.7 Mitigation Measures

Impact 5.2-1

Goals and policies are included in the general plan that would facilitate continued City cooperation with the SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with consistency with the AQMP.

Impact 5.2-2

3-1 The City of El Monte Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
 - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
 - Applying water every four hours to active soil-disturbing activities.
 - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.



Impact 5.2-3

3-2 The City of El Monte shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).

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Impact 5.2-5

- 3-3 The City of El Monte shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.

5.2.8 Level of Significance After Mitigation

Despite the application of mitigation measures, Impact 5.2-1, Impact 5.2-2, Impact 5.2-3 and Impact 5.2-5, were found to still result in a significant and unavoidable air quality impacts due to the magnitude of emissions that would be generated.

5.3 CULTURAL RESOURCES

Cultural resources include places, object, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the City of El Monte General Plan Update to impact cultural resources in the City of El Monte. The analysis in this section is based, in part, upon the following information:

- Records Search – Cultural Resources in the City of El Monte, South Central Coastal Information Center. November 14, 2005. Prepared by Thomas Shackford, Staff Researcher.

5.3.1 Environmental Setting

Regulatory Background

Federal and State Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 authorized the National Register of Historic Places and coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent Federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. In addition, cultural and paleontological resources are recognized as nonrenewable resources and therefore receive protection under the California Public Resources Code and CEQA.



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- California Public Resources Code Sections 5020–5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The Commission oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- California Public Resources Code Section 5079–5079.65 defines the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state mandated historic preservation programs in California and the California Heritage Fund.
- California Public Resources Code Section 5097.9–5097.998 provides protection to Native American historical and cultural resources and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification of discoveries of Native American human remains and descendants and provides for treatment and disposition of human remains and associated grave goods.

California Environmental Quality Act

CEQA requires that public or private projects financed or approved by public agencies must assess the effects of the project on historical resources. Historical resources are defined as buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance.

CEQA requires that if a project results in an effect that may cause a substantial adverse change in the significance of an historical resource, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed.

Therefore, prior to the assessment of effects or the development of mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources
- Evaluate the eligibility of historical resources
- Evaluate the effects of a project on all eligible historical resources

CEQA Guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review:

- 1) The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR).
- 2) The resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey that meets the requirements of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3) The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (14 CCR, Division 6, Chapter 3, Section 15064.5[a]).

These three conditions for qualifying as a historical resource under CEQA are related to the eligibility criteria for inclusion in the CRHR (Public Resources Code, Sections 5020.1[k], 5024.1, 5024.1[g]).

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A cultural resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP) are considered eligible for listing in the CRHR, and thus are significant historical resources for the purposes of CEQA (Public Resources Code, Section 5024.1[d][1]).

According to CEQA, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant impact on the environment (CEQA rev. 1998, Section 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter the physical characteristics of a historical resource that convey its historical significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of Sections 5020.1 (k) and 5024.1 (g) of the Public Resources Code.



California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites; Native American rock art inscriptions; or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near Traditional Tribal Cultural Places (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days to inform the lead agency if the proposed project is determined to be in proximity to a TTCP, and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, it would be included in the project's EIR. If both the City and the tribe agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

Per SB 18, the law institutes a new process which would require a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption,

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revision, amendment, or update of a city's or county's general plan. While SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, as state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Natural Setting

The City of El Monte lies on a once-fertile track of low-lying land between the San Gabriel and Rio Hondo Rivers. The area was once crossed by many free-flowing streams covered by stands of slender willows, alders, and cattails and interspersed with expansive meadows, wild grapevine, and watercress.

Cultural Setting

Prehistory

The archaeological record of Southern California is a rich and complex continuum traditionally divided into time-sensitive units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for Southern California prehistoric times:

- **Early Man Horizon:** This period, predating 6,000 B.C., is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.
- **Milling Stone Horizon:** This period, from 6,000 B.C. to 1,000 B.C., is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shell fish processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.
- **Intermediate Horizon:** This period, from 1,000 B.C. to A.D. 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this time period but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.
- **Late Prehistoric Period:** This period, from A.D. 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Native American History

The Gabrielino Tribe or the Tongva (which means "people of the earth") were the original inhabitants of the Los Angeles Basin, including El Monte. Settlements were particularly concentrated along the Rio Hondo River and the San Gabriel River, which surround El Monte. Oral tradition and archeological evidence of the Tongva Indians date back as far as 7000 B.C. The Tongva used the low-lying land east of Los Angeles between the San Gabriel and the Rio Hondo River that encompass the City of El Monte for harvesting and

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hunting. Tongva men netted waterfowl and steelhead in the river stretches and hunted deer, elk, and antelope in the adjacent terrestrial habitats. The vast swathes of cattails and bulrushes growing in the marshes provided an abundant building material for the Tongva, who crafted canoes, baskets, and huts for both secular and ceremonial use. The Tongva used their reed canoes to transport goods, such as basketry, down the river to the ocean for trade with neighboring tribes, such as the Chumash and the Cahuilla.

Historic Development of El Monte

The first historical accounts of El Monte date to July 1769 when the explorer Don Gaspar de Portola became the first European in El Monte when he entered the San Gabriel Valley. The narrow “island” located between two rivers where de Portola camped became known as “El Monte,” derived from 18th-century Spanish, meaning “meadow or marsh” or “the wooded place.” Portola named the area El Monte because it felt like an oasis in comparison to the aridity of the surrounding regions.

From 1770 to 1830, Spanish missionaries and soldiers used the El Monte area as a resting place and camp, but it wasn't until midcentury that the first permanent settlers arrived. The first permanent settlement in El Monte was the missionaries who founded the San Gabriel Mission in 1771 to serve as a midway point between the missions at San Diego and Caramel. Mission life ultimately ended the Indian way of life. The local Tongva were forced to construct the mission, made to abandon their villages in order to live within its confines, forcefully converted to Catholicism, and made to learn agriculturally oriented trades. Trade in cattle hides became big business during the mission era, with hundreds of thousands of cattle grazing the southern California mission lands, which ultimately led to the invasion of exotic annual grasses and forbs.

The Ranchos

The Mexican War of Independence from Spain prompted the secularization of the mission lands and the following land grant/rancho era of the 1830s to 1840s, which began an agricultural era that lasted well into the mid-20th-century. The secularization of mission lands by the Mexican government meant to provide a measure of protection for its California territories against the incursions by American settlers. As the mission lands were some of the most fertile lands in the California territories, the Mexican government considered it a priority to have the land occupied by Mexican citizens as well as the descendants of the Spanish settlers known as “Californios.”

During this period, a few American explorers wandered into the region, including the famous mountain man Jedediah Smith whose diarist mentioned the rest and rehabilitation offered by lush El Monte. El Monte became known as the “end of the Santa Fe Trail,” an important trade route running from Santa Fe, New Mexico, bringing American traders west into the California territories.

American Settlement

The Gold Rush of 1849–1850 brought the first settlers, prospectors, and immigrants through El Monte. The first pioneer family—the Thompsons of Iowa—settled here after a 14-month journey in 1851. The Johnson family from Kentucky, led by the charismatic leader Captain Johnson—who briefly called the place “Lexington” in honor of the leader’s home town and its revolutionary war namesake—created the first white settlement outside of San Bernardino in the year 1851. The following year, one of the first public schools in California was established in El Monte. In 1868, the California State Legislature established the “Township” of El Monte, boasting the Willow Grove Inn as the first stop on the Butterfield State route between Riverside and Los Angeles. El Monte was true Wild West, with card parlors, dance halls, and vigilantes such as the “El Monte Boys.”



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The completion of the Southern Pacific Railroad in 1873 made possible large-scale migration into the area, ushering in a new era for the township. Soon El Monte would become a successful agrarian economy based on a thriving walnut, honey, wool, fruit, hops, cotton, castor oil, and grain crops and El Monte bacon. This successful community began to grow with the increase in families migrating west. The increasing demand for water by this flourishing establishment was concurrently matched by the vagaries of a river system responding to the levels of winter precipitation.

Pre-World War II Era

The period after the turn of the century until the beginning of World War II was marked by the growth of agriculturally based industries as well as the associated Mexican American barrios. Fruit orchards, walnut groves, and a growing dairy industry were replacing field crops. Bodger Seed Ltd. leased large swaths of land in southern El Monte known as Las Flores, and its flowering rows of color became a regional draw. With the 1910 Mexican revolution displacing large numbers of people, an influx of Mexican immigrants settled in the El Monte area due to its available agricultural work. At the same time, Japanese tenant farmers also moved into the area, running truck farms in the greater El Monte area. As was common during this period, both groups were required to live apart from the Anglo population and attended segregated schools. Main Street was paved in 1906; one year following, the interurban rail Pacific Electric “Red Cars” serviced the town. El Monte was incorporated in 1912.

The formation of the Hollywood movie industry prompted Mr. and Mrs. Charles Gay to move to El Monte in 1923 to open a lion farm in order to provide animals for the movie industry. This attraction ran strongly until the combined effects of the Depression and the rationing programs of the world war led to the closing of the farm and the redistribution of the lions to public zoos throughout the United States. One of the Gay’s animals—Jackie—was chosen for the MGM logo, and the local high school adopted the lion as its mascot. All remainders of the farm are gone, with the exception of a lion statue, which was relocated on the present grounds of El Monte High School. In 1979, the lion statue was designated as an official Historical Monument and a bronze plaque, duly inscribed with factual significance, was affixed to the pedestal on which the lion rests.

The deprivations experienced during the Depression were felt by much of the population of El Monte. So much so, in fact, that the federal government used El Monte as the premiere location in its experimental subsistence program called Rurban Homesteads. In the 1930s, the majority of the Mexican immigrants—who constituted about 20 percent of El Monte’s population—lived in one of three immigrant camps (Hicks, Las Flores, or Medina Court). Each of the barrios had its stores, churches, and cultural establishments. The federal government purchased a walnut farm and divided it into 100 single acre lots so there would be enough land for a single family to subsist on its own produce and livestock.

Post-World War II Era

The onset of World War II brought the defense industry to El Monte, shifting the economy from an agricultural to an industrial base. Small aircraft-parts factories were built and the number of farms and dairies dwindled. The population boom in the early 1950s was associated with the growth in weapons manufacturing during the war period. This large population led to a real estate boom, so the regions’ rivers were turned into cement-lined channels in order for suburban sprawl to claim the otherwise treacherous floodplains.

Following the war, El Monte experienced a wave of residential subdivisions emanating from Downtown. El Monte also became known as a major industrial area, manufacturing plastic, glass, and electronic equipment. Manufacturers such as St. Gobain’s, Clayton, Nav-Com, and others provided jobs and tax revenue for the community. El Monte’s fame increased with its popular Valley Mall and its popular music venue—the El Monte Legion Stadium.

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The appeal and freedom of the automobile created the typical suburban sprawl solution to transportation: the freeway. Interstate 10 (I-10) and I-605 and the Metropolitan Transit Authority (MTA) Bus Terminal sprang up and connected El Monte to other formerly isolated townships. El Monte has since developed into the “Hub of the San Gabriel Valley,” becoming the eighth largest city in Los Angeles County. El Monte has become a transportation hub, with access to rail, bus, airport, and freeways. The industrial base of El Monte continued to grow into the contemporary period and additional waves of immigrants came to live in the City. City residents are increasingly second generation immigrants, providing an international flavor and strong workforce. New homes are replacing underutilized industrial and commercial uses; redevelopment activity is clearing undesirable land uses; and parks and facilities are being built. These changes bring the promise of opportunity and improved quality of life to the community.

Historical Resources

Historical resources are defined as buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. These resources are sometimes called the “built environment” and can include, in addition to houses, other structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region’s past as well as a frame of reference for a community. Often these sites are a source of pride for a City. There are few remaining historical resources in El Monte. Historic structures remaining from early settlers are preserved in photographs, museum artifacts, and street names. The agricultural legacy of El Monte has been replaced by urban development with the exception of certain remaining tree and plant species, original homes, and other characteristic traces of the past.

National Register of Historic Places

The NRHP is the nation’s official list of buildings, structures, objects, sites, and districts worthy of preservation. It was established by the National Historic Preservation Act of 1966 and is maintained by the National Park Service. The purpose of the Act is to ensure that properties significant in national, state, and local history are considered in the planning of federal undertakings, and to encourage historic preservation initiatives by state and local governments and the private sector. Registration is an integral part of the four essential components of historic preservation: identification, evaluation, registration, and protection. Effects of National Register designation include tax incentives, consideration in federally funded projects under Section 106 of the National Historic Preservation Act, limited protection through environmental review under CEQA, and restrictions imposed locally through CEQA or local zoning and land use planning regulations.

According to the NRHP (NPS 2005) and records search (South Central Coast Information Center 2005), there are no properties within the City of El Monte of local, state, or national significance.

California Register of Historic Places

The State Historic Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California’s historical resources. The California Register is the authoritative guide to the state’s significant historical and archaeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act. One property in the City of El Monte is listed on the California Register of Historic Places.



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- **California Register of Historical Resources No. 975, El Monte-First Southern California Settlement by Immigrants from United States.** This historic site is located at the Santa Fe Trail Historic Park at the intersection of Valley Boulevard and Santa Anita Avenue. It is also cross-referenced as a California Historical Landmark (see below). El Monte's location on the bank of the San Gabriel River played a significant part in California's early pioneer history. This historic site was an encampment on the Old Spanish Trail and extension of the trail from Missouri to Santa Fe. By the 1850s, some began to call El Monte the "End of the Santa Fe Trail." Early in that decade a permanent settlement was established by citizens of the United States. (19-186527)

California Historical Landmarks and Points of Historical Interest

Historical Landmarks are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. The El Monte-First Southern California Settlement by Immigrants from United States (listed above as a Historic Site) is also listed as a California Historical Landmark by the Office of Historical Preservation, Department of Parks and Recreation. In addition, one property within the City of El Monte is listed as a California Point of Historical Interest:

- **California Point of Historical Interest No. LAN-047 – Old El Monte Jail, Pioneer Park, Located at 3535 Santa Anita Avenue.** The Old El Monte Jail was built by William Dodson and donated to the town in 1880. The jail consists of a one-room wooden structure, and it was used to contain undesirables until 1922. The jail housed its share of desperadoes over the years, as El Monte was a main point of activity between Los Angeles, San Bernardino, and San Pedro. (19-186565)

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic in origin. Archaeological sites are locations that contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of one or more of the following: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains. Archaeological sites are often located along creek areas and ridgelines. The records search results indicate that there are no recorded archeological sites within the project site.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

The landscape that constitutes El Monte was populated by a diverse assemblage of large mammals and birds. Species such as giant ground sloths, Columbian mammoths, horses, and sabretooth cats roamed in a landscape filled with numerous vegetation communities such as oak woodland, grassland, and sage scrub. As the climate began to change at the end of the Ice Age, many of the larger species started to disappear. However, many species such as grizzly bears, pronghorn antelope, California condors, and jaguars still

inhabited the lush riparian forests and wooded foothills at the beginning of European settlement. Fossil remains may occur throughout the City of El Monte, although the evenness of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

5.3.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §§5024.1, Title 14 CCR, Section 4852), including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, or is not included in a local register of historical resources, does not preclude a lead agency from determining that the resource may be an historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- C-1 Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.
- C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- C-4 Disturb any human remains, including those interred outside of formal cemeteries.

5.3.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.3-1: BUILDOUT OF THE EL MONTE GENERAL PLAN WOULD NOT RESULT IN THE LOSS OF POTENTIALLY SIGNIFICANT HISTORICAL STRUCTURES. [THRESHOLD C-1]

Impact Analysis: Adoption of the General Plan in itself would not directly affect any historical structures. While no identified historic structures were listed on the National Register of Historic Places within the City of



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El Monte, other structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development activity and may be vulnerable to development activities accompanying revitalization.

At the time development and/or redevelopment projects are proposed, the project-level CEQA document would need to identify any impacts to known or potentially historic sites and structures. The CEQA Guidelines require a project that will have potentially adverse impacts on historic resources to conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, in order for the impacts to be mitigated to below significant and adverse levels. Implementation of the General Plan and Zoning Code Update would not result in the loss of potentially historic structures. Furthermore, General Plan policies and state and federal regulations restricting minor and/or major alterations and demolitions of historic resources would protect any future designated historic sites.

IMPACT 5.3-2: DEVELOPMENT PURSUANT TO IMPLEMENTATION OF THE GENERAL PLAN AND ZONING CODE UPDATE COULD IMPACT ARCHAEOLOGICAL RESOURCES. [THRESHOLD C-2]

Impact Analysis: The Tongva Tribe has pursued official tribal recognition by the federal government for decades, but has not yet been recognized. However, in 1994, the State of California officially recognized the Gabrielino-Tongva nation as “the aboriginal tribe of the Los Angeles basin” (Joint Resolution No. 96, Res. Chapters 146, Statutes of 1994).

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites. Although no known tribal cultural places have been identified to date, Senate Bill 18 requires local jurisdictions to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city’s or county’s general plan. SB 18 defines TTCP as a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to have been used for activities related to traditional beliefs, cultural practices, or ceremonies.

No archaeological sites have been identified within the project area to date. This finding does not preclude the potential for discovering such resources during construction of specific projects in El Monte.

IMPACT 5.3-3: DEVELOPMENT PURSUANT TO GENERAL PLAN AND ZONING CODE UPDATE IMPLEMENTATION COULD DESTROY PALEONTOLOGICAL RESOURCES OR A UNIQUE GEOLOGIC FEATURE. [THRESHOLD C-3]

Impact Analysis: The City is fully developed with minimal vacant land. The geology of the San Gabriel Basin consists primarily of recent, unconsolidated alluvial materials deposited by streams flowing out of the San Gabriel Mountains. These deposits have low probability of containing paleontological resources (LADPW 2005). Because of the geology of the area and the City’s highly developed urban fabric, paleontological resources are unlikely to occur within the City.

IMPACT 5.3-4: GRADING ACTIVITIES COULD POTENTIALLY DISTURB HUMAN REMAINS. [THRESHOLD C-4]

Impact Analysis: While the City is not located in an area determined to have high cultural sensitivity, as defined in the County of Los Angeles General Plan, there remains a remote possibility that buildout of the

proposed general plan could unearth human remains, including those outside of formal cemeteries. Therefore, with implementation of the regulations listed below, potential impacts to human remains would be reduced by ensuring that if remains are uncovered all work in the vicinity of the site would be stopped and that there would be no disposition of human remains except in accordance with the California Public Resources Code Section 5097.98.

5.3.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to cultural resources include:

Cultural Resources Element

- Ratify the cultural resources index as a living document recording people, places, and events of local significance to the City of El Monte, and establish a protocol for updates and additions. (Policy 1.1)
- Create a cultural resources map capturing the dynamic layers of El Monte's history; locate the original map at a major civic institution and use reproductions throughout the city as appropriate. (Policy 1.2)
- Establish a commission to develop and oversee cultural resources programs, including public art programs, annual cultural resources awards, collaborative school curriculum, and special events. (Policy 1.3)
- Update the El Monte Municipal Code to include authorizing ordinances that govern the designation, preservation, and recognition of cultural resources in El Monte and to delineate the roles of commissions. (Policy 1.4)
- Create a comprehensive cultural resources plan, based on the cultural resources index and map, to imbue the natural and built environment with symbols and improvements drawing from El Monte's rich cultural heritage. (Policy 1.5)
- Inspire public support and recognition of cultural resources through a public education program, including school district curriculum, public art, library corners, displays in local museums, and special events. (Policy 1.6)
- Fully support the establishment of a cultural resources program and provide funding, staffing, and other mechanisms to maintain the program. (Policy 1.7)
- Designate cultural districts based on historical development and cultural settlement patterns. Where little historical precedent exists, evaluate the creation of a district from existing site or urban design characteristics. (Policy 2.1)
- Assess the feasibility of creating historic overlay zones, as relevant, that contain elements of potential historical significance, such as the Valley Mall, El Monte Theatre, Wye Street/Rurban Homestead area, and Medina Court. (Policy 2.2)
- Develop elements relevant to defining traces of urban fabric; elements may include new gateways, streetscape elements such as kiosks with maps, special street signs, distinct textures for crosswalks or sidewalks, landscaping specific to districts, relevant public art, and interpretive signs. (Policy 2.3)



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- Assess the feasibility of creating distinctive public space and walking routes in each district and Citywide, with a central gathering place and an interpretive map of the history of El Monte. An example of this would be the El Monte Historic Plaza between the Valley Mall and Valley Boulevard. (Policy 2.4)
- Create a plan for making infrastructure improvements (e.g., signage, historical markers, park improvements, public art, and other media) that incorporate relevant images of El Monte's cultural heritage. (Policy 2.5)
- Develop a program for placement of City symbols on sidewalks, street signs, retaining walls, freeway ramps, crosswalks, and other infrastructure to signify El Monte's unique cultural heritage. (Policy 2.6)
- Include cultural exhibits and displays within linear parks, along greenways, and at other recreational facilities of the Emerald Necklace and City parks to acknowledge the unique contributions of people of all backgrounds. (Policy 3.4)
- Create an El Monte cultural history river history walk linking key sites throughout the City with representative symbols, displays, and information acknowledging each cultural heritage of the city. (Policy 3.5)
- Establish an El Monte Register of Historic Buildings and Places and seek listing for appropriate properties to the national and state registers of historic places. (Policy 4.1)
- Survey all potentially historic structures and create an architectural period and styles inventory for El Monte as a means to identify potential historic or locally significant structures. (Policy 4.2)
- Create a local list of historic places for properties that do not meet criteria of the national or state Registers but are important to protect in terms of local significance. Tie this to the cultural resources index. (Policy 4.3)
- Adopt a preservation ordinance that would require a special permit to demolish or modify a historic resource. (Policy 4.4)
- Promote the preservation, rehabilitation, restoration, and reuse of older structures through the Mills Act and other programs. (Policy 4.5)
- Link El Monte's Register of Historic Places and national and state monuments to multidisciplinary school curricula (literature, art, and social studies), with a living history component to include guest speakers and local field trips. (Policy 4.6)
- Encourage the adaptive reuse of buildings of historical significance to serve the meaningful contemporary uses while preserving the character, spirit, and original identity of the structures. (Policy 4.7)
- Support events of community-wide significance that represent and promote the City's varied cultural influences and community values. (Policy 5.1)

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- Working with partnerships, strive to financially support all museums in the City in order to preserve El Monte's unique history and culture and provide accessible and adequate venues for residents of all ages to appreciate these resources. (Policy 5.2)
- Preserve existing traces of the City's historic urban fabric throughout residential, commercial, industrial, and open space areas by creating a network of cultural districts, markers, and streetscape symbols. (Policy 5.3)
- Expand the public display of historical and cultural displays, commemorative plaques and public art works testifying to the significance of historic events, persons, buildings, or establishments no longer in existence. (Policy 5.4)
- Develop a program for creating and placing interpretive historical markers at significant and visible sites in El Monte using interpretive categories from the index. (Policy 5.5)
- Support an art in public places program through creating a cultural resources/public art map, establishing a public arts commission, creating a public arts master plan, and sponsoring and placing public art in El Monte. (Policy 5.6)
- Use incentives, land use regulations, design guidelines, and other City policies to integrate the creation and display of art and cultural resources into every aspect of the community. (Policy 5.7)

5.3.5 Existing Regulations

California Public Resources Code § 5097.98. Notification of discovery of Native American human remains to descendants; disposition of human remains and associated grave goods;

- a) Whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.
- b) Whenever the commission is unable to identify a descendent, or the descendent identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendent and the mediation provided for in subdivision (k) of Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- c) Notwithstanding the provisions of Section 5097.9, the provisions of this section, including those actions taken by the landowner or his or her authorized representative to implement this section and any action taken to implement an agreement developed pursuant to subdivision (l) of Section



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5097.94, shall be exempt from the requirements of the California Environmental Quality Act (Division 13 [commencing with Section 21000]).

- d) Notwithstanding the provisions of Section 30244, the provisions of this section, including those actions taken by the landowner or his or her authorized representative to implement this section, and any action taken to implement an agreement developed pursuant to subdivision (1) of Section 5097.94 shall be exempt from the requirements of the California Coastal Act of 1976 (Division 20 [commencing with Section 30000]).

National Historic Preservation Act. The National Historic Preservation Act of 1966 authorized the National Register of Historic Places and coordinates public and private efforts to identify, evaluate, and protect the nation's historical and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from state historic preservation offices.

Senate Bill 18. The law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious and ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 institutes a new process that requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant traditional tribal cultural places (TTCP) prior to the adoption, revision, amendment, or update of a city's or county's general plan. While SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise that SB 18 requirements extend to specific plans as well, as state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In regards to proving traditional association of sites, SB 18 requires sites to provide evidence that it had actually been used for activities related to traditional Native American beliefs, cultural practices, or ceremonies. In addition, SB 18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Native American Graves Protection and Repatriation Act of 1990. 25 U.S.C. 3001 et. seq., the Native American Grave Protection and Repatriation Act (NAGPRA), enacted November 16, 1990, states that any Native American human remains, funerary objects, sacred objects, and objects of inalienable communal property that are found on federal or tribal lands after the date of enactment would be considered owned or controlled by (in this order) lineal descendants, the tribe on whose land it was found, the tribe having the closest cultural affiliation with the item, or the tribe which aboriginally occupied the area.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.3-1, 5.3-2, 5.3-3 and 5.3-4.

5.3.7 Mitigation Measures

No mitigation measures are required.

5.3.8 Level of Significance After Mitigation

No significant impacts have been identified, and no mitigation is required. Buildout of the El Monte General Plan and Zoning Code Update would not cause significant impacts to cultural resources.



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5.4 GEOLOGY AND SOILS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the City of El Monte General Plan Update to impact geology and soils resources in the City of El Monte. The analysis in this section is based in part on the following technical report(s):

- *City of El Monte General Plan/Zoning Code Update and Environmental Impact Report: Existing Conditions Final Report*, The Planning Center, May 2006.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Volume II, Appendix C)

5.4.1 Environmental Setting

Geologic Setting

El Monte and the San Gabriel Valley

The City of El Monte is in the central San Gabriel Valley, part of the larger Los Angeles Basin, a basin that has filled in with sediment. The majority of the El Monte area is covered by valley alluvial sediments (gravel, sand, and silt) from the Quaternary age (1.8 million years ago to the present) deposited by streams flowing out of the San Gabriel Mountains (USGS 2005; USGS 2003a) (see Figure 5.4-1, *Geologic Map*). The San Gabriel River borders the City on the east and the Rio Hondo bisects the western half of the City from the north to the southwest. The San Gabriel Valley is surrounded by the San Gabriel Mountains to the north, the Puente Hills and Montebello Hills to the south, and the San Jose Hills to the southeast. All of these mountains and hills are outside of the City of El Monte. At its east end the San Gabriel Valley is continuous with the Upper Santa Ana River Valley.

The City is very nearly flat, sloping to the southwest with a grade of about 0.4 percent. Elevations in the City range from roughly 340 feet at the northeast corner of the City to about 245 feet at the southwest corner.

San Gabriel Mountains and Transverse Ranges

The San Gabriel Mountains consist of granitic and metamorphic rocks and are mostly steeply sloped. The San Gabriel Mountains are a key element of the Transverse Ranges geomorphic province, which trends east–west, in contrast with most of the other major geographic features of the state, which trend northwest–southeast. The Transverse Ranges extend about 250 miles from the Santa Ynez Mountains in Santa Barbara County on the west to the San Bernardino Mountains in San Bernardino County on the east.

Faulting

A fault is a fracture in the crust of the earth. Although no active or inactive faults are located within the City of El Monte, the City could be impacted by almost a dozen earthquake faults, including the San Andreas, San Gabriel, Newport- Inglewood, Palos Verdes, Whittier, Santa Monica, Sierra Madre, Puente Hills, Blind Thrust, Raymond Hill, Workman Hill, and Clamshell-Sawpit faults. The nearest mapped fault to the City is an unnamed fault shown on the El Monte Quadrangle Alquist-Priolo Special Studies Zones Map (CDMG 1991), about 1.25 miles southwest of the western end of the City. The effects of a major earthquake will differ depending on the magnitude, location, and duration of the event. Ground shaking hazards are discussed further below under *Seismic Hazards*.



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Types of Faults

The California Geological Survey classifies faults as follows:

Active. Faults that have had surface displacement within about the last 11,000 years (within the Holocene Epoch).

Potentially active. Faults showing evidence of movement within the last 1.6 million years, but that have not been shown conclusively to have moved in the last 11,000 years.

Not active. Faults that have conclusively not moved in the last 11,000 years.

The Newport-Inglewood, San Andreas, Sierra Madre, and Whittier faults are considered active faults. Potentially active faults in the vicinity include the Norwalk, Raymond Hill, Malibu, and Verdugo faults.

Faults in and around the San Gabriel Valley

There are several faults near the rim of the San Gabriel Valley (see Figure 5.4-2, *Fault Map*). The Sierra Madre Fault extends east–west along the boundary between the San Gabriel Valley and San Gabriel Mountains. The Raymond Fault runs northeast–southwest through the northwest Valley. The Whittier Fault extends east–west along the south side of the Puente Hills that form the Valley’s southern boundary. There are three other faults mapped within the Valley: the San Jose Fault and Walnut Creek Fault in the southeastern part of the Valley and the Indian Hill Fault in the northeast Valley (USGS 2005; USGS 2003b).

Faults in and surrounding the San Gabriel Mountains

The San Andreas Fault extends northwest–southeast along the northern boundary of the San Gabriel Mountains, and forms the boundary between the San Gabriel Mountains and the San Bernardino Mountains to the east. The San Andreas Fault is the boundary between the Pacific and North American tectonic plates; the Pacific Plate is moving northwestward along the fault, and the North American Plate southeastward. The motion of the two plates past each other compresses, and consequently uplifts, the Transverse Ranges, which are one of the fastest-rising regions in the world (CGS 2002; Harden 2004). The San Gabriel Fault extends east–west almost all the way across the San Gabriel Mountains. The Clamshell-Sawpit Canyon Fault runs northeast–southwest within the San Gabriel Mountains.

Geologic Hazards

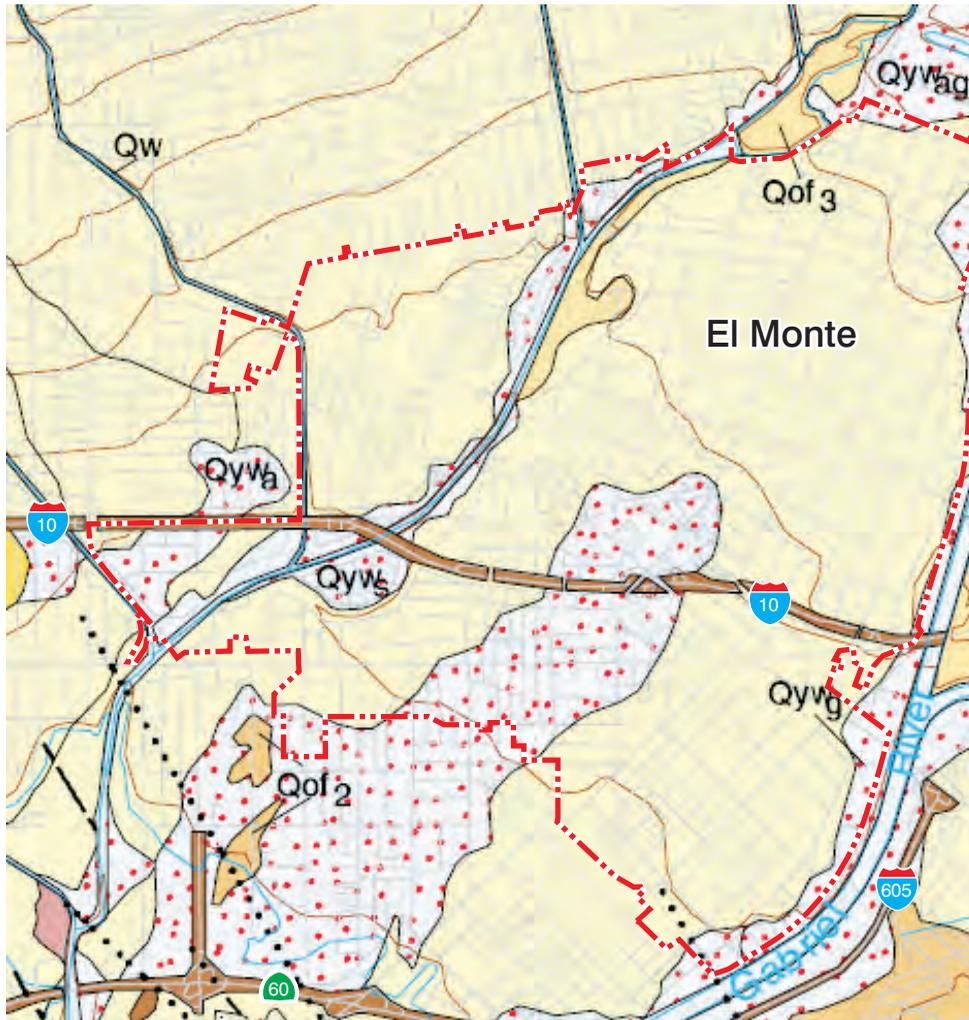
Seismic Hazards

Ground Shaking

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released, most often measured as seismic moment. Magnitude scales, including the scale of seismic moment, are logarithmic. Each one-point increase in magnitude represents a tenfold increase in amplitude of the waves as measured at a specific location, and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion amplitude of a magnitude 5 earthquake, and releases 1,000 times the energy.

A second scale of earthquake sizes, the Modified Mercalli Intensity (MMI) Scale, is a qualitative scale of how earthquakes are felt by people and earthquakes’ effects on buildings. The MMI is a 12-point scale ranging from Intensity I, which is rarely felt by people, to Intensity XII, in which damage to structures is total and objects are thrown into the air.

Geologic Map



-  City Boundary

 **Qyf** Young alluvial-fan deposits (Holocene and late Pleistocene)
- Unconsolidated gravel, sand and silt; deposited chiefly from flooding streams and debris flows.

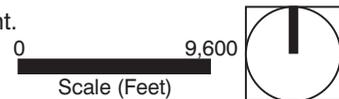
 **Qw** Wash deposits (late Holocene)
- Unconsolidated gravel, sand and silt in active or recently active streambeds; chiefly stream deposited, but includes some debris-flow deposits.

 **Qyw [Qyw_a, Qyw_g, Qyw_s, and Qyw_{ag}]**
Young wash deposits (Holocene and late Pleistocene?)
- Unconsolidated sand, silt and gravel.

 **Qaf** Artificial fill (late Holocene) - Deposits of sand silt and gravel resulting from human construction or mining activities.

 And  **Qof** Old alluvial-fan deposits, undivided (late to middle Pleistocene) - Slightly to moderately consolidated silt, sand and gravel deposits on alluvial fans.

Holocene Epoch extends from about 11,500 years before present (ybp) to the present.
 Pleistocene Epoch extends from about 1.8 million ybp to about 11,500 ybp.
 Source: USGS 2003a



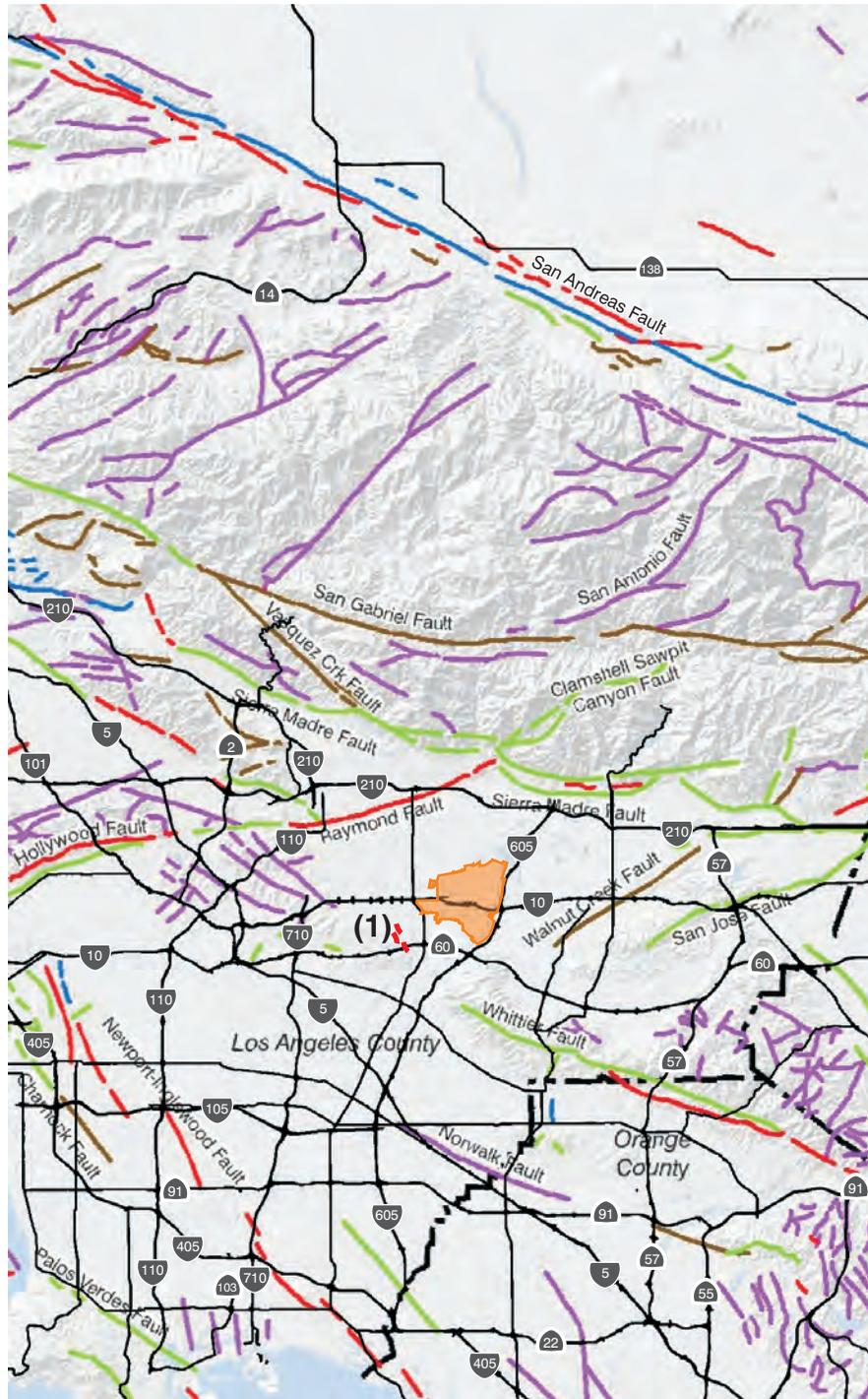
5. Environmental Analysis

GEOLOGY AND SOILS

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1. Introduction

Fault Map



City of El Monte

1 Unnamed fault shown on El Monte Quadrangle Earthquake Fault Zone Map (CDMG 1991).

Source: CDMG 2000



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5. Environmental Analysis

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Regarding seismic safety for structures, ground shaking is measured as peak horizontal ground acceleration. The peak horizontal ground acceleration forecast to occur in the City of El Monte during an earthquake with a 10 percent probability of exceedence in 50 years, that is, an average return period of 475 years, is roughly 0.6g, where g is the acceleration of gravity (CGS 2007). An acceleration of 0.6g corresponds roughly to an intensity of VIII on the MMI Scale (Wald 1999). In an Intensity VIII earthquake damage is slight in specially designed structures; ordinary substantial buildings are damaged considerably and partially collapse; and damage is great in poorly built structures. Objects such as chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS 2009).

Earthquakes since 1985 that occurred in or near the San Gabriel Valley, or that caused substantial ground shaking in the San Gabriel Valley, are listed below in Table 5.4-1.

**Table 5.4-1
Selected Earthquakes**

Earthquake	Location	Fault	Date	Magnitude	Notable Effects
Whittier Narrows	Near City of South El Monte	Thrust fault	1987, October 1	5.9	8 deaths; severe damage in older parts of some communities east of Los Angeles
Pasadena	Pasadena, about eight miles northwest of El Monte	Raymond	1988, December 3	5.0	
Upland	Near Upland, about 26 miles east of El Monte	San Jose	1990, February 28	5.4	Considerable damage near epicenter
Sierra Madre	In San Gabriel Mountains about 13 miles north of El Monte	Clamshell-Sawpit Canyon	1991, June 28	5.8	Substantial damage in the San Gabriel Valley, especially to unreinforced masonry buildings
Landers	In Mojave Desert about 91 miles east of El Monte	Johnson Valley and several others	1992, June 28	7.3	1 death; quake occurred in sparsely populated area.
Big Bear	In San Bernardino Mountains about 69 miles east of El Monte	Unknown	1992, June 28	6.4	Substantial damage in Big Bear Lake area
Northridge	In San Fernando Valley about 31 miles west-northwest of El Monte	Northridge Thrust and others	1994, January 17	6.7	57 deaths; severe damage in some areas; damage estimated at \$20–40 billion
Chino Hills	Near Chino Hills, about 22 miles east-southeast of El Monte	Yorba Linda	2008, July 29	5.5	

Source: SCEDC 2010



Surface Fault Rupture

As there are no known active faults within the City, the risk of surface fault rupture in El Monte is negligible.

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Liquefaction

Liquefaction refers to loose, saturated sand or silt deposits that lose their load-supporting capability when subjected to intense shaking. Three factors contribute to susceptibility to liquefaction: (1) strong ground shaking; (2) poorly compacted sediments consisting of sand or silty sand, with a clay content of less than 15 percent; and (3) shallow groundwater, with groundwater shallower than 10 feet associated with the highest risk of liquefaction. Nearly the entire City is in a Zone of Required Investigation for Liquefaction designated by the California Geological Survey (CDMG 1999).

Two of the three factors contributing to liquefaction susceptibility are present in El Monte. Surface sediments in the City consist of young alluvial-fan deposits composed of unconsolidated gravel, sand, and silt, and young wash deposits consisting of unconsolidated sand, silt, and gravel (USGS 2005). Depths to groundwater at six places in El Monte ranged from 16 to 88 feet, averaging 54 feet; measurements at two of these locations were made in 2003, while the remaining measurements are undated. The depth to groundwater was eight feet at a seventh location along the San Gabriel River (Gregg Drilling 2009). The third factor, strong ground shaking, is potentially present in the City.

Lateral Spreading

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 is not likely to be a substantial hazard in most of the City due to the nearly flat terrain.

Landslides

Landslides are downslope movements of masses of soil and rock. Landslides triggered by earthquakes have historically been a major cause of earthquake damage. Earthquake-induced landslides are most likely on steep slopes and adjacent to existing landslide deposits, especially if the earth materials are composed of loose colluvial¹ soils or poorly cemented rock.

The vast majority of El Monte is flat and therefore not subject to landslide hazards. But there is a very small part of the far northeastern corner of the City that contains areas where earthquake-induced landslides and liquefaction have occurred. The geological, geotechnical, and subsurface water conditions make this area a threat.

Dynamic Settlement

Dynamic settlement of dry sands can occur as the sand particles tend to settle and densify as a result of an earthquake.

Hazardous Buildings

A principal threat resulting from earthquakes, in addition to ground shaking, fault rupture, and liquefaction, is the damage that earthquakes cause to buildings that house people or essential functions. Continuing advances in engineering design and building code standards over the past decades have greatly reduced the potential for collapse in an earthquake of most of our newer buildings. However, many buildings were built before some of the earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

¹ Colluvium is sediment that has slid to the base of a slope or barrier.

- **Unreinforced Masonry Buildings:** In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multistory apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906, the Santa Barbara earthquake of 1925, and again the aftermath of the Long Beach earthquake of 1933. These buildings are still recognized as the most hazardous buildings in an earthquake.

Per Senate Bill 547, local jurisdictions are required to enact structural hazard reduction programs by (a) inventorying pre-1943 unreinforced masonry buildings, and (b) developing mitigation programs to correct the structural hazards.

- **Precast Concrete Tilt-up Buildings:** This building type was introduced following World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the roof, floor, and foundation elements of the building and for stronger roof diaphragms.² In the typical damage to these buildings, the concrete wall panels would fall outward and the roof would collapse.
- **Soft-Story Buildings:** Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and mid-rise concrete frame structures.
- **Nonductile Concrete Frame Buildings:** The brittle behavior of nonductile concrete frame buildings can create major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days of reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973. There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have four to eight stories, there are many in the lower height range. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.



Other Geologic Hazards

Expansive Soils

Expansive soils contain a high percentage of certain kinds of clay particles that are capable of absorbing large quantities of water. Soil volume may expand 10 percent or more as the clay becomes wet. Expanded soils can exert great pressures on, and thus damage, foundations, slabs, or other confining structures (COGS 2004). Clays are not listed as major constituents of surface sediments in El Monte; such sediments are alluvial fan deposits and wash deposits consisting of gravel, sand, and silt. However, the presence or absence of expansive soils can only be ascertained by site-specific soils investigations by qualified engineers or geologists.

² A roof diaphragm is a structural roof deck that is capable of resisting shear that is produced by lateral forces, such as wind or seismic loads.

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Subsidence

Common causes of soil subsidence include withdrawal of oil and groundwater from subsurface sediments. The compaction of unconsolidated aquifer systems that can accompany excessive groundwater pumping is by far the single largest cause of subsidence. The overdraft of such aquifer systems has resulted in permanent subsidence and related ground failures. Groundwater is the main water supply source for much of the San Gabriel Valley, which is among the places where subsidence has been attributed to groundwater pumping (USGS 2000). Subsidence can affect structures sensitive to slight changes in elevation or slope such as highways, canals, pipelines, sewers, and railroads. Subsidence commonly occurs in such slight amount and over large areas that it is only observable through detailed surveying studies. Smaller buildings within an area of uniform subsidence may not sustain damage unless differential subsidence should occur. Differential subsidence may damage structures built within these areas.

Soil Erosion

Erosion is the movement of rock and soil from place to place, and is a natural process. Common agents of erosion in the region include wind and flowing water. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur at an alarming rate causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by the following factors: rainfall intensity and runoff; soil erodibility; slope gradient and length; and vegetation cover. Soil erodibility is a measure of how easily soil particles are dislodged from the soil surface by the impact of raindrops. Erosion is most likely on sloped areas with exposed soil, especially where unnatural slopes are created by cut-and-fill activities.

Collapsible Soils

A collapsible soil shrinks considerably when wetted, when a load is placed atop the soil, or under both conditions. Such shrinkage can damage structures built on the soil or structures such as pipelines built within the soil.

Collapsible soils tend to be young and to have been rapidly deposited, such as during floods. They occur in arid and semiarid areas. They are common on alluvial fans on the flanks of hills and mountain ranges in the southwestern United States in areas with up to 20 inches annual precipitation (NRCS 2004).

Compressible Soils

Soils will become compressed to varying degrees when a load is placed on the soil due to a decrease in the total volume of pore spaces between grains of soil. Soils are compacted intentionally in preparation for construction of buildings and roads; however, soil compaction can also occur in other places, primarily by vehicle traffic. Soil is especially susceptible to compaction when it is moist or wet (NRCS 2004).

Regulatory Setting

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act, California Public Resources Code Sections 2690 et seq., was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. Geotechnical investigations for projects within seismic hazard zones are required to evaluate seismic hazards.

2007 California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2007 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motions with specified probabilities of occurring at a site.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled “The Homeowners Guide to Earthquake Safety.” This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are contained in California Health and Safety Code Sections 17953–17955, and in Section 1802 of the 2007 California Building Code. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Regulations Regarding Soil Erosion

Storm Water Pollution Prevention Plans

Pursuant to the federal Clean Water Act (CWA), in 2001, the State Water Resources Control Board (SWRCB) issued a statewide general National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits or be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing



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and implementing a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list best management practices (BMPs) implemented on the construction site to protect stormwater runoff, and must contain a visual monitoring program; a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters. Within the City of El Monte, compliance with NPDES regulations is enforced by the City's Environmental Services Division. The SWRCB has issued a subsequent Statewide General Construction Activity permit (Order No. 2009-0009-DWQ), which will take effect on July 1, 2010.

City of El Monte

Municipal Code Section 16.10.040: Reports Required with Tentative Map Submission

A. Soils Report. A preliminary soils report prepared in accordance with the city's grading ordinance shall be submitted. If the preliminary soils report indicates the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects, the soils report accompanying the final map shall contain an investigation of each lot within the subdivision.

B. Engineering Geology and/or Seismic Safety Report. A preliminary engineering geology and/or seismic safety report, prepared in accordance with city guidelines, is required if the subdivision lies within a "medium risk" or "high risk" geologic hazard area, as shown on maps on file contained within the safety element of the El Monte general plan.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- G-1 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.
- G-2 Result in substantial soil erosion or the loss of topsoil.
- G-3 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.
- G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial risks to life or property.

- G-5 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.

5.4.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

The net increases in residential units, residents, employees, and nonresidential square footage in El Monte that would be added by buildout of the General Plan Update are shown below in Table 5.4-2.

**Table 5.4-2
Buildout Estimates
Existing Conditions versus Proposed General Plan**

<i>Land Use</i>	<i>Existing Conditions</i>	<i>Proposed General Plan</i>	<i>Difference</i>	<i>Percent Difference</i>
Residential Units	28,318	33,802	5,484	19.4%
Population	125,194	149,721	24,527	19.6%
Employees	35,848	58,807	22,959	64.0%
Nonresidential Square Footage	22,390,841	34,397,496	12,006,655	53.6%

As nearly the entire City is built out, almost all of the development that may be permitted under the proposed General Plan Update would be redevelopment, and not development of vacant land.



IMPACT 5.4-1: BUILDOUT OF THE GENERAL PLAN UPDATE WOULD NOT SUBJECT PEOPLE OR STRUCTURES TO SUBSTANTIAL HAZARDS DUE TO RUPTURE OF A KNOWN EARTHQUAKE FAULT. [THRESHOLD G-1.I]

Impact Analysis: There are no known earthquake faults in the City, and the mapped fault nearest the City is about 1.25 miles southwest of the western end of the City (CDMG 1991). There are no Alquist-Priolo Earthquake Fault Zones in the City. Thus, the hazard of surface rupture of a known fault within the City is negligible.

IMPACT 5.4-2: BUILDOUT OF THE GENERAL PLAN UPDATE WOULD SUBJECT PERSONS AND STRUCTURES TO SUBSTANTIAL HAZARDS DUE TO GROUND SHAKING. [THRESHOLDS G-1.II]

Impact Analysis: The increases in population, employees, and residential and nonresidential structures in El Monte that would result from buildout of the General Plan Update are shown above in Table 5.4-1. Earthquakes that could cause strong ground shaking in El Monte could occur on any of several faults in the region. The peak horizontal ground acceleration forecast to occur in the City of El Monte during an earthquake with a 10 percent probability of exceedence in 50 years, that is, an average return period of 475 years, is roughly 0.6g, where g is the acceleration of gravity (CGS 2007). A ground acceleration of 0.6g corresponds roughly to an intensity of VIII on the MMI Scale. An earthquake of such intensity would cause slight damage in specially designed structures, considerable damage and partial collapse in ordinary substantial buildings, and great damage in poorly built structures. Buildout of the General Plan Update would add people and buildings to El Monte that would be subjected to ground shaking.

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IMPACT 5.4-3: DEVELOPMENTS PERMITTED UNDER THE PROPOSED GENERAL PLAN UPDATE COULD SUBJECT PEOPLE AND STRUCTURES TO SUBSTANTIAL HAZARDS RESULTING FROM SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION. [THRESHOLD G-1.III]

Impact Analysis:

Liquefaction

Nearly the entire City is in a Zone of Required Investigation for liquefaction designated by the CGS (CDMG 1999). Two of the three factors contributing to susceptibility to liquefaction are present in El Monte: loose, unconsolidated sediments consisting mainly of sand or silty sand, and shallow groundwater. The third factor, strong ground shaking, is potentially present in the City. The proposed project would increase the numbers of people and buildings in the City that could be exposed to liquefaction hazards.

Lateral Spreading

Lateral spreading, that is, downslope movement of surface sediment due to liquefaction in a subsurface layer, is not likely to be a substantial hazard in most of the City due to the nearly flat terrain.

IMPACT 5.4-4: BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE WOULD NOT SUBJECT PERSONS OR STRUCTURES TO SUBSTANTIAL HAZARDS FROM EARTHQUAKE-INDUCED LANDSLIDES. [THRESHOLD G-1.IV]

Impact Analysis: The City of El Monte is very nearly flat, with a southwest slope of about 0.4 percent. There is a very small area at the northeast corner of the City where landslides have occurred on slopes of former gravel mines. This area is in a Zone of Required Investigation for earthquake-induced landslides designated by the CGS (CDMG 1999b). In the vast majority of the City, buildout of the General Plan Update would not place persons or structures at risk from earthquake-induced landslides. The part of the City near the slopes where landslides have occurred is developed with single-family housing, and the proposed land-use designation for that area is low-density residential; thus, the proposed General Plan Update does not envision redevelopment of that area with different land uses. The proposed project would not subject people or structures to substantial hazards from earthquake-induced landslides.

IMPACT 5.4-5 BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE COULD RESULT IN SUBSTANTIAL SOIL EROSION. [THRESHOLD G-2]

Buildout according to the proposed General Plan Update would increase residential and nonresidential development in the City by amounts shown above in Table 5.4-1. The unconsolidated sediments underlying El Monte would be very susceptible to erosion if effective erosion-control measures are not used during ground-disturbing activities. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

IMPACT 5.4-6 DEVELOPMENTS PURSUANT TO THE PROPOSED GENERAL PLAN UPDATE COULD SUBJECT PEOPLE AND STRUCTURES TO SUBSTANTIAL HAZARDS ARISING FROM UNSTABLE SOILS. [THRESHOLD G-3]

Hazards arising from liquefaction and lateral spreading are addressed under Impact 5.4-3.

Subsidence

Common causes of soil subsidence include withdrawal of oil and groundwater from subsurface sediments. The compaction of unconsolidated aquifer systems that can accompany excessive groundwater pumping is by far the single largest cause of subsidence. The overdraft of such aquifer systems has resulted in permanent subsidence and related ground failures. The San Gabriel Valley is among places where subsidence has been attributed to groundwater pumping (USGS 2000), and groundwater is the main water supply source for much of the San Gabriel Valley. Therefore, ground subsidence could pose a hazard in El Monte.

HydroCollapse

Collapsible soils tend to be young and to have been rapidly deposited, such as during floods. They occur in arid and semiarid areas. They are common on alluvial fans on the flanks of hills and mountain ranges in the southwestern United States in areas with up to 20 inches annual precipitation (NRCS 2004).

Surface sediments in El Monte are young, unconsolidated alluvial sediments deposited in flood-plains along the San Gabriel and Rio Hondo Rivers. El Monte has a semiarid climate, with annual precipitation in nearby San Gabriel of about 17.25 inches. Thus, conditions in El Monte are such that collapsible soils could be present.

Compressible Soils

Soils will become compressed to varying degrees when a load is placed on the soil, due to a decrease in the total volume of pore spaces between grains of soil. Use of standard soils engineering methods would reduce hazards to people or structures arising from compressible soils; thus, buildout of the General Plan Update is not expected to result in substantial hazards due to compressible soils.

Buildout of the proposed General Plan Update could subject persons and structures to substantial hazards arising from ground subsidence and collapsible soils.

IMPACT 5.4-7 BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE COULD SUBJECT PERSONS OR STRUCTURES TO SUBSTANTIAL HAZARDS ARISING FROM EXPANSIVE SOILS. [THRESHOLD G-4]

Several types of clay minerals absorb water. Soils containing large amounts of these minerals, known as expansive soils, swell when they absorb water and shrink as they dry and are usually located within five feet of the ground surface. Surface sediments in the City consist of young alluvial-fan deposits composed of unconsolidated gravel, sand, and silt, and young wash deposits consisting of unconsolidated sand, silt, and gravel (USGS 2005). Clays are not listed as major components of surface sediments in El Monte; thus, there might not be substantial amounts of expansive soils within the City. However, the presence or absence of expansive soils can only be ascertained by site-specific soils investigations by qualified engineers or geologists, which would be required for individual projects considered for approval under the proposed General Plan Update. Developments approved under the proposed General Plan Update could subject people or structures to substantial hazards related to expansive soils.



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IMPACT 5.4-8 DEVELOPMENTS BUILT PURSUANT TO THE PROPOSED GENERAL PLAN UPDATE WOULD INCLUDE CONNECTIONS TO SANITARY SEWERS, AND ARE NOT EXPECTED TO USE SEPTIC TANKS OR OTHER ALTERNATIVE WASTEWATER DISPOSAL METHODS. THE PROPOSED PROJECT WOULD NOT RESULT IN ADVERSE IMPACTS REGARDING THE CAPABILITY OF SOILS FOR SUPPORTING ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS, INCLUDING SEPTIC TANKS. [THRESHOLD G-5]

Sewers in the City are managed and maintained by the City's Engineering and Public Works Maintenance Divisions. Wastewater treatment service is provided to the City by the Los Angeles County Sanitation Districts. Developments permitted under the proposed General Plan Update would include connections to sanitary sewers, and would not use septic tanks or other alternative wastewater disposal systems. No adverse impact would occur.

5.4.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to geology and soils include:

Public Health and Safety Element

- Ensure that new and retrofitted buildings comply with the most recently adopted City and state building codes governing seismic safety and structural design to minimize the potential for damage, personal injury, and loss from earthquakes. (Policy 1.1)
- As necessary, require detailed geologic, geotechnical or soil investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process. (Policy 1.2)
- Mitigate structural hazards related to seismic events through appropriate methods such as excavating and refilling land with engineered fill, ground improvements, structural design, and other appropriate mitigation. (Policy 1.3)

5.4.5 Existing Regulations and Standard Conditions

State

- Alquist-Priolo Earthquake Fault Zoning Act
- Seismic Hazard Mapping Act
- 2007 California Building Code
- Natural Hazards Disclosure Act
- Health and Safety Code Sections 17935-17955
- Statewide General Construction Activity Permit

City of El Monte

- Municipal Code Section 16.10.040

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.4-1, 5.4-2, 5.4-3, 5.4-4, 5.4-5, 5.4-6, 5.4-7, and 5.4-8.

5.4.7 Mitigation Measures

No mitigation measures are required.

5.4.8 Level of Significance After Mitigation

No significant impacts have been identified, and no mitigation is required. All impacts to geology and soils would be less than significant.



5. *Environmental Analysis*

GEOLOGY AND SOILS

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5.5 GREENHOUSE GASES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for buildout of the El Monte General Plan Update (proposed project) to generate a substantial increase in greenhouse gas (GHG) emissions or conflict with a GHG reduction plan. The analysis in this section is based on land uses associated with buildout of the El Monte General Plan Update for post-year 2035 (see Tables 3-3 and 3-4). The analysis considers policies and mitigation suggested by the California Attorney General and the California Air Pollution Control Officer's Association (CAPCOA) to reduce climate change impacts. This section also evaluates consistency of the El Monte General Plan with the strategies outlined in the California Air Resources Board's (CARB) Scoping Plan, in accordance with Assembly Bill 32 (AB 32), and strategies proposed by the Southern California Association of Governments (SCAG) to reduce vehicle miles traveled (VMT) in the region, in accordance with Senate Bill 375 (SB 375). The air quality model output sheets are included in Appendix D. The analysis in this section is based in part on the following technical report(s):

- *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, California Air Pollution Control Officers Association (CAPCOA), January 2008
- *Climate Change Scoping Plan*, California Air Resources Board, December 2008.
- *Compass Blueprint 2% Strategy Opportunity Areas Maps*, Southern California Association of Governments, 2008.
- *The California Environmental Quality Act – Addressing Global Warming Impacts at the Local Agency Level*, Office of the California Attorney General, 2008.



5.5.1 Environmental Setting

Greenhouse Gases and Climate Change

Climate change is the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. The climate system is interactive, consisting of five major components: the atmosphere, the hydrosphere (ocean, rivers, and lakes), the cryosphere (sea ice, ice sheets, and glaciers), the land surface, and the biosphere (flora and fauna). The atmosphere is the most unstable and rapidly changing part of the system. It is made up of 78.1 percent nitrogen (N₂), 20.9 percent oxygen (O₂), and 0.93 percent argon (Ar). These gases have only limited interaction with the incoming solar radiation and do not interact with infrared (long-wave) radiation emitted by the Earth. However, there are a number of trace gases, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃), that absorb and emit infrared radiation and therefore have an effect on climate. These are greenhouse gases (GHG), and while they comprise less than 0.1 percent of the total volume mixing ratio in dry air, they play an essential role in influencing climate (IPCC 2001).

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Non-CO₂ GHG are those listed in the Kyoto Protocol¹ (CH₄, N₂O, hydrofluorocarbons [HFC], perfluorocarbons [PFC], and sulfur hexafluoride [SF₆]) and those listed under the Montreal Protocol and its Amendments² (chlorofluorocarbons [CFC], hydrochlorofluorocarbons [HCFC], and halons). Table 5.6-1 lists a selection of some of the GHG and their relative global warming potentials (GWP) compared to CO₂. Although not included in this table, water vapor (H₂O) is the strongest GHG, is also the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant (IPCC 2001). The major GHG are briefly described below the table.

**Table 5.5-1
Greenhouse Gases and Their Relative Global Warming Potential Compared to CO₂**

<i>GHG</i>	<i>Atmospheric Lifetime (years)</i>	<i>Global Warming Potential Relative to CO₂¹</i>
Carbon Dioxide (CO ₂)	50 to 200	1
Methane (CH ₄) ²	12 (±3)	21
Nitrous Oxide (N ₂ O)	120	310
Hydrofluorocarbons:		
HFC-23	264	11,700
HFC-32	5.6	650
HFC-125	32.6	2,800
HFC-134a	14.6	1,300
HFC-143a	48.3	3,800
HFC-152a	1.5	140
HFC-227ea	36.5	2,900
HFC-236fa	209	6,300
HFC-4310mee	17.1	1,300
Perfluoromethane: CF ₄	50,000	6,500
Perfluoroethane: C ₂ F ₆	10,000	9,200
Perfluorobutane: C ₄ F ₁₀	2,600	7,000
Perfluoro-2-methylpentane: C ₆ F ₁₄	3,200	7,400
Sulfur Hexafluoride (SF ₆)	3,200	23,900

Source: USEPA

¹ Based on 100-Year Time Horizon of the Global Warming Potential (GWP) of the air pollutant relative to CO₂.

² The methane GWP includes the direct effects and those indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

Carbon dioxide (CO₂) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

Methane (CH₄) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

¹ Kyoto Protocol: Established by the United Nations Framework Convention on Climate Change (UNFCCC) and signed by more than 160 countries (excluding the United States) stating that they commit to reduce their GHG emissions by 55 percent or engage in emissions trading.

² Montreal Protocol and Amendments: International Treaty signed in 1987 and subsequently amended in 1990 and 1992. Stipulates that the production and consumption of compounds that deplete ozone in the stratosphere (CFC, halons, carbon tetrachloride, and methyl chloroform) are to be phased out by 2000 (2005 for methyl chloroform).

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Nitrous oxide (N₂O) is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated gases are synthetic, strong greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes called High Global Warming Potential gases.

- *Chlorofluorocarbons (CFCs)* are greenhouse gases covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. Because these gases are ozone depleting, they are being replaced by other compounds that are GHGs covered under the Kyoto Protocol.
- *Perfluorocarbons (PFCs)* are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF₄] and perfluoroethane [C₂F₆]) were introduced as alternatives, along with HFCs, to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.
- *Sulfur Hexafluoride (SF₆)* is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF₆ is a strong greenhouse gas used primarily as an insulator in electrical transmission and distribution systems.
- *Hydrochlorofluorocarbons (HCFCs)* contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also greenhouse gases.
- *Hydrofluorocarbons (HFCs)* contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong greenhouse gases. (USEPA 2008a)



California's GHG Sources and Relative Contribution

California is the second largest emitter of GHG in the United States, only surpassed by Texas, and the tenth largest GHG emitter in the world (CEC 2005). However, because of more stringent air emission regulations, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO₂ emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services). In 2004, California produced 492 million metric tons (MTons) of CO₂-equivalent (CO_{2e}) GHG emissions,³ of which 81 percent were CO₂ from the combustion of fossil fuels, 2.8 percent were from other sources of CO₂, 5.7 percent were from methane, and 6.8 percent were from N₂O. The remaining 2.9 percent of GHG emissions were from High Global Warming Potential gases, which include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (CEC 2006).

³ CO₂-equivalence is used to show the relative potential that different GHG have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

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CO₂ emissions from human activities make up 84 percent of the total GHG emissions. California's transportation sector is the single largest generator of GHG emissions, producing 40.7 percent of the state's total emissions. Electricity consumption is the second largest source, comprising 22.2 percent. While out-of-state electricity generation comprises 22 to 32 percent of California's total electricity supply, it contributes 39 to 57 percent of the GHG emissions associated with electricity consumption in the state. Industrial activities are California's third largest source of GHG emissions, comprising 20.5 percent of the state's total emissions. Other major sources of GHG emissions include mineral production, waste combustion and land use, and forestry changes. Agriculture, forestry, commercial, and residential activities comprise the balance of California's greenhouse gas emissions (CEC 2006).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHG in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that are attributable to human activities. The amount of CO₂ has increased by more than 35 percent since preindustrial times, and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is rising at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006).

Climate-change scenarios are affected by varying degrees of uncertainty (IPCC 2007). The Intergovernmental Panel on Climate Change's (IPCC) *2007 IPCC Fourth Assessment Report* projects that the range of global mean temperature increase from 1990 to 2100, under different climate-change scenarios, will range from 1.4 to 5.8 °C (2.5 to 10.4°F). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic timeframe but within a human lifetime.

Potential Climate Change Impacts for California

Climate change is not a local environmental impact; it is a global impact. Unlike criteria pollutants, CO₂ emissions cannot be attributed to a direct health effect. However, human-caused increases in GHG have been shown to be highly correlated with increases in the surface and ocean temperatures on Earth (IPCC 2007). What is not clear is the extent of the impact on environmental systems.

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. Likewise, there are varying degrees of uncertainty in environmental impact scenarios. Because of this uncertainty, the IPCC uses five different confidence levels to quantify climate change impacts on the environment: Very High Confidence (95 percent or greater), High Confidence (67 to 95 percent), Medium Confidence (33 to 67 percent), Low Confidence (5 to 33 percent), and Very Low Confidence (5 percent or less).

In California and western North America, 1) observations in the climate have showed a trend toward warmer winter and spring temperatures, 2) a smaller fraction of precipitation is falling as snow, 3) there is a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones, 4) there is an advance snowmelt of 5 to 30 days earlier in the springs, and 5) there is a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team (CAT), even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have

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already built up, their long atmospheric lifetimes (see Table 5.5-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now unavoidable.

CAT and the California Environmental Protection Agency (Cal/EPA) use the results from the recent analysis of global climate change impacts for California under three IPCC scenarios: lower emissions (B1), medium-high emissions (A2), and high emissions (A1F1); each is associated with an increasing rise in average global surface temperatures. According to the California Energy Commission (CEC) in their 2006 report, *Our Changing Climate, Assessing the Risks to California*, global climate change risks to California include public health impacts (poor air quality made worse and more severe heat), water resources impacts (decreasing Sierra Nevada snow pack, challenges in securing adequate water supply, potential reduction in hydropower, and loss of winter recreation), agricultural impacts (increasing temperatures, increasing threats from pests and pathogens, expanded ranges of agricultural weeds, and declining productivity), coast sea level impacts (rising coastal sea levels, increasing coastal floods, and shrinking beaches), forest and biological resource impacts (increasing wildfires, increasing threats from pest and pathogens, declining forest productivity, and shifting vegetation and species distribution), and electricity impacts (increased energy demand).

Specific climate change impacts that could affect the City of El Monte include health impacts from a reduction in air quality, water resources impacts from a reduction in water supply, and increased energy demand.

Existing Emissions Inventory

An existing emissions inventory of the City of El Monte was conducted based on the existing land uses (see Table 3-1 and Table 3-2), and is shown in Table 5.5-2. The emissions inventory assumes both residential and employment trips to be associated with land uses in the City of El Monte. Therefore, *all* the vehicle miles traveled (VMT) generated by those trips are considered to be part of the City's GHG inventory even if part of the trip end is external to the City. In comparison, the Regional Target Advisory Committee for Senate Bill 375 (SB 375) is recommending that in scenarios where employment trips are split between jurisdictional boundaries, only 50 percent of the trip length be included as part of that region's GHG inventory. What this means is the vehicle trip may originate in the City of Los Angeles, but end in the City of El Monte (or vice-versa). The City considers this whole trip length and trip to be associated with the El Monte General Plan. Because the City of El Monte GHG inventory does not split trips associated with residential uses and trips associated with nonresidential uses, this correction is not included in the GHG emissions inventory and results in an overestimation of VMT and trips generated by the City of El Monte alone.

It is also important to evaluate the GHG emissions inventory for the City of El Monte per service population (per person for residential or per job for nonresidential), because per-capita indicators can be a better metric for comparing the GHG emissions levels. Per-capita metrics allow a comparison of GHG emissions independent of the size of city and allow a comparison of the overall efficiency of the city with regard to reductions in GHG emissions. The City of El Monte finds that a per-capita inventory based on service population is a meaningful measurement for defining the GHG emissions inventory because use of a per-capita metric can compare how efficiently the City is growing.

The existing GHG emissions were calculated using the URBEMIS2007 emissions model for area and transportation sources. In addition, indirect CO_{2e} emissions for energy use, water, and waste disposal were included in the emissions inventory. CO_{2e} emissions for energy use were calculated using energy usage factors and emission rates from the US Energy Information Administration. CO_{2e} emissions from project-related water demand were calculated using southern California energy-intensity factors obtained from the CEC, and CO_{2e} emissions from project-related waste disposal were calculated using the USEPA's Waste



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Reduction Model. Life cycle emissions⁴ are not included in this analysis because insufficient information is available for the proposed project and therefore life cycle GHG emissions would be speculative. Air quality modeling and details on the modeling assumptions are included as Appendix D.

**Table 5.5-2
Existing GHG Emissions Inventory**

<i>Source</i>	<i>CO₂ Emissions MMTons/Year</i>	
Area Sources ¹	0.10	7%
Transportation ¹	0.94	67%
Water ²	0.02	1%
Purchased Energy Residential ³	0.18	13%
Purchased Energy Non-Residential ³	0.14	10%
Waste Disposal ⁴	0.02	2%
Total	1.39 MMTons	
Per Service Population (SP)⁵	8.6 MTons/SP	

Source: URBEMIS2007, Version 9.2.4.

MTons = metric tons

MMTons = million metric tons

¹ URBEMIS2007, Version 9.2.4. Assumes CO₂ represents 99.6 percent of total CO_{2e} emissions from gasoline while CH₄, N₂O, and fluorinated gases comprise the remaining percent (BAAQMD 2008).

² CO_{2e} emissions from the energy intensity of water are based on the CEC's California's Water Energy Relationship (2005) of 12,700 Kwh/MG for Southern California.

³ CO_{2e} emissions calculated using energy usage factors and emission rates from the United States Department of Energy, EIA, *2003 Commercial Building Energy Consumption*, December 2006, Table C14; EIA, *Residential Energy Consumption Survey*, Table CE1-6.2u, December 2006; and EIA, *Updated State-and Regional-Level Greenhouse Gas Emission Factors for Electricity*, May 2002.

⁴ CO_{2e} emissions from waste generation are based on the Waste Reduction Model created by the EPA and the waste stream jurisdictional profile for the City of El Monte.

⁵ Based on a population of 125,194 people and 35,848 employees that live and work within the City.

Regulatory Setting

Regulation of GHG Emissions on a National Level

After a thorough examination of the scientific evidence and careful consideration of public comments, the EPA announced on December 7, 2009, two distinct findings regarding GHG emissions under Section 202(a) of the Clean Air Act. First, the EPA made an endangerment finding that current and projected concentrations of the six key greenhouse gases—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations. Second, the EPA made a finding that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHGs that threaten public health and welfare. EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standards proposed earlier this year for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.

⁴ Life cycle emissions are the GHG emissions from raw material production, manufacture, distribution, use, and disposal and include all intervening transportation emissions caused by the product's existence. Because the amount of materials consumed during the operation or construction over the lifetime of the General Plan is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative.

Regulation of GHG Emissions on a State Level

Assembly Bill 32, the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG. AB 32 follows the first tier of emissions reduction targets established in Executive Order S-3-05, signed on June 1, 2005. Executive Order S-3-05 requires the state's global warming emissions to be reduced to 1990 levels by the year 2020 and by 80 percent of 1990 levels by year 2050. Projected GHG emissions in California are estimated at 596 million MTons of CO_{2e} by 2020. In December 2007, CARB approved a 2020 emissions limit of 427 million MTons (471 million tons) of CO_{2e} for the state. The 2020 target requires emissions reductions of 169 million MTons, approximately 30 percent of the projected emissions compared to business-as-usual (BAU) in year 2020 (i.e., 30 percent of 596 MTons). CARB defines BAU in their Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical practice in 2002–2004.

In order to effectively implement the cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor global warming emissions levels for large stationary sources that generate more than 25,000 MTons per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012. The Climate Action Registry Reporting Online Tool was established through the Climate Action Registry to track GHG emissions. In June 2008, CARB released a draft of the *Climate Change Scoping Plan*, which was revised in October 2008. The final Scoping Plan was adopted by CARB on December 11, 2008. Key elements of CARB's GHG reduction plan are:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a mix of 33 percent for energy generation from renewable sources;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources;
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard
- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

Table 5.5-3 shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services are estimated to result in a reduction of five million MTons of CO_{2e}, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target.



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Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer VMT. According to the supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of two million MTons of CO_{2e} (or approximately 1.2 percent of the GHG reduction target).

In summary, current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32 and Executive Order S-01-07. AB 32 establishes a goal of reaching 1990 levels by 2020 and describes a process for achieving that goal. Executive Order S-03-05 sets a goal for the following for reduction of GHG emissions:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

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**Table 5.5-3
Scoping Plan Greenhouse Gas Reduction Measures and
Reductions toward 2020 Target**

<i>Recommended Reduction Measures</i>	<i>Reductions Counted toward 2020 Target of 169 MMT CO_{2e}</i>	<i>Percentage of Statewide 2020 Target</i>
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets ¹	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted Towards 2020 Target	42.8	NA

Source: CARB 2008. Note: the percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 MMTons and the Scoping Plan identifies 174 MMTons of emissions reductions strategies.

MMTCO_{2e}: million metric tons of CO_{2e}

¹ Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.

² According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_{2e} (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.



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Regulation of GHG Emissions on a Regional Level

In 2008, Senate Bill 375 was adopted to connect the GHG emissions reductions targets established in the Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 requires CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). SCAG is the MPO for the southern California region, which includes the counties of Los Angeles, Orange, San Bernardino County, Riverside, Ventura, and Imperial.

The GHG emissions reduction targets for each region are required to be established no later than September 30, 2010. Once the targets for each region have been established, SB 375 requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. While there is no deadline for adoption of the SCS, it is anticipated that the first plans would not be released until 2011 at the earliest. The City of El Monte is within the San Gabriel Valley subregion, which voted not to prepare its own SCS. As a result, the City of El Monte (and the San Gabriel Valley subregion as a whole) will be responsible for adhering to the regional SCS upon its implementation.

The SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS but provides incentives for consistency for governments and developers. If the SCS is unable to achieve the regional GHG emissions reduction targets, the MPO is required to prepare an Alternative Planning Strategy that shows how the GHG emissions reduction target could be achieved through alternative development patterns, infrastructure, and/or transportation measures.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- GCC-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GCC-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The CEQA Guidelines (updated December 2009) requires a lead agency to evaluate the change in existing physical environmental conditions associated with the project. In accordance with CEQA Guidelines a net zero increase in GHG emissions would clearly indicate that no significant impacts would occur as Section 15064.4(b)(1) is not intended to imply a zero net emissions threshold of significance (Natural Resources Agency 2009). To achieve this target, existing regulations and/or policies contained in the proposed General Plan would need to achieve attain a net zero increase in GHG emissions. If they do not achieve the City's current GHG emissions inventory, then GHG emissions impacts will be considered potentially significant in the absence of mitigation.

California Air Pollution Control Officers Association

In their January 2008 CEQA and Climate Change white paper, the California Air Pollution Control Officers Association identified a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In this white paper, CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been adopted.

South Coast Air Quality Management District

The issue of global climate change is, by definition, a cumulative environmental impact. In accordance with the South Coast Air Quality Management District (SCAQMD) methodology, any project that produces a significant regional air quality impact in an area adds to the cumulative impact. The SCAQMD is the local air district responsible for establishing thresholds for air quality in the South Coast Air Basin. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group. Currently the SCAQMD is in the process of establishing a threshold for GHG emissions to determine the project's regional contribution toward global climate change impacts for California.⁵ On December 5, 2008, the SCAQMD adopted a threshold of 10,000 MTons of CO_{2e} for industrial projects for which they are designated the lead agency for under CEQA.

5.5.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.5-1: PROJECT-RELATED GREENHOUSE GAS EMISSIONS WOULD SIGNIFICANTLY CONTRIBUTE TO GLOBAL CLIMATE CHANGE IMPACTS. [THRESHOLD GCC-1]

Impact Analysis: Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The analysis below provides the conclusions on the project-specific impact toward the cumulative impact of global climate change. The State of California, through its governor and its legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40+ years. This will occur primarily through the implementation of AB 32 and SB 375, which will address GHG emissions on a statewide cumulative basis.

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;

⁵ <http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html>.



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3. The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.⁶

The development contemplated by the proposed project would contribute to global climate change through direct emissions of GHG from onsite area sources, offsite energy production required for onsite activities and water use, and vehicle trips generated by the project. Annual GHG emissions from project-related mobile and stationary sources and project-related indirect emissions from purchased energy and water were calculated for construction and operation of the project. Life cycle emissions are not included in this analysis because no information is available for the proposed project and therefore lifecycle GHG emissions would be speculative.⁷ GHG emissions generated by the project were evaluated for the potential to generate a substantial quantity of GHG emissions.

The proposed project is a regionally significant project pursuant to SCAG Intergovernmental Review criteria and the CEQA Guidelines. Buildout of the El Monte General Plan would contribute to global climate change through direct emissions of GHG from onsite area sources, offsite energy production required for onsite activities, and indirect emissions from water use and vehicle trips. Life cycle emissions are not included in this analysis because no information is available for the proposed project and therefore life cycle GHG emissions would be speculative.⁸ GHG emissions from operational activities within the City of El Monte are shown in Table 5.5-4. It should be noted that the emissions inventory assumes both residential and employment trips to be associated with land uses in the City of El Monte. Therefore, *all* the VMT generated by those trips are considered to be part of the City's GHG inventory even if part of the trip end is external to the City. In comparison, the Regional Target Advisory Committee for SB 375 is recommending that in scenarios where employment trips are split between jurisdictional boundaries, only 50 percent of the trip length be included as part of that region's GHG inventory. This means is the vehicle trip may originate in the City of Los Angeles but end in the City of El Monte. The City considers this whole trip length and trip to be associated with the El Monte General Plan and therefore there is an overestimation of VMT and trips generated by the City of El Monte alone.

⁶ OPR recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

⁷ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. Because the amount of materials consumed during the operation or construction of the Spring Trails project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative.

⁸ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. Because of the programmatic nature of El Monte General Plan, evaluation and quantification of raw material usage and production are unknown. Industrial Sector GHG emissions are covered under the cap and trade program in CARB's Scoping Plan and are not covered in the analysis.

**Table 5.5-4
Post-2035 GHG Emissions Inventory**

Source	CO ₂ Emissions MMTons/Year		
	Existing	Post-2035 GP Buildout (BAU Scenario)	
Area Sources ¹	0.10	0.13	7%
Transportation ¹	0.94	1.27	68%
Water ²	0.02	0.02	1%
Purchased Energy Residential ³	0.18	0.23	12%
Purchased Energy Non-Residential ³	0.14	0.18	10%
Waste Disposal ⁴	0.02	0.03	2%
Annual Average Construction ⁵	0	<0.01	<1%
Total	1.39	1.85	
Per Service Population (SP)⁶	8.6 MTons/SP	8.9 MTons/SP	

Source: URBEMIS2007, Version 9.2.4. Based on 2009 emission rates.

MTons = metric tons

MMTons = million metric tons

¹ URBEMIS2007, Version 9.2.4. Assumes CO₂ represents 99.6 percent of total CO_{2e} emissions from gasoline while CH₄, N₂O, and fluorinated gases comprise the remaining percent (BAAQMD 2008).

² CO_{2e} emissions from the energy intensity of water are based on the CEC's California's Water Energy Relationship (2005) of 12,700 Kwh/MG for Southern California.

³ CO_{2e} emissions calculated using energy usage factors and emission rates from the United States Department of Energy, EIA, 2003 Commercial Building Energy Consumption, December 2006, Table C14; EIA, Residential Energy Consumption Survey, Table CE1-6.2u, December 2006; and EIA, Updated State- and Regional-Level Greenhouse Gas Emission Factors for Electricity, May 2002.

⁴ CO_{2e} emissions from waste generation are based on the Waste Reduction Model created by the EPA and the waste stream jurisdictional profile for the City of El Monte.

⁵ URBEMIS2007, Version 9.2.4. Assumes CO₂ represents 99.7 percent of total CO_{2e} from diesel while CH₄, N₂O, and fluorinated gases comprise the remaining percent (BAAQMD 2008). Assumes approximately 48 acres per year of disturbance, 219 new residential units constructed per year, 480,266 square feet of nonresidential construction, approximately 50,000 cubic yards of soil haul, and 326,577 square feet of demolition haul per year.

⁶ Based on a population of 125,194 people and 35,848 employees that live and work within the City.



The City of El Monte is projected to have an emissions inventory of 1.85 million MTons (MMTons) at buildout post-2035. As shown in this table, GHG emissions in the City are anticipated to increase by 0.46 MMTons, or approximately 33 percent. Consequently, buildout of the El Monte General Plan is considered to result in a substantial increase in GHG emissions in the absence of federal, state, regional and local GHG emissions reduction measures.

IMPACT 5.5-2: BUILDOUT OF THE CITY OF EL MONTE WOULD NOT CONFLICT WITH THE CALIFORNIA AIR RESOURCES BOARD'S-ADOPTED SCOPING PLAN. [THRESHOLD GCC-2]

Impact Analysis: While California alone cannot stabilize the climate, the state's actions set an example and drive global progress toward reduction of GHG. If the industrialized world were to follow the emission reduction targets established by California, and industrializing nations reduced emissions according to the lower emissions path (lower emissions IPPC scenario B1), medium or higher warming ranges of global temperature increases might be avoided, along with the most severe consequences of global warming. In 2007 the CEC published *The Role of Land Use in Meeting California's Energy and Climate Change Goals*. In this publication, the CEC acknowledged that California's land use patterns shape energy use and the production of GHG. Transportation contributes a large percentage of the state's GHG emissions and research shows that increasing a community or development's density and accessibility to job centers are the two most significant factors for reducing vehicle miles traveled through design (CEC 2007). CARB

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adopted the Scoping Plan in December 2008. CARB's Scoping Plan states that a 30 percent reduction in GHG emissions from BAU is necessary for the state to meet the 1990 GHG emissions goal by 2020. For individual cities, CARB is recommending a GHG reduction goal of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target.

City of El Monte GHG Emissions Inventory with Scoping Plan Reductions

In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected year statewide 2020 BAU GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the state as a whole would be required to reduce GHG emissions by 30 percent from year 2020 BAU. Therefore, the Scoping Plan defines the future baseline emissions scenario to mean in the absence of the statewide emissions reduction strategy. In order to determine whether the City of El Monte's GHG emissions are consistent with the overall goal of AB 32, the City of El Monte has projected GHG emissions in the absence of the emissions reduction strategy, shown previously in Table 5.5-4, and compares it to GHG emissions with implementation of the Scoping Plan GHG emissions reduction measures. The Scoping Plan identified several early action measures to reduce GHG Emissions in the State of California. These early action measures included:

- **Green Building:** Implementation of newer, more energy-efficient California Building Standards within the California Building Code (CBC). The new 2008 Building and Energy Efficiency Standards are 15 percent more energy efficient than the 2005 standards.
- **Renewable Energy Portfolio:** Requiring that California use renewable energy to represent 33 percent of California's energy portfolio. Renewable energy currently comprises 12 percent of the state's energy portfolio.
- **Per-Capita Water Reduction:** Reducing per-capita water use by approximately 20 percent. The draft 20X2020 water conservation plan identifies strategies to reduce water use in the state. In addition, plumbing and landscaping codes amended with the new CBC result in a 50 percent reduction of water use for new commercial and residential plumbing fixtures.
- **Low Carbon Fuel Standard:** Adoption of a new Low Carbon Fuel Standard (LCFS). The LCFS requires the carbon content of fuels sold in California to be reduced by 10 percent by year 2020.
- **Pavley Fuel Efficiency Standards:** Adoption of higher fuel efficiency standards (Pavley Fuel Efficiency Standards). The United States Environmental Protection Agency granted the waiver to California to implement higher fuel efficiency standards on July 1, 2009. California's fuel efficiency standards require the average fleet fuel economy of cars to be 43 miles per gallon (mpg) by year 2020. This results in an increase in fuel efficiency of 42.8 percent from the current 23 mpg average fleet economy in California.

Table 5.5-5 shows the GHG emissions inventory at post-2035 buildout of the El Monte General Plan with the associated GHG emissions reductions and the percent reduction from BAU. As described previously, to be consistent with CARB's Scoping Plan and the GHG reduction targets of AB 32 for year 2020, the City would need to reduce GHG emissions by 30 percent from BAU by year 2020. As shown in this table, the statewide GHG emissions reduction measures that are being implemented over the next 10 years would reduce the City of El Monte's GHG emissions by 0.67 MMTons, or 36 percent, from the post-2035 BAU scenario. Because the GHG emissions reductions for transportation, buildings, energy, and other economic sectors would be implemented by year 2020, the percent reduction associated with the Scoping Plan for the El

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Monte General Plan for post-2035 would be similar for year forecast 2020 (see Appendix D). This is because no additional emissions control measures are assumed for years 2020 through years 2035 for the purpose of this analysis. Therefore, the City of El Monte would be consistent with the GHG reduction goals of AB 32, as described in the statewide GHG emissions reduction strategy outlined in the Scoping Plan.

**Table 5.5-5
Post-2035 GHG Emissions Inventory**

<i>Source</i>	<i>CO₂ Emissions MMTons/Year</i>		
	<i>Post-2035 GP Buildout (BAU Scenario)</i>	<i>Post-2035 GP Buildout W/Scoping Plan</i>	
Area Sources ¹	0.13	0.13	11%
Transportation ¹	1.27	0.77 ⁷	65%
Water ²	0.02	0.01 ⁸	1%
Purchased Energy Residential ³	0.23	0.15 ⁹	13%
Purchased Energy Non-Residential ³	0.18	0.12 ⁹	10%
Waste Disposal ⁴	0.03	0.03	2%
Annual Average Construction ⁵	<0.01	<0.01	<1%
Total	1.85	1.19	
Per Service Population (SP)⁶	8.9 MTons/SP	5.7 MTons/SP	

Source: URBEMIS2007, Version 9.2.4.

MTons = metric tons

MMTons = million metric tons

¹ URBEMIS2007, Version 9.2.4. Assumes CO₂ represents 99.6 percent of total CO_{2e} emissions from gasoline while CH₄, N₂O, and fluorinated gases comprise the remaining percent (BAAQMD 2008).

² CO_{2e} emissions from the energy intensity of water are based on the CEC's California's Water Energy Relationship (2005) of 12,700 Kwh/MG for Southern California.

³ CO_{2e} emissions calculated using energy usage factors and emission rates from the United States Department of Energy, EIA, 2003 *Commercial Building Energy Consumption*, December 2006, Table C14; EIA, Residential Energy Consumption Survey, Table CE1-6.2u, December 2006; and EIA, *Updated State- and Regional-Level Greenhouse Gas Emission Factors for Electricity*, May 2002.

⁴ CO_{2e} emissions from waste generation are based on the Waste Reduction Model created by the USEPA and the waste stream jurisdictional profile for the City of El Monte.

⁵ URBEMIS2007, Version 9.2.4. Assumes CO₂ represents 99.7 percent of total CO_{2e} from diesel while CH₄, N₂O, and fluorinated gases comprise the remaining percent (BAAQMD 2008). Assumes approximately 48 acres per year of disturbance, 219 new residential units constructed per year, 480,266 square feet of nonresidential construction, approximately 50,000 cubic yards of soil haul, and 326,577 square feet of demolition haul per year.

⁶ Based on a population of 125,194 people and 35,848 employees that live and work within the City.

⁷ Assumes a 42.8 percent increase in fuel efficiency in passenger vehicles from 2009 to 2020 in the CARB 2008 Technical Advisory. Pavley 2 would require a average fleet fuel economy of new cars of 43 mpg by 2020 compared to an existing average of 24.4 mpg. Based on EMFAC fleet mix 1991 through 2035 and an average fuel efficiency across all model years of 33.9 mpg (or 39.1% increase in fuel efficiency from 2009).

⁸ Assumes a 20 percent decrease in per-capita water use in accordance with the statewide Draft 20X2020 Water Conservation Plan. Assumes an increase in renewable energy production of 21 percent. Existing renewable energy production is currently 12 percent of the statewide energy supply and the CARB Scoping Plan goal is 33 percent.

⁹ Assumes an increase in 15 percent energy efficiency from the 2005 to 2008 Building and Energy Efficiency Standards (Title 24, California Building Code). Assumes an increase in renewable energy production of 21 percent. Existing renewable energy production is currently 12 percent of the statewide energy supply and the CARB Scoping Plan goal is 33 percent.



5.5.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to sustainability, mobility, and associated GHG reductions include:

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Community Design Element

Commercial Streetscapes

- **Roadway Capacity.** Ensure that roadways are appropriately sized with adequate traffic management devices to allow for the smooth and safe flow of traffic consistent with the function and performance standards set forth by the Circulation Element. (Policy CD-2.4)
- **Corridor Driveways.** Consolidate driveways and access points, wherever feasible, along commercial corridors to improve traffic flow, and safety of user, and allow for coordinated improvements to the streetscape. (Policy CD-2.5)
- **Pedestrian Design.** Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment. (Policy CD-2.6)
- **Corridor Function.** Support the functional classification of roadways as identified in the Circulation Element by requiring appropriate design treatments for each classification. (Policy CD-2.7)

Architectural Quality

- **Sustainability.** Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc. (Policy CD-4.5)

Downtown El Monte

- **Linkages.** Establish a stronger link between the cultural center, Valley Mall, transit district, civic center, and surrounding neighborhoods of the El Monte downtown by incorporating unifying streetscape improvements along key roadways, an interconnected and coordinated system of walkways, and improvements to the Emerald Necklace of trails. (Policy CD-5.6)
- **Pedestrian Plan.** Create a downtown pedestrian master plan, as specified in the Circulation Element, that is designed to improve the walking experience of pedestrians, shoppers, and residents. The plan should provide well-defined pathways with ample pedestrian amenities and wayfaring signage to encourage walking. (Policy CD-5.9)
- **Mixed-Use Projects.** Pursuant to a Downtown Specific Plan, require that mixed-use projects convey a high level of architectural, design, and landscape quality as follows: (Policy CD-5.10)
 - Design and incorporation of elements to avoid conflicts among functions, such as noise and lighting.
 - Visual and physical integration and coherency of the commercial and residential uses in the project.
 - Architectural treatment of building elevations and visible sides of structures, and modulation of their massing.
 - Incorporation of separate and well-defined entries for commercial uses and residential units.

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- Design of parking areas and facilities to be placed behind the structures and integrated with the building use.
- Incorporation of extensive landscaping, where feasible, to soften hardscape and present a domestic living environment.
- Incorporate different architectural styles, variety of rooflines, wall articulation, balconies, window treatments, and varied colors and quality materials on all elevations

Flair Business Park

- Emerald Necklace. Improve the riverfront experience along the Rio Hondo River through the installation of Emerald Necklace projects. Include the following improvements according to the Emerald Necklace Vision Plan: (Policy CD-6.9)
 - Linear park and trails along the river
 - Miniparks at key locations along the river
 - Trees and native habitat planted along the way
 - Cultural and historical references
 - Bicycle paths and multiuse trails
- Public Parks. Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statutes, and other features; link the public parks across Telstar or major streets through a series of landscaped paths that allow for pedestrian movement. (Policy CD-6.10)
- Linkages. Establish a stronger link between the various districts within Flair Park by visually denoting Telstar Avenue as the major spine and incorporating unifying streetscape improvements along Flair Drive, Rio Hondo Avenue, Aerojet Avenue, and Fletcher Avenue. (Policy CD-6.12)
- Pedestrian Path System. Create a coordinated system of paths that weave through each district and connect districts separated by internal streets according to the following principles: (Policy CD-6.15)
 - Line paths with public art, small seating areas, street furniture, and pedestrian-scaled lamps that lend an air of informality.
 - Paths should be a combination of linear and nonlinear configurations, lending visual interest for the pedestrian.
 - Paths should link to major plazas and gathering places; avoid creating paths that simply follow building property lines.
 - Include pavement colorings, treatments, and detailed materials (not undifferentiated concrete) that lend a domestic quality while still clearly demarcating a Class A office park.



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- Include pedestrian-scaled monument signage and wayfaring of quality materials and finish that withstand weather.

Northwest Industrial District

- Linkages. Establish a stronger visual link between the Northwest District, the Downtown, and Flair Park by visually denoting and improving Baldwin Avenue, Valley Boulevard, and Lower Azusa Road with unifying streetscape elements. (Policy CD-7.8)
- Buffering. Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district. (Policy CD-7.9)
- Operational Impacts. Promote a clean industrial park image and reduce the impact of uses on neighboring properties or residences by adhering to the following considerations: (Policy CD-7.15)
 - Screen parking, storage, and service areas from public view with landscaped walls, berms, and appropriate landscaping.
 - Underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.
 - Reduce the impact of industrial uses on adjacent properties with walls and landscaping, locating service, delivery, and loading areas far from adjacent uses and public streets.
 - Require mitigation of noise, odor, lighting, and other impacts from affecting adjacent residential neighborhoods.
- Sustainability. Require that industrial development minimize consumption of and sustain scarce environmental resources through site design, building orientation, landscaping, use of recycled water for irrigation, water efficiency, building design and materials, and best management practices for drainage. (Policy CD-7.16)

Community Retail Centers

- Pedestrian Features. Encourage pedestrian-scale features in commercial centers, such as shaded sitting areas, fountains, arcades, canopies, and awnings, customized signage, and strategically located secondary entrances. (Policy CD-8.3)

Neighborhood Design Features

- Streetscapes. Connect residences, schools, parks, and activity centers, with streets that accommodate a range of uses, including autos, pedestrians, and bicyclists. Streetscapes should incorporate the following design features: (Policy CD-9.5)
 - Landscaped parkways or medians where adequate right-of-way exists for canopy street trees, grass landscape, and shrubs to provide shade and a pleasant walking experience.
 - Continuous sidewalks of sufficient width to accommodate seniors, people with disabilities, and families with children.

- Pedestrian-level and human-scaled amenities, including benches, lighting, signage, etc.
- Consider traffic-calming measures such as the actual or visual narrowing of streets through widened parkways, canopy trees, and bulb-out curbs at key intersections.
- Bicycle lanes equipped with large enough right-of-way to provide a safety buffer for bicyclists.

Land Use Element

Land Use Compatibility

- Code Compliance. Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures. (Policy LU-1.1)
- Mitigation. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control. (Policy LU-1.2)
- Heavy Industry. Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards. (Policy LU-1.4)

Distinct and Identifiable Places

- Green Infrastructure. Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte. (Policy LU-3.3)

Balance of Land Uses

- Transportation. Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits. (Policy LU-4.7)

Downtown El Monte

- Land Use Mix. Accommodate retail commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan's designations and subdistrict boundaries as may be more defined by a specific plan. (Policy LU-5.1)
- Transit Village. Facilitate transit-oriented developments with a range of residential, commercial, hotel, and recreational uses in the downtown that serve as destination points for the region and catalyst for the revitalization of and investment in downtown. (Policy LU-5.2)
- Housing. Facilitate development of mixed/multiuse housing, including transit-oriented development that provides housing options for persons of all ages and income levels that enhances the customer base for downtown business and activities. (Policy LU-5.3)



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- Road Reconfigurations. Support the installation of roundabouts, reduced road widths, and pedestrian improvements in the downtown pursuant to a feasibility study of Special Study Area 2 consistent with recommendations in the Circulation Element. (Policy LU-5.5)
- Circulation Improvements. Consider creating a secondary access roadway through the downtown and across the river by extending Ramona Boulevard or another arterial in concert with implementation programs set forth in the Circulation Element. (Policy LU-5.6)
- Emerald Necklace. Improve the Rio Hondo River, consistent with the Emerald Necklace Vision Plan, with linear parks, gateways, and walkways in downtown to create a vibrant and well-traveled path and riverfront experience. (Policy LU-5.11)
- Pedestrian Plan. Create a pedestrian mobility plan for the downtown that creates a well-defined system of paths to allow people to move easily without a car. (Policy LU-5.12)
- Building Improvement. Support ongoing improvement of commercial and residential properties in downtown through programs of financial assistance, code enforcement, business investment district, and partnerships with local businesses. (Policy LU-5.13)

Flair Park

- Circulation. Improve primary access to Flair Park from Rosemead Boulevard, create and improve secondary access points from Telstar Avenue and Whitmore Street, and provide transit service from the El Monte Downtown, Transit Village, and Metrolink Station through direct shuttles. (Policy LU-6.8)
- Streetscape Plan. Improve streetscape and internal access through the enhancement of primary roadways with trees and sidewalks, extension of roadways where necessary to ease mobility and transit access, and a distinctive wayfaring system. (Policy LU-6.9)
- Green Infrastructure. Green the riverbanks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths, and improve green infrastructure within Flair Park. (Policy LU-6.10)

Northwest Industrial District

- Adaptive Reuse. Work proactively with property owners of older, deteriorating industrial sites to facilitate necessary upgrades and creative adaptive reuse opportunities that meet the physical needs of modern industrial, manufacturing, and business uses. (Policy LU-7.2)
- Rail Improvements. Work with the Alameda Corridor East Authority and advocate for completion of the Baldwin Avenue grade crossing, additional grade crossings or at-grade mobility improvements at Arden Road or other grades, and technology improvements to improve mobility and safety at grade crossings. (Policy LU-7.7)
- River Frontage. Green the river banks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths to frame the edge of the Northwest Planning District and improve adjacent residential neighborhoods. (Policy LU-7.8)

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- Infrastructure. Create and implement comprehensive master plans for sewer, drainage, water, transportation, and other associated infrastructure systems in compliance with applicable state law requirements to incentivize business relocation and protect the City's financial investment in its infrastructure. (Policy LU-7.12)
- Building Design. Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the image of a modern industrial park, and improve values of surrounding residential neighborhoods. (Policy LU-7.13)
- Housing. Preserve and enhance residential neighborhoods in and around the Northwest Industrial District through housing rehabilitation, infrastructure improvements, public services and facilities, including parks consistent with goals and policies in the Parks and Recreation Element and the Housing Element. (Policy LU-7.14)

Major Corridors

- Corridor Reuse. Promote the reuse of strip commercial and industrial corridors by consolidating retail and commercial uses into activity nodes and transitioning intervening areas for midblock residential or mixed\multiuse developments. (Policy LU-9.1)
- Housing Types. Sensitively integrate higher density residential uses (e.g., townhomes, live-work, planned residential developments, etc.) along major corridors consistent with the corridor implementation plan for Durfee and Garvey Avenue. (Policy LU-9.2)
- Bicycle Lanes/Walkways. Create a Class 2 bicycle lane along Durfee Avenue, from the south City limits to Ramona to provide an exclusive or semiexclusive use of bicycles; also line the street with complete sidewalks to encourage pedestrian activity. (Policy LU-9.5)
- Streetscape Program. Establish a comprehensive streetscape and landscape program for corridors that include right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street, furniture), and public signage. (Policy LU-9.6)
- Housing Design. In concert with expectations for architecture in the Community Design Element and corridor implementation plan, require excellence in residential architecture design and construction practices exemplified by the following principles: (Policy LU-9.7)
 - Materials. Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials
 - Durability. materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time
 - Aesthetics. structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout
 - Functionality. residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations



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- Sustainability. incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics

Housing Element

Residential Neighborhoods

- Housing Rehabilitation. Support the rehabilitation of single-family and multiple-family units and acquisition and rehabilitation of multiple-family housing to improve housing conditions, remove blight if needed, and improve the quality of life in neighborhoods. (Policy H-1.1)
- Architectural Design. Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review. (Policy H-1.5)

Accommodating New Housing

- Transit-Oriented Housing. Support the development of the Transit Village Specific Plan, which contains a variety of mixed-use projects vertically or horizontally integrated with commercial, professional, entertainment, and recreational uses. (Policy H-2.6)
- Downtown Core. Direct the production of new quality housing, including mixed/multiuse and mixed-income housing along with appropriate amenities, as appropriate, into the Downtown Core. (Policy H-2.8)

Diversity of Housing Types and Prices

- Development Standards. Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use, and other housing suited to different lifestyle needs. (Policy H-3.8)

Parks and Recreation Element

Recreation Facilities and Programs

- Access to Recreational Facilities. Enhance options for residents to access community centers and other recreational facilities through transit, safe routes, bicycle routes, and walking paths. (Policy PR-2.8)

Emerald Necklace

- Trails. Develop an interconnected network of multiuse trails and related facilities for horseback riding, bicycling, hiking, and jogging in the washes and along the rivers of the Emerald Necklace. (Policy PR-3.3)

Green Infrastructure

- Connecting People. Create green infrastructure along residential streets and arterials that link residents to schools, parks, neighborhoods, the downtown, and other destinations. (Policy PR-4.2)

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- Environmental Benefits. Design green infrastructure that conserves water, reduces and filters water pollutants, and contributes to the City's green waste program. (Policy PR-4.5)

Multiuse Path System

- Sidewalks. Create a network of paths and sidewalks that are safe and accessible to all people, with pedestrian amenities that connect residences to schools, parks, shopping, and public facilities. (Policy PR-5.1)
- Bicycle Paths. Create a bicycle path network that is consistent with the Circulation Element, and Emerald Necklace Vision, and supports the MTA bicycle hub concept. (Policy PR-5.2)
- Washes. Support the enhancement and restoration of the six washes and two natural creeks that flow into the Emerald Necklace with linear parks, trails, and green infrastructure. (Policy PR-5.3)
- Equestrian. Preserve areas suitable for horseback riding, including the Emerald Necklace, and consider additional public easements for the development of equestrian trails. (Policy PR-5.4)
- Downtown. Support a circulation plan for downtown El Monte which links the City Hall, Valley Mall, Fletcher Park, the Emerald Necklace, and surrounding residential areas and businesses. (Policy PR-5.6)
- Sites for New Trails. Seek to develop trails and related facilities for horseback riding, bicycling, hiking, and jogging along the washes that interconnect with open spaces and recreation areas. (Policy PR-5.8)



Circulation Element

Connecting El Monte to the Region

- Access to Downtown. Support implementation of the Mid Valley Transit Corridor and associated improvements along Ramona Boulevard and improve connection to the Transit Station to increase ridership and coordinate transit services. (Policy C-1.2)
- Access to Flair Park. Improve roadway and transit access to Flair Park through the reconfiguration of the Baldwin Interchange, extension of Ramona Boulevard to Telstar, and an interconnected bus route with the El Monte Transit Station. (Policy C-1.3)
- Access to Northwest Industrial District (West Side). Support improvement of access to and from I-10 through the reconfiguration of the Baldwin Interchange, elimination of at-grade crossings, and widening of Baldwin Avenue. (Policy C-1.4)
- Freight Movement. Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors and eliminating at-grade railroad crossings in El Monte, wherever feasible, to facilitate access to I-10. (Policy C-1.6)

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Traffic Management

- **Operational Efficiency.** Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians. (Policy C-3.1)
- **Traffic Flow Management.** Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns. (Policy C-3.2)
- **Safe Routes to Schools.** Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours. (Policy C-3.4)

Transit Alternatives

- **Transit Service Coverage.** Provide transit routes that more directly serve residential neighborhoods, and improve transit service to Flair Park that connects to the El Monte Transit Center. Seek to provide transit within a quarter mile of residents and activity nodes. (Policy C-4.1)
- **Regional Bus Transit.** Work with LACMTA and Foothill Transit to enhance regional transit connections in the City, through additional routes and increased service frequency. Support LACMTA expansion of rapid bus service in the region and particularly on routes serving the City. (Policy C-4.2)
- **Enhanced Local Bus Transit.** Continue to adjust and enhance the local transit circulator service in the community, particularly to serve local neighborhoods, schools and parks, key commercial districts, and the regional bus and rail transit stations. (Policy C-4.3)
- **Regional Transit Stations.** Support the continued efficient operation of the El Monte Transit Station and the Metrolink Station and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to gain the maximum potential for transit ridership. (Policy C-4.4)
- **Improved Bus Transit Amenities.** Improve amenities at bus stops, including attractive and convenient stops with shade/weather protection, seats, transit information, bus shelters, landscaping, etc., as appropriate. (Policy C-4.5)
- **Regional Transit Improvements.** Support the planning, design, and implementation of the proposed Mid Valley Transportation Corridor along Ramona Boulevard, and coordinate with LACMTA regarding improvements to the Transit Station. (Policy C-4.6)
- **Metrolink Improvements.** Support the improvement of connections from the Metrolink Station to the transit village and Flair Business Park through service improvements, relocation of the Metrolink station, or other strategy. (Policy C-4.7)

Multiuse Path System

- Citywide Bicycle Network. Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace. (Policy C-5.1)
- Regional Coordination. Coordinate development of the City's bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity. (Policy C-5.2)
- Bicycle Hubs. Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes. (Policy C-5.3)
- Bicycle Amenities. Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists. (Policy C-5.4)
- Citywide Pedestrian Network. Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions. (Policy C-5.5)
- Pedestrian Amenities. Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks. (Policy C-5.6)
- Equestrian Trails. Provide equestrian trails and/or paths in the northeast and southeast areas of the City where feasible and where equestrian ownership, use, and demand warrant. Such improvements should facilitate access to the San Gabriel River. (Policy C-5.7)



Integration of Land Use and Transportation Planning

- Transportation Demand Management. Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase the vehicle occupancy rate, and better utilization of the circulation system through TDM. (Policy C-6.1)
- New and Substantially Rehabilitated Development. Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate. (Policy C-6.2)
- Parking Districts. Encourage parking districts in the downtown, Flair Business Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures. (Policy C-6.3)
- Parking Supply. Require residential, commercial, industrial, and other land uses within the community to provide adequate on-site parking for their respective uses; allow for joint-use parking provided parking needs of individual uses are satisfied. (Policy C-6.4)
- Land Use Strategies. Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations. (Policy C-6.5)

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- Project Mitigation. Require appropriate mitigation measures be implemented by projects that have a significant or potentially significant impact on the transportation network. (Policy C-6.6)

Economic Development Element

Business Retention and Expansion

- Infrastructure. Plan and provide sufficient infrastructure to serve the full buildout of target areas designated for office and industry; encourage development that supports the City's business expansion and business attraction targets. (Policy ED-2.3)

Downtown El Monte

- Physical Environment. Create an attractive downtown business environment by implementing the land use, design, and environmental strategic actions set forth in the Land Use, Community Design, Housing, and Parks/Recreation Elements. (Policy ED-5.3)
 - For Main Street, create a welcoming social environment with public spaces, outdoor cafes, generous placement of street furniture, and special events.
 - Link together the civic center, cultural center, and downtown residential subdistricts with the retail centers to leverage purchasing power of residents and workforce.
 - Introduce mixed-use housing to generate both daytime and nighttime spending supportive of retail.

Public Services and Facilities Element

Environmental Services

- Recycling. Divert waste from the landfill in levels that meet state mandates and support sustainable practices through a comprehensive program of source reduction and recycling. (Policy PDF-3.1)
- Wastewater. Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions. (Policy PDF-3.4)
- Green Infrastructure. Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water and replenish the aquifer. (Policy PDF-3.5)
- Water Conservation. Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies. (Policy PDF-3.7)
- Investment in Facilities. Ensure that adequate investments continue to be made in repairing, rehabilitating, and upgrading City infrastructure to serve current and future customers. (Policy PDF-3.8)
- Public Education. Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services. (Policy PDF-3.9)

Public Health and Safety Element

Air Quality

- Community Forest. As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community. (Policy PHS-3.3)
- Transportation. Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths. (Policy PHS-3.4)
- Regional Coordination. Work cooperatively with cities through the San Gabriel Valley Council of Governments to address inter-jurisdictional and regional issues of air quality, including mobile and stationary sources of air pollution. (Policy PHS-3.5)

Transportation Safety

- Railroad Safety. Maximize the safety of railroads in the community by pursuing grade-separated crossing as the first priority for reducing street and railroad conflicts; second, by pursuing Jump-Start projects; and third, by use of other technology. (Policy PHS-4.1)
- Pedestrian Safety. Enhance pedestrian safety by completing sidewalks, identifying areas for crosswalks and signaling, and prioritizing the funding, construction, and maintenance of safe routes to schools, parks, and public facilities. (Policy PHS-4.2)
- Bicyclist Safety. Improve bicycle safety by creating well-defined bicycle lanes, working with the school districts to educate children about safe cycling practices, and providing information about safe routes to school. (Policy PHS-4.3)
- Streetscape Design. Develop detailed standards and guidelines for the treatment of public streetscapes to improve safety and walkability. Recommendations should address street trees, street lighting, street furniture, traffic calming, and related items. (Policy PHS-4.4)



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Consistency Analysis with the California Attorney General GHG Policies

Table 5.5-6, below, analyzes the El Monte General Plan policies for consistency with the Attorney General's GHG Policies.

Text of Attorney General's GHG Policies	Notes
Conservation Element	
1. Climate Action Plan or Policy: Include a comprehensive climate change action plan that includes: a baseline inventory of greenhouse gas emissions from all sources; greenhouse gas emissions reduction targets and deadlines; and enforceable greenhouse gas emissions reduction measures. (Note: If the Climate Action Plan complies with the requirements of Section 15064(h)(3) of the CEQA Guidelines, it may allow for the streamlining of individual projects that comply with the plan's requirements.)	A Mitigation Measure has been incorporated into the EIR that requires the City to prepare and implement a Climate Action Plan. The City's Climate Action Plan will include a baseline GHG emissions inventory, future GHG emissions inventory, and a GHG reduction target. In addition, the Climate Action Plan will include GHG emissions reduction measures that achieve a 15 percent reduction from existing conditions.
2. Climate Action Plan Implementation Program: Include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. Allocate funding to implement the plan. Fund staff to oversee implementation of the plan.	See response to #1 above. Mitigation Measure 5-1 also specifies that the City review progress toward the GHG reduction target identified.
3. Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7).
4. Require that all new government buildings, and all major renovations and additions, meet identified green building standards.	Mitigation Measure 5-1 includes a requirement that all new government buildings or substantial renovations be designed to achieve LEED Silver or other equivalent green-building criteria.
5. Ensure availability of funds to support enforcement of code and permitting requirements.	It is the policy of the City of El Monte to adopt and implement an Economic Development Plan for the City (Policy ED 1.3) that ensures long-term economic stability to support essential City functions and services, including code enforcement.
6. Adopt a "Green Building Program" to require or encourage green building practices and materials. The program could be implemented through, e.g., a set of green building ordinances.	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7). The state recently adopted as part of Title 24 the nation's first Statewide Green Building Standards Code, which is scheduled to become effective January 1, 2011. In addition, the CEC periodically updates the Title 24 Building and Energy Efficiency Standards so that new construction is inherently more energy-efficient than existing construction. For example, the 2008 Standards are approximately 15 percent more energy-efficient than the 2005 Standards. The City will ensure that new construction meets the existing standards, including the Statewide Green Building Standards.

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**Table 5.5-6
Consistency Evaluation with the Attorney General's GHG General Plan Policies**

Text of Attorney General's GHG Policies	Notes
7. Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Building orientation, wiring, and plumbing should optimize and facilitate opportunities for on-site solar generation and heating.	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7).
8. Provide permitting-related and other incentives for energy efficient building projects, e.g., by giving green projects priority in plan review, processing and field inspection services.	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7). These types of measures will be considered as part of the Municipal Code Amendment and are included Mitigation Measure 6-2.
9. Conduct energy efficiency audits of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization. Offer financial incentives for adoption of identified efficiency measures.	Mitigation Measure 6-1 outlines requirements for energy efficiency audits of Municipal Buildings. In addition, Southern California Edison offers energy-efficiency audits to existing customers and incentives for improving energy-efficiency.
10. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.	These types of measures would implement the conservation goals of the City (PC-4.5 and LU-9.7); however, funding of programs is a budgetary function and not within the scope of the general plan.
11. Target local funds, including redevelopment and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features.	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7).
12. Provide innovative, low-interest financing for energy efficiency and alternative energy projects. For example, allow property owners to pay for energy efficiency improvements and solar system installation through long-term assessments on individual property tax bills.	In 2008, the California Legislature passed AB 811, which allows property owners to finance installation or renewable energy sources or energy efficiency improvements to property through a 15- to 20-year loan paid on the property tax bill. The County of Los Angeles has initiated development of Assessment District to finance these improvements under AB 811 through funds made available through the American Recovery and Reinvestment Act (ARRA).
13. Fund incentives to encourage the use of energy efficient vehicles, equipment and lighting. Provide financial incentives for adoption of identified efficiency measures.	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7).
14. Require environmentally responsible government purchasing. Require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, e.g., by giving preference to recycled products over those made from virgin materials.	Mitigation Measure 5-1 requires that the City give preference to vehicles and products that are environmentally superior.



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Table 5.5-6

Consistency Evaluation with the Attorney General's GHG General Plan Policies

Text of Attorney General's GHG Policies	Notes
15. Require that government contractors take action to minimize greenhouse gas emissions, e.g., by using low or zero-emission vehicles and equipment	Mitigation Measure 5-1 requires that new vehicles purchased by the City be fuel-efficient.
16. Adopt a "heat island" mitigation plan that requires cool roofs, cool pavements, and strategically placed shade trees. (Darker colored roofs, pavement, and lack of trees may cause temperatures in urban environments to increase by as much as 6-8 degrees Fahrenheit as compared to surrounding areas.) Adopt a program of building permit enforcement for re-roofing to ensure compliance with existing state building requirements for cool roofs on non-residential buildings.	See response to # 6. The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7). The new 2008 standards requires use of cool roofs to reduce cooling costs. The City will ensure that new construction meets the existing standards, including the Statewide Green Building Standards.
17. Adopt a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water-efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use. Include enforcement strategies, such as citations for wasting water.	It is the policy of the City to require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies. (Policy PDF-3.7). It should be noted that the City must comply with the state's water-efficient landscape ordinance per SB 1881.
18. Adopt water conservation pricing, e.g., tiered rate structures, to encourage efficient water use.	It is the policy of the City to require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies (Policy PDF-3.7). The City has adopted a tiered rate structure with regard to water usage (Chapter 13.06 of the City's Municipal Code).
19. Adopt fees structures that reflect higher costs of services for outlying areas.	The City of El Monte is urbanized, with relatively few vacant lots. This policy is not applicable to the City.
20. Adopt water-efficient landscape ordinances	It is the policy of the City to require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies (Policy PDF-3.7). It should be noted that the City must comply with the state's water-efficient landscape ordinance per SB 1881.
21. Strengthen local building codes for new construction and implement a program to renovate existing buildings to require a higher level of water efficiency.	See response to # 6. The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7). The new 2008 standards requires use of cool roofs to reduce cooling costs. The State has adopted new plumbing codes and landscaping ordinances that increase water efficiency. The City will ensure that new construction meets the existing standards, including the Statewide Green Building Standards.
22. Adopt ordinances requiring energy and water efficiency upgrades as a condition of issuing permits for renovations or additions, and on the sale of residences and buildings.	The City does not require energy and water efficiency upgrades. However, Policy CD-4.5 encourages green building and environmentally sustainable design concepts with respect to energy conservation, water conservation, and storm drainage.
23. Provide individualized water audits to identify conservation opportunities. Provide financial incentives for adopting identified efficiency measures.	The Metropolitan Water District (MWD) offers incentives for reducing landscaping water use. MWD offers free indoor and outdoor water efficiency audits to assess current water use and recommendations to increase water efficiency.

5. Environmental Analysis

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**Table 5.5-6
Consistency Evaluation with the Attorney General's GHG General Plan Policies**

Text of Attorney General's GHG Policies	Notes
24. Provide water audits for large landscape accounts. Provide financial incentives for efficient irrigation controls and other efficiency measures.	The Metropolitan Water District (MWD) offers incentives for reducing landscaping water use. MWD offers free indoor and outdoor water efficiency audits to assess current water use and recommendations to increase water efficiency.
25. Require water efficiency training and certification for irrigation designers and installers, and property managers.	This policy is not within the purview of the City.
26. Implement or expand city or county-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.	AB 939 requires that jurisdictions achieve at least a 50 percent diversion rate. To ensure that this diversion rate is met countywide, the Sanitation Districts of Los Angeles County have constructed material recovery facilities that extract recyclable material from the waste stream to reduce the amount of waste in landfills.
27. Extend the types of recycling services offered (e.g., to include food and green waste recycling).	See response to #26. The Sanitation Districts of Los Angeles County implement multiple types of recycle services, including green waste.
28. Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.	The City does not operate any landfills. However, the Sanitation Districts of Los Angeles County have implemented methane recovery at landfills and reclaimed water facilities throughout Southern California.
29. Implement Community Choice Aggregation (CCA) for renewable electricity generation. (CCA allows cities and counties, or groups of them, to aggregate the electric loads of customers within their jurisdictions for purposes of procuring electrical services. CCA allows the community to choose what resources will serve their loads and can significantly increase renewable energy.)	The City does not provide electricity. Electrical demands are met by Southern California Edison.
30. Preserve existing conservation areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.	The City of El Monte General Plan Update includes several policies for the protection of natural resource areas, including the Emerald Necklace (Policies CR-3.1 through CR-3.7, PHS-2.7, CD-3.2, etc.).
31. Establish a mitigation program for development of conservation areas. Impose mitigation fees on development of such lands and use funds generated to protect existing, or create replacement, conservation areas.	The City of El Monte is urbanized and relatively few vacant parcels remain within the City boundaries. However, the City has conserved several areas within the City for conservation and recreation, including the Emerald Necklace.
32. Provide public education and information about options for reducing greenhouse gas emissions through responsible purchasing, conservation, and recycling.	Policies PR-4.7, PDF-3.9, and PHS-2.6 encourage public education for outreach, tree giveaway programs, public/private stewardship programs, waste management, water quality, waste management services, and El Monte's natural and urban environment.



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Table 5.5-6

Consistency Evaluation with the Attorney General's GHG General Plan Policies

Text of Attorney General's GHG Policies	Notes
Land Use Element	
1. Adopt land use designations to carry out policies designed to reduce greenhouse gas emissions, e.g., policies to minimize or reduce vehicle miles traveled, expand development near existing public transportation corridors, encourage alternative modes of transportation, and increase infill, mixed use, and higher density development.	The Proposed Land Use Plan would include mixed-use land use designations. In addition, several policies (Policies H-3.8, CD-5.10, CD-8.16, CD-9.9, H-2.6, ED-5.3, H-2.2, H-2.7, CD-8.16) encourage high-density, TOD development that would minimize vehicle miles traveled and expand development near existing transportation corridors.
2. Identify and facilitate the development of land uses not already present in local districts – such as supermarkets, parks and recreation fields, and schools in neighborhoods; or residential uses in business districts – to reduce vehicle miles traveled and allow bicycling and walking to these destinations.	The City of El Monte Housing Element outlines several policies that encourage mixed-use development in the City. For example, Policy H-2.8 directs the City to consider mixed-use development with appropriate amenities within the Downtown Core. In addition, the Economic Element details the importance of incorporating residential and nonresidential land uses to support required services and amenities. For example, Policy ED-5.3 encourages mixed-use housing to support daytime and nighttime retail.
3. Create neighborhood commercial districts.	The City of El Monte General Plan Land Use Element details the neighborhoods and commercial districts within the proposed land use plan.
4. Require bike lanes and bicycle/pedestrian paths.	The Circulation Element of the General Plan, as well as the Land Use Element, Parks and Recreation Element, and Public Health and Safety Element detail policies relating to bike, pedestrian, and equestrian trails within the City.
5. Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.	See response to #4. The development of such projects that impede access via existing or potential trails would be inconsistent with the General Plan.
6. Site schools to increase the potential for students to walk and bike to school.	The siting of schools lies within the authority of the various school districts that service the City and not the City itself. However, under Policies PHS-4.2 and PHS-4.3, the City would plan and coordinate with school districts for designing and locating school facilities to the City's goals, such as for health, walkability, and safety.
7. Enact policies to limit or discourage low density development that segregates employment, services, and residential areas.	The City's Circulation Element details policies that would encourage connection between neighborhoods and services by providing a system of bicycle paths and trails (Policies C-5.1 through C-5.7).
8. Where there are growth boundaries, adopt policies providing certainty for infill development.	The City of El Monte is urbanized and relatively few vacant parcels remain within the City boundaries. New development within the City will likely occur as infill development and redevelopment.
9. Require best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar.	This policy is not applicable to the City of El Monte as there are no remaining agricultural areas within the City limits.

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Table 5.5-6

Consistency Evaluation with the Attorney General's GHG General Plan Policies

Text of Attorney General's GHG Policies	Notes
Circulation Element	
1. In conjunction with measures that encourage public transit, ride sharing, bicycling and walking, implement circulation improvements that reduce vehicle idling. For example, coordinate controlled intersections so that traffic passes more efficiently through congested areas.	The City of El Monte includes several policies within the General Plan for the management of traffic flow and congestion. Policies C-3.1 through C-3.5 direct the City to consider operational improvements (traffic management, signal operations, etc.).
2. Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes.	The City's Circulation plan includes strategies that allow for a complete circulation network within the City, including both passenger vehicle mobility and bicycle/pedestrian/equestrian mobility. Several policies within the Circulation Element encourage the City to consider transit and other alternative forms of transportation to enhance mobility within the City.
3. Give funding preference to investment in public transit over investment in infrastructure for private automobile traffic.	Refinements of the funding priorities of the City with regard to transportation can be made as part of the Climate Action Plan preparation process (see mitigation Measure 5-1). It should be noted that it is more likely that the City would fund all types of improvements concurrently, since it is not desirable from a public policy perspective to simply stop funding traditional transportation improvements.
4. Include safe and convenient bicycle and pedestrian access in all transportation improvement projects.	Policy C-5.2 directs the City to coordinate development of the City's bicycle network with other jurisdictions. In addition, the City will maintain a citywide diversified network of bicycle paths that connect to neighborhoods.
5. Ensure that non-motorized transportation systems are complete, connected and not interrupted by impassable barriers, such as freeways.	The El Monte General Plan provides for the creation of a system of trails for bicycles and pedestrians. The planning of such systems would, as a matter of course, seek to prevent and avoid such impassable barriers. In addition, the El Monte General Plan includes policies to improve connectivity between and through neighborhoods and between streets, sidewalks, walkways and plazas (C-5.1 through C-5.7, and C-6.2).
6. Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	The provision of bicycle parking and other such amenities as requirements of development and is included in Policies C-5.3 and C-5.4.
7. Provide adequate and affordable public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible.	The City of El Monte includes policies for alternative transportation (see Policies C-4.1 through C-4.7).
8. Assess transportation impact fees on new development in order to maintain and increase public transit service.	The City will assess transportation fees for public service as part of the Climate Action Plan (see Mitigation Measure 5-1). Also see Policy C-2.6.
9. Provide public transit incentives, including free and reduced fare areas.	Other responsible agency. The City of El Monte includes policies for alternative transportation (see Policies C-4.1 through C-4.7).



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Table 5.5-6

Consistency Evaluation with the Attorney General's GHG General Plan Policies

Text of Attorney General's GHG Policies	Notes
<p>10. Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation. For example, reduce parking for private vehicles while increasing options for alternative transportation; eliminate minimum parking requirements for new buildings; "unbundle" parking (require that parking is paid for separately and is not included in rent for residential or commercial space); and set appropriate pricing for parking.</p>	<p>The implementation of this measure to further the El Monte General Plan's transit and transportation policies and are included in Mitigation Measure 5-1.</p>
<p>11. Develop school transit plans to substantially reduce automobile trips to, and congestion surrounding, schools. (According to some estimates, parents driving their children to school account for 20-25% of the morning commute.) Plans may address, e.g., necessary infrastructure improvements and potential funding sources; replacing older diesel buses with low or zero-emission vehicles; mitigation fees to expand school bus service; and Safe Routes to School programs and other formal efforts to increase walking and biking by students.</p>	<p>Other responsible agency. This measure is not within the City's authority, but, Policies C-3.4, PHS-4.2, and PHS-4.3 support this measure.</p>
<p>12. Create financing programs for the purchase or lease of vehicles used in employer ride sharing programs.</p>	<p>This measure is not within the City's authority, but Policies C-4.1 through C-4.7 support this measure.</p>
<p>13. Enter into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.</p>	<p>This measure is not within the City's authority.</p>
<p>14. Provide public education and information about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low or zero-emission vehicles; and car and ride sharing.</p>	<p>Policy PR-5.5 raises public awareness of the health benefits of walking and bicycling, the safe use of the streets and sidewalks, and the availability of trails, bicycle routes, and greenways.</p>
Housing Element	
<p>1. Improve the jobs-housing balance and promote a range of affordable housing choices near jobs, services and transit.</p>	<p>The Housing Element provides adequate sites for range of housing options (Policy H-2.1). Policy H-2.6 supports transit-oriented development (TOD) in the Transit Village Specific Plan area. TOD is also a land use strategy for new residential development along transit corridors and transit hubs (Policy C-6.5). In addition, the City is seeking to provide transit within a quarter mile of residents and activity nodes within the City (Policy C-4.1).</p>
<p>2. Concentrate mixed use, and medium to higher density residential development in areas near jobs, transit routes, schools, shopping areas and recreation.</p>	<p>See response to #1 (Policies C-6.5, C-4.1).</p>

Table 5.5-6

Consistency Evaluation with the Attorney General's GHG General Plan Policies

Text of Attorney General's GHG Policies	Notes
3. Increase density in single family residential areas located near transit routes or commercial areas. For example, promote duplexes in residential areas and increased height limits of multi-unit buildings on main arterial streets, under specified conditions.	The City encourages higher density residential development along major corridors (Policy LU-9.2).
4. Encourage transit-oriented developments.	Policy H-2.6 supports TOD in the Transit Village Specific Plan area. TOD is also a land use strategy for new residential development along transit corridors and transit hubs (Policy C-6.5). In addition, the City is seeking to provide transit within a quarter mile of residents and activity nodes within the City (Policy C-4.1).
5. Impose minimum residential densities in areas designated for transit-oriented, mixed use development to ensure higher density in these areas.	The City encourages higher density residential development along major corridors (Policy LU-9.2).
6. Designate mixed use areas where housing is one of the required use.	The City of El Monte's Land Use Plan includes mixed-use general plan designations within the City, including the Downtown Monte Transit Village. The General Plan includes several policies for encouraging mixed-use development (Policies H-3.8, CD-5.10, CD-8.16, CD-9.9, H-2.6, ED-5.3, H-2.2, H-2.7, CD-8.16).
7. In areas designated for mixed use, adopt incentives for the concurrent development of different land uses (e.g., retail with residential).	The General Plan includes several policies for encouraging mixed-use development (Policies H-3.8, CD-5.10, CD-8.16, CD-9.9, H-2.6, ED-5.3, H-2.2, H-2.7, CD-8.16).
8. Promote infill, mixed use, and higher density development by, for example, reducing developer fees; providing fast-track permit processing; reducing processing fees; funding infrastructure loans; and giving preference for infrastructure improvements in these areas.	The City encourages higher density residential development along major corridors (Policy LU-9.2). The City of El Monte's Land Use Plan includes mixed-use general plan designations within the city including the Downtown Monte Transit Village. The General Plan includes several policies for encouraging mixed-use development (Policies H-3.8, CD-5.10, CD-8.16, CD-9.9, H-2.6, ED-5.3, H-2.2, H-2.7, CD-8.16).
Open Space Element	
1. Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits.	The City of El Monte Parks and Recreation Element sets forth policies for the protection and enhancement of the City's natural resources. In addition, the City's Public Health and Safety Element also includes additional policies for water resources management.
2. Establish a mitigation program for development of those types of open space that provide carbon sequestration benefits. Require like-kind replacement for, or impose mitigation fees on development of such lands. Use funds generated to protect existing, or create replacement, open space	The City of El Monte is urbanized with relatively few undeveloped parcels. New development would be required to install landscaping to enhance aesthetics, which also provides carbon sequestration benefits as trees mature (Policies CD 3.2, CD-3.3, CD-7.12, and CD-3.1). It is also the policy of the City to install trees and landscaping along roadways and railroads (Policies CD-2.2, CD-2.6, CD-2.8, CD-3.1, CD-7.7 and CD-7-9). The City has initiated several efforts within the City to plant trees, including preparation of a community forestry management plan. The City has planted of 112 trees under the tree power grant, 140 trees under the air quality grant, and 500 trees under related Environmental Enhancement and Mitigation Program grants.
3. Allow alternative energy projects in areas zoned for open space where consistent with other uses and values.	The City supports the use of renewable energy sources, and thus the City would support the generation of such energy. Mitigation Measure 5-1 would require the City to explore renewable energy sources to offset power generation.



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Text of Attorney General's GHG Policies	Notes
4. Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance, e.g., requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.	The City encourages protection and planting of trees (Policies PDF-3.5, CR-3.1, PHS 3.3, CD-2.6, CD-2.8, CD-3.1, CD-3.2, CD-3.6, CD-6.9, CD-6.14, CD-7.7, CD-7.9, CD-8.4, CD-9.5, LU-3.3, LU-6.9, LU-9.6, LU-9.10). The City has initiated several efforts within the City to plant trees, including preparation of a community forestry management plan. The City has planted of 112 trees under the tree power grant, 140 trees under the air quality grant, and 500 trees under related Environmental Enhancement and Mitigation Program grants.
5. Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.	Policies CD-6.9, LU-6.10, and LU-7.8 include bicycle/pedestrian improvements to the riverfront within the Emerald Necklace. In addition, Policies PR-2.8, PR-5.2, and C-5.1 include enhancements to bicycle/pedestrian paths to connect recreational areas.
Safety Element	
1. Address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.	Given the City's inland location and the fact that it is not near wildlands, risks of global warming-induced wildfires, flooding, sea level rise, and salt water intrusion are extremely low. Although ozone remains a problem in the South Coast Air Basin, ozone levels have been decreasing as compared to their relatively recent high levels; with increased emission reductions from various sources, such as vehicles, local ozone levels will likely continue to drop. With regard to increased heat caused by global warming, this is difficult to predict, but Policies PDF-2.1, PDF-2.5, PDF-2.6, PHS-1.5, PHS-1.7 provide for the sufficient funding and staffing of emergency services, which would be needed in case of an extreme heat wave, and the City already operates cooling centers for seniors during such events. Further measures to address these safety issues will be considered as part of the City's Climate Action Plan.
2. Adopt programs for the purchase, transfer or extinguishment of development rights in high risk areas.	As stated above, no specific areas of the City would be subject to localized global warming impacts, such as wildfires, flooding, or sea level rise. Therefore, this proposed measure is not applicable.
3. Monitor the impacts of climate change. Use adaptive management to develop new strategies, and modify existing strategies, to respond to the impacts of climate change.	The principle of adaptive management with regard to climate change and its effects on the City would be incorporated into the Climate Action Plan, and specific means of implementing it will be formulated during the Climate Action Plan preparation process.
Source: California Attorney General 2008.	

Table 5.5-7 is a consistency analysis with the GHG reduction categories in CAPCOA model policies for GHG emissions in General Plans.

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**Table 5.5-7
Consistency Evaluation with the CAPCOA's Model Policies**

GHG Reduction Categories	Notes
GHG Reduction Planning (Overall)	Mitigation Measure 5-1 directs the City to prepare and implement a Climate Action Plan. The Climate Action Plan will identify the GHG reduction goal for the City of 15 percent below existing levels by 2020.
Land Use and Urban Design	The City of El Monte is urbanized, with relatively few remaining vacant parcels. Therefore, use of an urban growth boundary is not applicable for the City. New development is likely to be infill development and redevelopment. The City also has several policies regarding high density, mixed-use, and TOD (Policies LU-9.2, H-3.8, CD-5.10, CD-8.16, CD-9.9, H-2.6, ED-5.3, H-2.2, H-2.7, and CD-8.16).
Transportation	The City's Circulation plan includes strategies that allow for a complete circulation network within the City, including both passenger vehicle mobility and bicycle/pedestrian/equestrian mobility. Several policies within the Circulation Element encourage the City to consider transit and other alternative forms of transportation to enhance mobility within the City. The City of El Monte supports alternative transportation (see Policies C-4.1 through C-4.7) and expansion of bicycle/pedestrian/equestrian trails (see Policies C-5.1 through C-5.7).
Energy Efficiency	The City encourages green building and sustainable design concepts (Policies CD-4.5, LU-9-7). The state recently adopted as part of Title 24, the nation's first Statewide Green Building Standards Code, which is scheduled to become effective January 1, 2011. In addition, the CEC periodically updates the Title 24 Building and Energy Efficiency Standards so that new construction is inherently more energy-efficient than existing construction. For example, the 2008 Standards are approximately 15 percent more energy-efficient than the 2005 Standards. The City will ensure that new construction meets the existing standards, including the Statewide Green Building Standards.
Alternative Energy	The City supports the use of renewable energy sources, and thus the City would support the generation of such energy. Mitigation Measure 5-1 would require the City to explore renewable energy sources to offset power generation.
Municipal Operations	Mitigation Measure 5-2 would require Municipal Operations to conduct an audit of existing municipal building.
Waste Reduction and Diversion	AB 939 requires that jurisdictions achieve at least a 50 percent diversion rate. To ensure that this diversion rate is met countywide, the Sanitation Districts of Los Angeles County have constructed material recovery facilities that extract recyclable material from the waste stream to reduce the amount of waste in landfills. Policies PR-4.7, PDF-3.9, and PHS-2.6 encourage public education for outreach, tree giveaway programs, public/private stewardship programs, waste management, water quality, waste management services, and El Monte's natural and urban environment.
Conservation and Open Space	The City of El Monte Parks and Recreation Element sets forth policies for the protection and enhancement of the City's natural resources. In addition, The City's Public Health and Safety Element also includes additional policies for water resources management. The City has initiated several efforts within the City to plant trees, including preparation of a community forestry management plan. The City has planted of 112 trees under the tree power grant, 140 trees under the air quality grant, and 500 trees under related Environmental Enhancement and Mitigation Program grants.
Education	Policy PR-5.5 raises public awareness of the health benefits of walking and bicycling, the safe use of the streets and sidewalks, and the availability of trails, bicycle routes, and greenways. Policies PR-4.7, PDF-3.9, and PHS-2.6 encourage public education for outreach, tree giveaway programs, public/private stewardship programs, waste management, water quality, waste management services, and El Monte's natural and urban environment.

Source: CAPCOA 2009



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5.5.5 Existing Regulations and Standard Conditions

- Building Energy Efficiency Standards (Title 24 California Code of Regulations)
- Appliance Energy Efficiency Standards (Title 20 California Code of Regulations)
- Motor Vehicle Standards (AB 1493)
- AB 32: California Global Warming Solutions Act
- Executive Order S-3-05: Greenhouse Gas Emission Reduction Targets
- Executive Order S-01-07: Low Carbon Fuel Standard Program

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.5-2

Without mitigation, the following impacts would be significant:

- Impact 5.5-1 Project-related greenhouse gas emissions would significantly contribute to global climate change impacts.

5.5.7 Mitigation Measures

At the time the City commenced with preparation of the El Monte General Plan, GHG emissions and Climate Action Plans (CAPs) were not formally a part of the CEQA process for a General Plan update. As concurrent preparation and adoption of a Climate Action Plan for the City as part of El Monte General Plan is no longer feasible, Mitigation Measures 5-1 and 5-2 outline the City's commitment to funding, commit the City to community-wide and municipal GHG reduction targets, and require implementation of actions to reduce GHG emissions within the City of El Monte.

5-1 The City of El Monte shall prepare a Climate Action Plan within 24 months after adopting the El Monte General Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the state's efforts under AB 32 and to mitigate the impact of climate change on the City, state, and world. The Climate Action Plan shall include the following:

- **Emission Inventories:** The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the California Air Resources Board; the City shall update inventories every three years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP.
 - The City shall establish a baseline inventory of GHG emissions, including municipal emissions and emissions from all business sectors and the community.
 - The City shall define a "business as usual" scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.

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- **Emission Targets:** The City will develop plans to reduce or encourage reductions in GHG emissions from all sectors within the City:
 - A Municipal GHG Reduction Target which shall include measures to reduce GHG emissions from municipal activities by at least 15 percent from existing conditions by 2020.
 - A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 15 percent from existing conditions by 2020.

The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified above. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):

- Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.
- Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.
- Require that new development projects in El Monte that involve demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris.
- Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.
- Evaluate the feasibility of implementing a Public Transit Fee to support Metro in developing additional transit service in the City.
- Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.
- Install energy efficient lighting and lighting control systems in all municipal buildings.
- Require all new traffic lights installed be energy efficient traffic signals.
- Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.
- Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.



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- Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.
- Support and promote the use of low-and zero-emission vehicles by:
 - Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.
 - Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero-emission vehicles and/or plug-in electric hybrids.
 - Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, zero-emission vehicles, or better fleet mixes.
 - Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.
- Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.
- Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.
- Support the use of green building practices by:
 - Providing information, marketing, training, and technical assistance about green building practices.
 - Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.
- Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:
 - Standards for the installation of "cool roofs."
 - Standards for improved overall efficiency of lighting systems.
 - Requirements for the use of Energy Star appliances and fixtures in discretionary new development.
- Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.

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- Establish policies and programs that facilitate the siting of new renewable energy generation.
- Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.
- Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:
 - Conducting energy audits.
 - Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.
 - Implementing an energy tracking and management system for its municipal facilities.
 - Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.
 - Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.
 - Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).
 - Installing Energy Star appliances and energy-efficient vending machines.
 - Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).
 - Installing irrigation control systems that maximize water use efficiency and minimize off-peak use.
 - Adopting an accelerated replacement schedule for energy inefficient systems and components.
- Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:
 - Providing energy efficiency training to design, engineering, building operations, and maintenance staff.
 - Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use.



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- Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.
- Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.
- Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.
- Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.
- Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.
- Implement enhanced programs to divert solid waste from landfill operations by:
 - Establishing a diversion target that meets or exceeds AB 939 requirements.
 - Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.
- Establish a water conservation plan that may include such policies and actions as:
 - Maintaining and refining the City's tiered rate structure for water use.
 - Establishing restrictions on time of use for landscape watering or other demand management strategies.
 - Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.
- Ensure that building standards and permit approval processes promote and support water conservation by:
 - Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of nonroof impervious surfaces around the building(s).
 - Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.
- Organize workshops on waste reduction activities for the home or business, such as backyard composting or office paper recycling, and schedule recycling dropoff events and neighborhood chipping/mulching days.

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- Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

5-2 Measures listed in Mitigation Measure 5-1 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of El Monte General Plan and adoption of the Climate Action Plan (CAP).

5-3 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of El Monte shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.

5.5.8 Level of Significance After Mitigation

As described in Table 5.5-4, buildout of the City in accordance with the proposed General Plan would increase City-wide GHG emissions from 1.39 million metric tons (MMTons) to 1.85 MMTons without implementation of the CARB Scoping Plan measures and the mitigation measures identified above. However, the mitigation measures identified above would reduce GHG emissions at buildout by 15 percent, to 1.57 MMTons. With the CARB Scoping Plan measures, future GHG emissions would be reduced by an additional 0.66 MMTons, to 0.91 MMTons, which is significantly below the existing GHG emissions generated in the City. As a result, GHG emissions would be mitigated to a less than significant level.



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5.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR) evaluates the safety hazards within the City of El Monte, including environmental hazards associated with hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildland fire. Background information on these safety hazards provides a basis for the siting of land uses that would reduce unreasonable risks and protect public health and welfare. Various federal and state programs that regulate the use, storage, and transportation of hazardous materials are also discussed in this section. Geologic hazards and flood hazards are addressed separately in Sections 5.4, *Geology and Soils*, and 5.6, *Hydrology and Water Quality*, respectively. Water quality and pollutant discharge are also addressed in Section 5.6.

5.6.1 Environmental Setting

Regulatory Background and Programs

Various federal and state regulations and programs regulate the use, storage, and transportation of hazardous materials. Regulations can be used to reduce or mitigate the danger that hazardous substances may pose to El Monte residents, businesses, and visitors, both in normal day-to-day conditions and as a result of a regional disaster, such as an earthquake or major flood. Several of the existing federal and state programs are summarized in the following paragraphs.

Hazardous Materials and Waste

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes, as well as local ordinances and plans, control hazardous waste management. These regulations can be used to reduce or mitigate the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters. Several of the existing federal and state programs are summarized as follows:

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is defined as any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store. Storage is the holding of waste for a temporary period of time. The waste is treated, disposed of, or stored at a different facility at the end of the storage period. Disposal is the permanent placement of the waste into or on the land. Disposal facilities are usually designed to contain the waste permanently and to prevent the release of harmful pollutants to the environment.

The RCRA gave the US Environmental Protection Agency (EPA) the authority to control hazardous waste from the “cradle-to-grave,” i.e., from generation, to transportation, treatment, storage, and disposal. RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for



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EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices including abandoned and historical hazardous waste sites. Through the Act, the EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priority List (NPL) of sites, which are referred to as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Title III of SARA also authorized the Emergency Planning and Community Right-to-Know Act (EPCRA).

Emergency Planning & Community Right to Know Act

Also known as Title III of SARA, the Emergency Planning & Community Right to Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report offsite transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities, and chemical recycling. These annual reports are submitted to the EPA and State agencies. The EPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This on-line, publicly available, national digital database is referred to as the Toxics Release Inventory (TRI), and was expanded by the Pollution Prevention Act of 1990.

To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC). The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. Under the EPCRA, each state must establish a SERC to coordinate planning and implementation activities associated with hazardous materials. In California, the SERC oversees 6 LEPCs that are regionally located throughout California. The City of El Monte is in the territory of LEPC Region 1. The Governor's Office of Emergency Services (OES) coordinates and provides staff support for the SERC and LEPCs. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

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Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 was enacted by Congress to give EPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. EPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. EPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. Also, EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. EPA then can control these chemicals as necessary to protect human health and the environment. TSCA supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Responsible Agencies that regulate hazardous materials and waste include:

US Environmental Protection Agency. The EPA is the primary federal agency that regulates hazardous materials and waste. In general, EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA's programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

California Environmental Protection Agency. Cal/EPA was created in 1991 by governor's executive order. The six boards, departments, and office were placed within the Cal/EPA "umbrella" to create a cabinet level voice for the protection of human health and the environment and to assure the coordinated deployment of State resources. Cal/EPA oversees hazardous materials and hazardous waste compliance in throughout California.



California Department of Toxic Substances Control. The DTSC is a department of the Cal/EPA. Cal/EPA authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Los Angeles County, including the City of El Monte, is located within DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's CalSites database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division (SCD) administers the technical implementation of the state's Unified Program—a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program include:

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- Hazardous Materials Business Plan/Emergency Response Plan
- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures (SPCC)
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The SCD also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. SCD also carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters. It also oversees the hazardous waste generator and onsite waste treatment surveillance and enforcement program carried out by local Unified Programs.

Certified Unified Program Agency

A Certified Unified Program Agency (CUPA) is a local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or JPA (Joint Powers Authority). A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the state SERCs and LEPCs that were established under both federal (EPCRA) and state authority relative to the Hazardous Materials Business Plan/Emergency Response Plan. While the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA Board members. Common issues include insuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA board and SERC/LEPCs.

The Los Angeles County Fire Department (LACoFD) is the CUPA for most of Los Angeles County, and, within the City of El Monte, administers all six of the following programs:

Underground Storage Tanks Program. Releases of petroleum and other products from underground storage tank systems (USTs) are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 Tribal Nations) the UST Program operates primarily through state agency programs with EPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of the Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST Program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The program consists of four elements: Leak Prevention, Cleanup, Enforcement, and Tank Tester Licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's Geotracker system is currently has information submitted by responsible parties for over 10,000 Leaking UST (LUST) sites statewide and is being extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation and Cleanup [SLIC]), Department of Defense (DoD), and landfill programs.

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Aboveground Petroleum Storage Tanks. The Aboveground Petroleum Storage Act (APSA; AB 1130; Health and Safety Code sections 25270 et seq.), which took effect in 2008, granted CUPAs authority to regulate aboveground petroleum storage tanks in their jurisdictions. The APSA applies to facilities that have total aboveground storage capacities of 1,320 gallons or more, in tanks of 55 gallons or greater capacity each. The APSA includes an annual reporting requirement, and requires owners or operators to prepare and implement a SPCC Plan.

Hazardous Waste Management. LACoFD hazardous materials specialists inspect hazardous waste generating businesses to assure compliance with federal, state, and local laws and regulations. Hazardous wastes are any chemical wastes which are toxic, corrosive, reactive, or ignitable. Hazardous waste includes waste oil, waste coolant, waste parts cleaner, waste photo developer, waste printing inks, waste dry cleaning solvent, waste paint and spray booth filters.

Hazardous Materials Disclosure Programs. Both the federal government (Code of Federal Regulations, EPA, SARA and Title III) and the State of California (California State Health and Safety Code, Division 20, Chapter 6.95, Sections 25500–25520; California Code of Regulations, Title 19, Chapter 2, Sub-Chapter 3, Article 4, Sections 2729–2734) require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a Hazardous Materials Business Plan to the local CUPA.

Hazardous Materials Incident Response. Thousands of different chemicals are available today, each with unique physical characteristics. What might be an acceptable mitigation practice for one chemical could be inadequate for another. Therefore, it is essential that agencies responding to a hazardous material release have as much available information as possible regarding the type of chemical released, the amount released, and its physical properties to effectively and quickly evaluate and contain the release. The EPA-required business plans are a resource for this type of information. Other sources of information are knowledgeable facility employees who are present onsite.



Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

California Accidental Release Prevention Program. CalARP became effective on January 1, 1997. in response to Senate Bill 1889. Under the CalARP, the Governor's OES must adopt implementing regulations and seek delegation of the program from the EPA. The CalARP requires businesses to prepare Risk Management Plans (RMPs), which are detailed engineering analyses of the potential accident factors present

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at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials (e.g., location, date, and time of spill, release or threatened release, substance and quantity involved, time and duration of the release). Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release. These statutes include:

- Health and Safety Code §§ 25270.7, 25270.8, and 25507
- Vehicle Code § 23112.5
- Public Utilities Code § 7673, (PUC General Orders #22-B, 161)
- Government Code §§ 51018, 8670.25.5 (a)
- Water Codes §§ 13271, 13272
- California Labor Code § 6409.1 (b)10

In addition, all releases that result in injuries, or workers harmfully exposed, must be immediately reported to California Occupational Safety and Health Administration (Cal/OSHA) (California Labor Code §6409.1 (b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of the California Labor Code.

Airports

Airport authorities and other agencies regulate aircraft activity. The City has no direct authority over surrounding airports. The State Aeronautics Act of the California Public Utilities Code establishes statewide requirements for the airport land use compatibility planning and requires nearly every county to create an Airport Land Use Commission (ALUC) or other alternative. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning.

Community Noise Equivalent Level

The California Airport Noise Regulations, in accordance with the State Aeronautics Act of the California Code of Regulations, establishes parameters for aircraft noise and land use compatibility. The California Airport Noise Regulations state that the level of noise acceptable for persons residing in the vicinity of an airport is established as a Community Noise Equivalent Level (CNEL) value of 65 decibels (dB). The California Building Code (CBC) contains related standards for allowable interior noise levels associated with exterior airport noise sources.

Air Safety Zones

The California ALCU Planning Handbook provides planning guidance to ALUCs, airport proprietors, and counties and cities with jurisdiction over airport area land uses. The purpose of the Handbook is to support the State Aeronautics Act. The Handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Emergency Preparedness

In 2004, the City of El Monte adopted an NHMP. This plan includes resources and information to assist residents, public and private sector organizations, and others interested in participating in planning for natural hazards. The plan provides a set of action items to reduce risk from natural hazards through education and outreach programs and to foster the development of partnerships, and implementation of preventive activities such as land use programs that restrict and control development in areas subject to natural hazards. The NHMP identified the following hazards as posing the greatest threat to the City: earthquakes, terrorism, power outages, fire, drought/heat, hazardous spill, and crime.

A flood inundation disaster plan for the evacuation of El Monte was prepared by the City in the event of a flood due to the overflow of the Santa Fe Dam. Warning of imminent danger would be initiated through the Army Corps of Engineers and the Los Angeles County Flood Control System. These agencies would immediately alert the Sheriff's Department and/or the City of El Monte through their police and fire dispatchers. An evacuation Priority Progression Plan would be implemented.

- Priority 1 – Notify all by phone, television, radio, vehicular public address, and personal contact.
- Priority 2 – Evacuate to the west and the north, away from the floodplain, starting in the northeast area and working gradually southwesterly to the southern border of the City limits.
- Priority 3 – Provide for mass care of persons evacuated.
- Priority 4 – Establish security and search and rescue in areas that have been flooded.
- Priority 5 – Make damage estimates and building safety studies in the areas flooded.
- Priority 6 – Terminate the operation when the danger is over.
- Priority 7 – Provide for information and safe re-entry into the areas involved.



The recently adopted NHMP identifies potential evacuation routes in and around the City. Major evacuation routes within the City include Interstate 10, Ramona Boulevard and Valley Boulevard in an east–west direction, and Peck Road and Santa Anita Avenue in a north–south direction.

Fire Safety

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CALFIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. The California State Fire Marshal (CSFM) supports the CALFIRE mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The CSFM provides for fire prevention by enforcing fire-related laws in state-owned or operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies.

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce fire fighting costs and property losses, increase firefighter safety, and to contribute to

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ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CALFIRE.

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code.

Existing Conditions

Hazardous Materials and Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g. electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses, businesses, hospitals, and households. Accidental spills and releases of hazardous materials can occur from a variety of causes including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents. Incidents can occur at fixed facilities (manufacturing, processing, storage, and disposal) and during transportation (highways, waterways, rail, pipelines, and air).

Hazardous wastes are the chemical remains of hazardous materials that have no further intended use and which need treatment and/or disposal. These substances may cause or contribute to an increase in mortality or serious illness and pose a hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous waste can be in the form of solids, semisolids, liquids, and gases and is also ignitable, corrosive, or explosive. A material may also be classified as hazardous if it contains defined amounts of toxic chemicals. Extremely hazardous materials are substances that show high acute or chronic toxicity, carcinogenicity, bioaccumulative properties; are persistent in the environment; and/or are water reactive. Producers of hazardous wastes include private businesses, federal, state, and local government agencies. Households often generate solid wastes that could technically be hazardous wastes (e.g., old solvents, paints, pesticides, fertilizer, poisons).

Hazardous waste information is contained in the RCRA Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn, pass on the information to regional and national EPA offices. According to an online query of the RCRAInfo database (<http://www.epa.gov/enviro/html/rcris/>), 208 facilities located within the City of El Monte are considered Hazardous Waste Handlers. Table 5.6-1 includes facilities that handle hazardous waste in Highland as identified in the RCRA Info database.

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**Table 5.6-1
Hazardous Waste Handlers in El Monte**

<i>Site Name</i>	<i>Address</i>	<i>Handler Identification No.</i>
A AND J AUTO RPR	2717 S PECK	CAR000093484
A AUTO SALVAGE	12350 VALLEY	CAD020756730
A B DICK COMPANY	9035 TELSTAR	CAD981412489
A D PATHLABS LOS ANGELES	9440 TELSTAR AVENUE	CAD983585738
AAMCO TRANSMISSIONS	10139 GARVEY BLVD	CAD981975162
ACE AVIATION, INC	4233 SANTA ANITA AVE	CAD981166523
AIRCRAFT FORGING DIE CO	2537 N TYLER AVE	CAD981449333
AMERICAN XTAL TECHNOLOGY INC	9650 TELSTAR AVE	CAR000091462
ANCHOR PLATING CO INC	1734 TYLER AVENUE	CAD008495418
ANJAC PLASTICS INC	4456 N BALDWIN AVE	CAD981161318
ANZON CO	12326 DENHOLM DR	CAD009534231
APODACA & SONS PLATING CO	4349 BALDWIN AVE.	CAD092701531
APPLIED COATINGS AND LININGS INC	3224 N ROSEMEAD BLVD SOUTH END	CAD983663279
ARC TRONICS	9539 EAST RUSH STREET	CAD983659475
ARCO DEALER TRAINING CTR	11537 E FEDERAL DR	CAD981998347
ARDEN CLEANERS	10308 LOWER AZUSA RD	CAD981979073
ARROWHEAD DRINKING WATER	4250 N. BALDWIN	CAD981438229
AUTO SERVICIO EL GRULLO	3675 TYLER AVE	CAD982368920
AWH OIL	12129 RANCHITO ST	CAR000015115
AZTEC CHEMICAL, INC	10770 LOWER AZUSA RD	CAD103876777
BAILEY TIRE CO	10819 E VALLEY BLVD	CAD028121622
BEAGLE MFG CO INC	4377 N BALDWIN AVE	CAD982332694
BFI SERVICES GROUP	4511 N ROWLAND AVE	CAD983606773
BIOSTAR MICROTECH USA CORP	9460 TELSTAR AVE UNIT 5	CAD981391865
BIOSTAR MICROTECH USA CORP	9682 TELSTAR AVE 110	CAD983639303
BIRKESTRAND CO	2705 LEE AVENUE	CAD982488611
BOULEVARD CLEANERS	4790 N PECK RD	CAD983614785
BOZUNG J A CO	9401 WHITMORE	CAD009520081
BROWN JORDAN CO	9860 GIDLEY ST	CAD020747317
CALIFORNIA DRILLING & BLASTING	4144 ADEN DR	CAD983582610
CALTROL INC	9639 TELSTAR AVE	CAD982012155
CARBURETOR CENTER	2717 N. PECK ROAD	CAD982368946
CARBURETOR CENTER	3207 S PECK RD	CAR000077560
CARLS AUTO ELECTRIC	4564 N PECK RD	CAR000077610
CARRERA AUTO SALES	10745 E GARVEY AVE	CAD982473407
CARVAJAL AUTO REPAIR	10646 LOWER AZUSA RD	CAD983605114
CENTRAL PLATING SERV INC	10930 SCHMIDT RD	CAD009559139
CERVITOR KITCHENS INC	10775 LOWER AZUSA RD	CAD982347726
CETEC VEGA DIV OF CETEC CORP	9900 BALDWIN PLACE	CAD097470116
CHADWICK HELMUTH CO, INC	4601 N ARDEN DR	CAD981386295
CHEVRON STATION NO 93516	2750 ROSEMEAD BLVD	CAD983624701
CHEVRON STATION NO 91733	11453 VALLEY BLVD	CAR000122051
CHIKOIS AUTO SALES	2728 PECK RD	CAD982323156
CLAYTON MANUFACTURING COMPANY	4213 N TEMPLE CITY BLVD	CAD008236911
COLLIDE O SCOPE	9944 LOWER AZUSA RD # A	CAD982518474
CONTRACTORS LIFT TRUCKS INC	2423 N TROY ST	CAD981159437
CPR AUTO BODY PAINT	10157 E VALLEY BLVD	CAD982506024
CROWN CITY PLATING COMPANY	4350 TEMPLE CITY BLVD.	CAD008305062
CUSTOM UNIQUE BODY SHOP	11306 RAMONA BLVD	CAD982435034



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**Table 5.6-1
Hazardous Waste Handlers in El Monte**

Site Name	Address	Handler Identification No.
D AND G AUTO SALES	3235 N PECK RD	CAD982323271
D T GRAPHICS	10699 HICKSON NO 21	CAD983647967
DAMPCO DBA DYNAIRE PRODUCTS	2663 SEAMAN AVE	CAD982462384
DANS AUTO CLINIC	5234 N PECK RD	CAD983594045
DAVE TRANSPORTATION SERVICES	4337 ROWLAND AVE	CAD983601683
DEMETER TECHNOLOGIES INC	9650 TELSTAR AVE STE A	CAR000097592
DEMETER TECHNOLOGIES INC	3477 FLETCHER AVE STE A	CAR000097600
DIAMANTE AUTO BODY	10149 RAILROAD DR	CAD983665001
DISCOUNT TIRE CENTERS	10024 E RUSH ST	CAD982473829
DOW CORNING OPHTHALMICS INC	3556 LEXINGTON AVE	CAD089041701
DRIFTWOOD DAIRY INCORPORATED	10724 E. LOWER AZUSA RD.	CAD983608977
DRUM DEPOT	4349 ROWLAND AVE	CAD982489221
DYANCO INC	1850 N BELCROFT	CAD053867750
E AND M AUTO REPAIR	2449 DURFEE	CAD983606757
E&R COACHWORKS	3703 NORTH PECK ROAD	CAD982478687
EAGLE METAL FINISHING CO INC	2663 DURFEE AVE	CAD008334716
ED USED CAR	9934 E GARVEY AVE	CAD982407348
EG & G BIRTCHER INDUSTRIAL PROD	4505 N ARDEN DR	CAD981369853
EL CHICO BODY SHOP	11662 RAMONA	CAD982009102
EL MONTE DISPOSAL SERVICE	2012 SEAMAN	CAD020159786
EL MONTE MOTOR CO.	11401 GARVEY AVE	CAD981369796
EL MONTE LEAD SALVAGE	9517 E RUSH ST	CAD048480719
EL MONTE PLATING COMPANY	11409 STEWART STREET	CAD059790717
EL MONTE PUBLIC WORKS, CITY OF	3527 SANTA ANITA AVE	CAD983656257
EL MONTE TOOL & DIE	2425 N TYLER AVE	CAD981689680
EL MONTE UNION HS DISTRICT	3537 JOHNSON AVE	CAD086502903
ELECTRONIC SOLUTIONS A ZERO C	3445 FLETCHER AVENUE	CAD009635582
ENVIROGENICS SYSTEMS CO	9255 TELSTAR AVE	CAD030389159
EXPO 605	3610 PECK RD	CA0000085795
F & S MOBILE	4550 N BALDWIN	CAD981434681
FIVE POINT AUTO SALVAGE	11847 VALLEY BLVD	CAR000031815
GARY MODDYS AUTO	9521 E. VALLEY BLVD	CAD982321341
GENES CLEANERS	3846 PECK RD	CAD981963408
GESTETNER CORP	9500 TELSTAR AVE	CAD981678535
GOODFELLOW CHIROPRACTIC CLINIC	11920 RAMONA BLVD	CAD983629379
GOULD INCORPORATED NAVCOM SYSTEMS	4323 ARDEN DRIVE	CAD098379944
GREGG IND MFG DIV	10675 HICKSON	CAR000006353
GREGG INDUSTRIES	10460 HICKSON ST	CAD008318586
GUNDERSON CHEVROLET	3650 N TYLER	CAD981998404
GUNDERSON CHEVROLET	3333 SANTA ANITA AVE	CAD983668211
GUNDERSON NISSAN	11565 FEDERAL ST	CAR000008615
H & H SPECIALTIES INC	2210 MERCED AVE	CAD042138271
HALES CLEANERS	12320 E VALLEY BLVD	CAD981994965
HANDY & HARMAN	4140 GIBSON ROAD	CAD008323693
HARLOW PLATING CO	12240 MAGNOLIA AVE	CAD981386055
HARMONY METAL FINISHING	2510 LEE AVE	CAD009635764
HD SUPPLY PLUMBING HVAC	3160 ROSEMEAD BLVD	CAR000176198
HERMETIC SEAL CORPORATION	4501 ARDEN DRIVE	CAR000015396
HI TECH AUTO CARE CTR INC	4402 N PECK RD	CAD983648338

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**Table 5.6-1
Hazardous Waste Handlers in El Monte**

<i>Site Name</i>	<i>Address</i>	<i>Handler Identification No.</i>
HOME DEPOT USA #6673	9700 LOWER AZUSA ROAD	CAR000065342
HOUSE OF CLEANERS	12100 VALLEY BL	CA0000333831
HOUSEHOLD ELECTRIC	3113 SAN LEON	CAD982497869
HOWARDS TV & APPL	4177 ROWLAND AVE	CAD981434202
HTW INDUSTRIES INC DBA DUREX	10943 SCHMIDT RD	CAD059796474
HTW INDUSTRIES INC DBA DUREX	10949 SCHMIDT RD	CAR000168997
HY TONE CLEANERS	2702 N MOUNTAIN VIEW RD	CAD981999543
IADE AMERICAN SCHOOLS	3680 TYLER	CAD983647835
IRONTITE PRODUCE CO INC	9858 BALDWIN PL	CAD981577067
JAMES CUSTOM MARKING	11707 MCBEAN DR	CAD982521767
JAMES JONES COMPANY	4127 TEMPLE CITY BLVD.	CAD008254971
JG METAL FINISHING	2637 ½ DURFEE AVE	CAR000200998
K & Y ONE HOUR PHOTO	10933 VALLEY MALL	CAD982466005
K AND R PRECISION	2710 MERCED	CAD983670191
KOTOFF AND COMPANY INCORPORATED	2620 DURFEE AVENUE	CAD008284739
L A C D P W SANTA ANITA AVE BRIDGE	SANTA ANITA AVE BRIDGE	CAR000115188
L MONTY BODY SHOP INC	11581 FEDERAL DR	CAR000150763
LADD-FAB INC	4323 ROWLAND	CAD081097370
LEE CO TRANSMISSION EXCHANGE	11012 E GARVEY AVE	CAD983657578
LEE PHARMACEUTICALS	1434 SANTA ANITA AVE	CAD056425432
LEON AUTO SVC	11058 E GARVEY AVE	CAR000077636
LONGO LEXUS	3530 N PECK RD	CAR000007278
LONGO TOYOTA	3534 N. PECK RD	CAD982337131
LONGO TOYOTA	10501 E VALLEY	CAD981441702
LOS ANGELES AUTO EXCHANGE	10117 GARVEY AVE	CAD983583956
LYNNS AIRCRAFT ENGINES INC	4001 N SANTA ANITA AVE	CAD982484768
LYTE OPTRONICS	3477 FLECTURE DR	CAR000084517
M & M AUTO REPAIR	2607 N TYLER	CAD063836019
M C GILL CORPORATION	4056 EASY ST.	CAD008317422
MAINTEX, INC	10134 E VALLEY BLVD	CAD981375884
MAJOR CLEANUP INC	3150 MAXSON RD	CAD982442188
MARSHALL INDUSTRIES	9661 TELESTAR AVE	CAD982332389
MCCONNELL CABINETS INCORPORATED	3017 N. RUMFORD AVE.	CAD056434442
MCKEE CHEVROLET	3650 N TYLER	CAD981441520
ME TRUCKING	11105 SCHMIDT ROAD	CAR000191890
MEADOWS AUTOMOTIVE	9944 LOWER AZUSA RD	CAD982520595
MERRILL CLEANERS	4727 PECK AVE	CAD981965973
MICRO GAGE INC	9537 TELSTAR AVE	CAD066248287
MILLER DIAL CORPORATION	4400 N. TEMPLE CITY BLVD	CAD081096794
MISSION LASER WORKS INC	10750 LOWER AZUSA RD	CAD098626633
MM TRUCKING	5040 CEDAR AVE	CAR000196600
MORENO AUTO	12312 RAMONA BLVD	CAD983601469
NELSON DODGE	3462 N PECK RD	CA0000931915
NELSON HONDA	3464 N PECK RD	CAD983642802
NELSON PONTIAC GMC HONDA	11710 E VALLEY BLVD	CAD981387194
NELSON TECHNICAL COATING INCORPORATED	2147 NORTH TYLER AVENUE	CAD008492068
OLE LEE INC	4279 SHIRLEY AVE	CAD982473746
ONE HOUR DRIVE IN CLEANERS	11171 E VALLEY BLVD	CAD981640147
OST LAWNMOWER SHOP	12130 E. VALLEY BLVD.	CAD982370587



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**Table 5.6-1
Hazardous Waste Handlers in El Monte**

Site Name	Address	Handler Identification No.
PAC COAST RECYC LLC B AND D SALVAGE DIV	12301 E VALLEY BLVD	CAR000017145
PAC FAB INC	9626 TELSTAR	CAD981389083
PACE 43	4901 N SANTA ANITA	CAD983673310
PACIFIC BELL	3614 CENTER AVE	CAT080025687
PACIFIC DURO COAT INC	3224 ROSEMEAD	CAD030872303
PALACE CLEANERS	9928 E GARVEY AVE	CAD981973290
PENSKE TRUCK LEASING	12432 EAST VALLEY BLVD	CAD982344905
PHILLIPS RACING	11721-B MCBEAN DR	CAD983598947
POPEYES MUFFLERS	3707 N TYLER AVE	CAD981639180
POWER UNIT CORP	12336 RAMONA BLVD	CAD982348195
POWER-LINE FASTENING SYSTEMS INC	10180 VALLEY BLVD	CAD008265050
PRECISION COIL SPRING CO	10107 ROSE ST PO BOX 5450	CAD981683584
QUICK N CLEAN CLEANERS	11820 E VALLEY	CAD980816052
R C ENVIRONMENTAL MGMT CO	3162 N MARYBETH AVE	CAD983596784
RAIDER PAINTING COMPANY	4233 N SANTA ANITA BLVD	CAR000127100
RAINBOW BODY SHOP	3436 TYLER	CAD982050650
RAMIREZ SHELL	11301 E GARVEY	CAD982323230
RAY PRODUCTS	4463 ROWLAND AV	CAD981453228
RED & ARTS RADIATOR	11029 EAST GARVEY	CAD982502221
ROWLAND BLDG OLD PLATO SITE	4357 N ROWLAND AVE	CAD047427752
ROZUK GEORGE OIL CO	10429 RUSH ST	CAD980735146
RYDER TRUCK RENTAL	3650 ROCKWELL DR	CAD983657560
S & H AUTO BODY SHOP INC	10134 VALLEY BLVD	CAD982526089
SAFETY KLEEN SYSTEMS INCORPORATED	10625 HICKSON ST UNIT A	CAT000613893
SAINT GOBAIN CONTAINERS LLC	4000 NORTH ARDEN DRIVE	CAD008368458
SALS AUTO SVC	9966 VALLEY BLVD	CAD983660531
SARGENT FLETCHER INCORPORATED	9400 E. FLAIR DR.	CAD008322737
SCHER TIRE INC	3551 PECK RD	CAD981443179
SHELL OIL CO	11301 GARVEY	CAD981465750
SHELL SERVICE STATION	12004 EAST RAMONA BLVD	CAD982473761
SIGNET SCIENTIFIC	3401 AEROJET AVENUE	CAD008336562
SMITTYBILT INC	2112 LEE AVE	CAD982522658
SO CA GAS CO ROSEMEAD SPNGS FACIL	9407 WHITMORE AVE	CAD981664931
SOUTH COAST AIR QUALITY MGMT DIS	9150 FLAIR DR	CAD981457989
SOUTHERN CALIF PAINT & BODY REP	2235 N DURFEE AVE	CAD981692981
SPARLING INSTRUMENTS INC	4097 N TEMPLE CITY BLVD	CAD982042301
STAR TIRE CENTER INC	3475 N PECK RD	CAD983590266
STRESS LESS ENVIRONMENTAL LLC	2052 MOUNTAIN VIEW RD	CAR000077248
T & L PROFESSIONAL BODY SHOP	3825 PECK RD	CAD982494643
TEAM CORPORATION	9949 HAYWARD	CAD008355836
TESORO WEST COAST COMPANY LLC #68132	3618 BALDWIN	CAR000143073
TEXACO INC ANITA BALDWIN ET AL LS	329 NO. DURFEE ROAD	CAD000631689
TEXACO SERVICE STATION	1955 ROSEMEAD BLVD	CAR000126474
TEXACO SERVICE STATION	3334 SANTA ANITA AVENUE	CAR000126490
THERMAFOIL PRODS INC	2630 SEAMAN AVE	CAD980889174
TIP TOP LABEL COMPANY	2207 1/2 CHICO AVENUE	CAD981396294
TRAIL CHEMICAL CORPORATION	9904 GIDLEY STREET	CAD008319378
TRIPLE E MACHINERY MOVING INC	3301 GILMAM RD	CAD054861034
UNITED DIESEL SERVICE	1503 PENN MAR AVE	CAD981673171

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**Table 5.6-1
Hazardous Waste Handlers in El Monte**

<i>Site Name</i>	<i>Address</i>	<i>Handler Identification No.</i>
URETHANE SPECIALTIES COMPANY	9860 RUSH	CAD076244458
USA GASOLINE CORPORATION FACILITY NO 260	3538 N PECK RD	CAR000144121
VALADEZ TRUCKING	12450 WOODVILLE DR	CAD983646159
VALLEY AUTO SALES	12201 E VALLEY	CAD982323362
VALLEY BRAKE & WHEEL	3117 N MAXSON	CAD982478877
VALLEY BRASS INCORPORATED	3141 MAXSON RD.	CAD059797738
VAPOR DEGREASER	11672 MC BEAN DR	CAD008489130
VICTOR AUTO RPR	10143 VALLEY BLVD	CAD983673302
VONS GROCERY COMPANY	10150 LOWER AZUSA ROAD	CAD006905244
WASTE CONSULTING & REFERRAL SERVICE	3305 UTAH AVE	CAD982028870
WELLS FARGO BANK	3440 FLAIR	CAD981380702
WESTERN CONTROLS EQUIPMENT COMPANY	2630 SEAMAN AVE	CAD009690173
YOUNG L H JR	4605 N WHISTLER	CAD980737738
ZACKY FARMS	2325 S LOMA ST	CAD981672876

Source: Environmental Protection Agency, RCRAInfo Query, <http://www.epa.gov/enviro/html/rcris/>, March 4, 2010.

Contaminated Sites

The EPA placed large portions of the San Gabriel Valley under authority of Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program. The area of groundwater contaminated underlies significant portions of the City of El Monte, as well as surrounding cities. The Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database is maintained by the EPA and contains information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation. The database includes sites that are on or are being considered for the NPL. Based on an online query of the CERCLIS database, five sites in the City of El Monte are on or are being considered for the NPL. They are listed in Table 5.6-2.



**Table 5.6-2
Contaminated Sites in El Monte**

<i>Site Name</i>	<i>EPA ID</i>	<i>NPL Status</i>
AAA Pumping Service - 2	CAD980735740	Part of NPL Site
B & Auto Salvage	CAR000017145	Not NPL
Crown City Plating Co.	CAD008305062	Not NPL
El Monte Plating	CAD059790717	Not NPL
San Gabriel Valley (Area 1)	CAD980677355	Final NPL

Source: USEPA 2010.

The DTSC's EnviroStor online database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and cleanup sites. Cleanup sites in El Monte listed on EnviroStor are shown below in Table 5.6-3:

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**Table 5.6-3
Cleanup Sites in El Monte Listed on DTSC's EnviroStor Database**

Site Name	Address	Site Type	Status
Aerojet General Corp.	9100 Flair Drive	State Response	Active
Crown City Plating	4350 Temple City Boulevard	State Response	Active
Handy & Harman	4140 Gibson Road	Corrective Action/Haz. Waste/Non-Op	Referred: RWQCB
Hytone Cleaners	2702 Mountain View Road	State Response	Active
Safety Kleen Systems Inc./El Monte Accumulation Center	10626 Hickson St. Unit A	Corrective Action/Haz. Waste/Operating Permit	Referred: EPA
San Gabriel Groundwater Basin	10 to 20 miles east of LA on I-10	Federal Superfund - Listed	Active
Valle Lindo Continuation High School	12347 Ramona Boulevard	School Cleanup	Certified
Valle Lindo Continuation High School No. 2	12347 Ramona Boulevard	School Cleanup	Active

Source: DTSC 2010.

In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A search of the DTSC's Registered Hazardous Waste Transporter Database for Los Angeles County found no registered hazardous waste transporters in the City of El Monte.

Underground Storage Tanks

Federal laws and regulations relating to underground storage tanks used to store hazardous materials (including petroleum products) require that underground storage tank owners and operators register their tanks with EPA or delegated agencies. Federal regulations also require extensive remodeling and upgrading of underground storage tanks, including installation of leak detections systems. Tank removal and testing procedures are also specified. State laws also regulate the permitting, construction, monitoring, replacement, closure, and cleanup of underground storage tanks. The Los Angeles Regional Water Quality Control Board is designated to permit and inspect underground storage tanks and implement related regulations.

There are 80 LUST sites in El Monte listed on GeoTracker (SWRCB 2010); cases have been closed at 61 of these sites. The remaining 19 open cases are listed in Table 5.6-4.

**Table 5.6-4
Leaking Underground Storage Tank Sites in El Monte
(open as of April 2, 2010)**

Site Name	Location	Substance Released	Media Affected	Notes
Wortmann Oil #7	4732 Peck Road North	Gasoline	Soil	Leak discovered, reported, and stopped in 1996. Site assessment conducted in 1997.
Exxon Station	10707 Lower Azusa Road	Gasoline	Drinking water aquifer	Leak reported 1997. Remediation conducted 2005-2008.
J E DeWitt, Inc.	10410 Lower Azusa Road	Gasoline	Under investigation	Leak discovered 1999.
Sargent Fletcher Co.	9400 Flair Drive East	Solvents	Drinking water aquifer	Leak discovered, reported, and stopped, and site assessment conducted, in 1991.

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**Table 5.6-4
Leaking Underground Storage Tank Sites in El Monte
(open as of April 2, 2010)**

Site Name	Location	Substance Released	Media Affected	Notes
Arco # 6035	9824 Flair Drive	Gasoline	Drinking water aquifer	Leak reported 1987. Cleanup work done in 1996 and 2001-2008.
AZ Arco	3546 Baldwin Ave.	Gasoline	Not specified	Leak discovered and reported 2005; site assessments in 2006 and 2009.
Gould Inc.- Navcom Systems Division	4323 Arden Drive North	Solvents	Drinking water aquifer	Leak reported 1987; site assessment conducted 1988.
Los Angeles County Dept. of Public Works El Monte Airport	4233 North Santa Anita Drive	Gasoline	Under investigation	Leak discovered and reported, and site assessment conducted, in 1996.
USA Gasoline Store #260	3548 North Peck Road	Fuel Oxygenates, Gasoline	Under investigation	Leak discovered 2006; reported, and site assessment conducted, in 2007.
Arco #3018	11958 Ramona Street	Gasoline	Soil; unknown whether groundwater affected	Discovered and reported 1985; monitoring ongoing.
Anzon Company Inc.	12326 Denholm Drive	Other Solvent or Non-Petroleum Hydrocarbon	Soil	Leak discovered, reported, and stopped in 1997. Site assessment conducted in 1997, 1998, and 2009.
M C Nottingham	3150 Maxson Road North	Trichloroethylene (TCE)	Soil	Leak discovered and reported in 1993; site assessment conducted in 2008.
McWhirter Texaco S.S.	9432 Garvey Ave.	Gasoline	Drinking water aquifer	Leak discovered, stopped, and reported 1991; multiple site assessments and remediation efforts
Budget Car and Truck Rental	11747 Valley Boulevard East	Gasoline	Under investigation	Leak discovered and reported, and site assessment conducted, in 1992.
Scott Pontiac-GMC	11705 Valley Boulevard	Gasoline	Soil	Leak discovered 2004; site assessment 2006.
Tosco- 76 Station # 2657	11225 Garvey Avenue East	Gasoline	Drinking water aquifer	Leak discovered, stopped, and reported in 1994. Multiple site assessments 1994-2007. Remediation conducted 2002 and 2006.
United Oil #53	10308 Garvey Avenue East	Gasoline	Drinking water aquifer	Leak discovered and stopped 1994; reported 1995. Site assessment conducted 1995-1997 and 2003; remediation conducted 2001.
US Safety & Supply Co./Zee Mgmt. Co.	9660-9662 Telstar Ave.	VOC	Drinking water well	Leak reported 1965; site assessment 1987.
USA Gas Station #68218	2007 Durfee Avenue	Benzene, Diesel, Fuel Oxygenates, Gasoline, Toluene, Xylene	Soil; under investigation	Leak discovered and reported 2008. Site assessment conducted 2009.

Source: SWRCB 2010.

There are 183 cleanup sites in El Monte listed on Geotracker for which the LARWQCB has open cases, and an additional 17 cleanup sites for which cases have been closed.



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Household Hazardous Waste

Household hazardous waste is defined under the California Health and Safety Code as “any hazardous waste generated incidental to owning or maintaining a place of residence. Household hazardous waste does not include any waste generated in the course of operating a business concern at a residence.” Households often generate solid wastes that could technically be hazardous wastes (e.g. old solvents, paints, pesticides, fertilizer, poisons). However, it would be impossible to regulate every house in the United States that occasionally threw away a can of paint thinner or a bottle of rat poison. Therefore, EPA developed the household waste exemption. Under this exemption, wastes generated by normal household activities (e.g., routine house and yard maintenance) are exempt from the definition of hazardous waste. EPA has expanded the exemption to include household-like areas, such as bunkhouses, ranger stations, crew quarters, campgrounds, picnic grounds, and day-use recreation areas. While household hazardous waste is exempt from Subtitle C, it is regulated under Subtitle D as a solid waste.

While households do not have to separate household hazardous waste from trash under federal law, some states have special requirements. In California, household hazardous waste is managed as solid waste by the California Integrated Waste Management Board (CIWMB).

Hazardous Waste Transport

Since such transporters are moving regulated wastes on public roads and highways, rails, and waterways, they are regulated not only by RCRA, but by the federal Department of Transportation (DOT) standards as well. To avoid regulatory discrepancies and redundant regulations, the hazardous waste transporter regulations were developed jointly by EPA and DOT. At the State level, the California Department of Health Services (DHS) tracks shipments of hazardous wastes in the state. The California Highway Patrol enforces transportation-related regulations by conducting periodic inspections of vehicles on the road and annual inspection of transport of vehicles to issue certification as required by the DHS.

Airports

There is one airport located in the City of El Monte. The El Monte Airport encompasses 103 acres next to the Rio Hondo River Channel in the north-central portion of the City. The airport is owned and managed by the County of Los Angeles Department of Public Works, Aviation Division. The facilities at the airport include a control tower and aircraft parking to accommodate 500 airplanes. Presently, aircraft at the airport number 193 in hangars and 233 in tie-down. The airport operates on a 24-hour basis, seven days a week. Average annual operations at the airport total 188,000 trips per year. The airport is considered a “core airport,” or one that utilizes the complex air space above Los Angeles; therefore, growth is limited. Ascension and descension patterns are from north to south. During take-off, aircraft follow the Rio Hondo Channel until they gain altitude. Land use compatibility surrounding the Airport is governed by the Los Angeles County ALUC. The planning boundaries regarding safety for El Monte Airport established in the Los Angeles County Airport Land Use Plan (ALUCP 2004) consist of two Runway Protection Zones (RPZs), one at each end of the runway, and an Airport Influence Area. The Airport Influence Area consists of the airport property and the two RPZs are also within the airport property.

Fire Hazards

Fire hazards threaten lives, property, and natural resources, including vegetation and wildlife habitat. Fires occur in urban, wildland, and wildland-urban interface areas. Urban fires are generally related to specific sites and structures. Typical calls for service in urban areas include structure, vehicle, trash, and vacant lot field fires, as well as emergency medical assistance and response to traffic accidents. The availability of

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firefighting services is essential to minimizing loss. Effective fire protection in urban areas is based upon several factors, such as the age of structures, efficiency of circulation routes that ultimately affect response times, and availability of water resources to combat fires.

Structural fires represent the major fire hazard within the City. Structures posing the greatest fire hazards include those with substandard electrical or heating systems, wood frame buildings, and untreated wood shingle roofs. Other potential fire hazards include gas lines and overhead electrical power lines.

Los Angeles County Fire Department provides fire safety services for the City of El Monte as part of its Battalion 10. There are currently no plans to expand El Monte's fire services. In the event of a large-scale emergency in the City of El Monte, fire stations from Battalion 10 would respond from Rosemead, Temple City, and South El Monte. LACoFD fire stations in El Monte and stations outside the City but within one mile of the city limits are described below in Table 5.6-5.

**Table 5.6-5
Fire Station Resources**

<i>Name and Location</i>	<i>Equipment</i>	<i>Daily Firefighter Staffing</i>
Fire Stations in El Monte		
Station 166 at 3515 Santa Anita Ave.	1 quint ¹ , 1 paramedic squad, 1 battalion, and 1 utility truck	6
Station 168 at 3207 Cogswell Road	1 engine	3
Station 169 at 5112 N. Peck Road	1 engine	3
Fire Stations within One Mile of El Monte City Limits		
Station 42 at 9319 Valley Boulevard in City of Rosemead, about 0.2 miles west of El Monte city limits	1 engine	4
Station 90 at 10115 Rush Street in City of South El Monte, about 0.5 mile south of El Monte city limits	1 engine and 1 paramedic squad	5

Source: Bagwell 2010.

¹ A quint is a combination fire engine and ladder truck.



The County of Los Angeles Fire Department maintains a policy of responding to fires within five minutes from notification. The five-minute standard is acknowledged by fire service professional organizations, including the National Fire Protection Association, as the critical point at which intervention must take place to prevent property damage and minimize loss of life. The Department's emergency response standard is within eight minutes from notification of an emergency.

Presently, the Insurance Services Officer rates the City of El Monte with an insurance fire rating (ISO) of 3 on a scale of 10, with 1 being the highest rating and 10 being the lowest rating. An ISO rating of 3 is typical for urban communities in southern California.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-2 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.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- H-5 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 result in a safety hazard for people residing or working in the project area.
- H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold H-6
- Threshold H-8

These impacts will not be addressed in the following analysis.

5.6.3 *Environmental Impacts*

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Buildout of the proposed General Plan Update would result in increases in the numbers of residential units, residences, employees, and nonresidential land uses, as shown below in Table 5.6-6.

**Table 5.6-6
Buildout Estimates
Existing Conditions versus Proposed General Plan**

<i>Land Use</i>	<i>Existing Conditions</i>	<i>Proposed General Plan</i>	<i>Difference</i>	<i>Percent Difference</i>
Residential Units	28,318	33,802	5,484	19.4%
Population	125,194	149,721	24,527	19.6%
Employees	35,848	58,807	22,959	64.0%
Nonresidential Square Footage				
Commercial	8,492,369	22,581,844	14,089,475	166%
Industrial	11,605,734	10,362,047	-1,243,687	-10.7%
Other (Institutional, etc.)	2,292,738	1,453,578	-839,160	-36.6%
Total	22,390,841	34,397,496	12,006,655	53.6%

As shown above in Table 5.6-6, while buildout of the proposed General Plan Update would result in some decreases in total industrial and institutional building areas in the City, buildout would increase commercial building area in the City by about 166 percent over existing conditions. All of the net increase in nonresidential land uses would consist of commercial uses.

IMPACT 5.6.1: FUTURE INDUSTRIAL AND COMMERCIAL DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED CITY OF EL MONTE GENERAL PLAN WOULD INVOLVE THE TRANSPORT, USE, AND/OR DISPOSAL OF HAZARDOUS MATERIALS. HOWEVER, THESE ACTIVITIES WOULD BE DONE IN COMPLIANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS, AND THUS WOULD NOT RESULT IN SUBSTANTIAL HAZARDS. [THRESHOLDS H-1, H-2, AND H-3]



Impact Analysis: Buildout of the proposed General Plan Update would add nearly 5,500 residential units and about 12 million square feet of nonresidential land uses to the City.

Construction

Construction of residential and nonresidential structures permitted under the proposed General Plan Update would involve the transport, use, storage, and disposal of substantial amounts of hazardous materials, such as fuels, lubricants, paints and other coatings, and cleaning materials. The use, transport, storage, and disposal of hazardous materials as part of construction activities would comply with existing federal, state, and local regulations detailed above in Section 5.6-1. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations regarding the cleanup and disposal of the contaminant released. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Additionally, all projects approved under the General Plan Update would be mandated to comply with all emergency response plan requirements set forth by the City and the LACoFD.

Operation of Nonresidential Land Uses

The specific types of commercial uses that would be permitted under the General Plan Update are not presently known. Categories of uses that would be allowed in commercial land use designations are described in Chapter 3, Land Use Element, of the proposed General Plan. In addition to retail, office, government, and cultural/entertainment uses, some commercial use designations would permit light

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industrial uses, automobile service and repair uses, and medical offices. Light industrial uses could use a variety of hazardous materials; automobile service and repair uses would handle fuels, lubricants, and other hazardous materials; and medical offices would also handle a variety of hazardous materials. The use, storage, transport, and disposal of hazardous materials by nonresidential uses permitted under the General Plan Update would be required to comply with existing regulations issued by several federal, state, and local agencies (see Section 5.6.1).

Operation of Residential Units

The operation of residential units usually involves only small amounts of hazardous materials for cleaning and maintenance purposes. The use, transport, storage, and disposal of hazardous materials used in operation of residential units would be subject to many of the same regulations as would use of hazardous materials in operation of nonresidential uses.

Adherence to existing regulations would minimize hazards arising from routine use, storage, transport, and disposal of hazardous materials.

Hazards Arising from Accidental Release of Hazardous Materials

Hazardous Materials Currently in the City

There are five sites in the City that are listed or are under consideration for listing on the NPL: eight sites listed on the Site Mitigation and Brownfields Reuse Program Database, and 15 LUST sites that are classified as open cases by the Los Angeles Regional Water Quality Control Board. All three of these types of sites are listed in tables in Section 5.6.1. All of these sites are known to regulatory agencies and would be identified in Phase I Environmental Site Assessments for individual projects considered for approval under the proposed General Plan. Construction operations would be required to contact Dig Alert for identification of any pipelines or other utility infrastructure below each construction site.

Hazardous Materials Brought into the City

The use, storage, transport, and disposal of hazardous materials that would be brought into the City by residential and nonresidential uses permitted under the proposed General Plan Update would be required to comply with numerous existing regulations. Such compliance would limit impacts arising from accidental release of hazardous materials.

Schools

There are 35 public schools and 10 private schools in El Monte. Most of these schools are in the eastern and central parts of the City, as parts of the western portion of the City (Northwest Industrial District and Flair Park) do not contain residences and thus don't generate demand for schools. The General Plan Update would permit redevelopment of numerous properties within one-quarter mile of existing schools, especially in the central part of the City. Any individual projects considered for approval under the General Plan Update that would emit substantial amounts of hazardous air emissions and would be within one-quarter mile of an existing or proposed school would be required under CEQA to conduct a health risk assessment (HRA) to determine whether construction or operation of the project would pose substantial health risks to students or staff at the school.

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IMPACT 5.6-2: THE CITY OF EL MONTE HAS SITES THAT ARE INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES. [THRESHOLD H-4]

Impact Analysis: Lists of facilities in the City that handle hazardous wastes; contaminated sites that are on the NPL or EnviroStor or are under consideration for listing on the NPL; and LUST sites that are open cases are included above in Section 5.6.1. The assessment and remediation of these facilities and sites are required to comply with existing regulations of the USEPA, Cal/EPA, and the DTSC.

IMPACT 5.6-3: THERE IS ONE AIRPORT, EL MONTE AIRPORT, WITHIN THE CITY. BUILDOUT OF THE GENERAL PLAN WOULD NOT CREATE SUBSTANTIAL HAZARDS RELATED TO AIRPORT OPERATIONS. [THRESHOLDS H-5]

Impact Analysis: El Monte Airport is along the east bank of the Rio Hondo, west of Santa Anita Avenue, south of Lower Azusa Road, and north of Valley Boulevard. There are three planning boundaries regarding safety for El Monte Airport set forth in the Los Angeles County Airport Land Use Plan: an airport influence area and two Runway Protection Zones. All three of these Boundaries are within the airport property, which would be designated Airport under the proposed General Plan Update. The General Plan Update would not redesignate any area within the safety-related planning boundaries for the airport to nonairport designations; therefore, the General Plan Update is not expected to create any substantial hazards relating to airport operations.

IMPACT 5.6-4: DEVELOPMENTS APPROVED UNDER THE PROPOSED GENERAL PLAN UPDATE WOULD NOT SUBSTANTIALLY IMPAIR IMPLEMENTATION OF EMERGENCY RESPONSE PLANS. [THRESHOLD H-7]

Impact Analysis: The City manages disaster preparedness through its OES. The City adopted a NHMP in 2004. The NHMP includes education and outreach programs and preventive actions such as land use restrictions in areas subject to natural hazards. The NHMP designates potential evacuation routes; east–west routes include Interstate 10, Ramona Boulevard, and Valley Boulevard, and north–south routes include Peck Road and Santa Anita Avenue. A flood disaster plan was prepared by the City for evacuation in the event of overflow of the Santa Fe Dam.

The Emergency Operations Section of the LACoFD provides 24-hour emergency response to hazardous materials incidents throughout Los Angeles County.

The General Plan Update would not impair education and outreach programs and would not interfere with land use controls, in the NHMP. The General Plan Update also would not close or restrict traffic on potential evacuation routes designated in the NHMP. No substantial adverse impact to emergency response plans would occur.

5.6.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to recreation include:

Land Use Element

- Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses within proximity to sensitive land uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards. (Policy 1.4)



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- Require property owners to cooperate with local, state and federal agencies and to fund the full cleanup of brownfields of former heavy industrial properties prior to selling or transferring the property, unless the new owner agrees to assume responsibility for full cleanup costs. (Policy 6.13)
- Prohibit industrial uses that use, store, produce, or transport toxic and hazardous materials, generate unacceptable levels of air or noise pollution, or result in other adverse impacts within proximity to residences. (Policy 7.3)
- Require property owners to fully cleanup any brownfields or leaking underground storage tanks as a result of industrial activities prior to recording a sale/transfer of property unless the new owner assumes full cleanup responsibility. (Policy 7.10)
- Require that all new development be consistent with the adopted airport land use plan for the airport and prohibit structures or activities that encroach upon or adversely affect the use of navigable airspace. (Policy 10.1)
- Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the airport land use plan for the airport, shown in the Public Health and Safety Element. (Policy 10.2)

Public Services and Facilities Element

- Establish and maintain a response time for fires and emergency response consistent with professional industry standards set forth by the National Fire Protection Association. (Policy 2.1)
- Provide adequate staff, fire stations, training facilities, up-to-date equipment and technology, and City infrastructure to support and achieve established industry standards set forth by the National Fire Protection Association. (Policy 2.2)
- Protect residents and the business community from hazardous wastes through education, monitoring, and enforcement of proper use, storage, handling, and disposal of hazardous waste. (Policy 2.3)
- Continue to expand and improve community outreach and education programs, including bilingual and trilingual outreach, for disaster preparedness, emergency situations, and safety hazards. (Policy 2.4)
- Develop and expand local chapters for each of the Los Angeles County Fire Department's established organizations within El Monte, including the Community Emergency Response Team. (Policy 2.5)
- Periodically monitor, evaluate, and modify the Citywide disaster management plan to remain prepared in the event of a large-scale natural disaster or emergency situation within El Monte. (Policy 2.6)
- Divert waste from the landfill in levels that meet or exceed state mandates and support sustainability practices through a comprehensive program of source reduction and recycling. (Policy 3.1)
- Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte. (Policy 3.2)

Public Health and Safety Element

- Periodically conduct simulated emergency response drills to hazards, concentrating on interagency coordination needed to ensure that services will be available to the community with minimal delay and overlap of services. (Policy 1.7)
- Maintain runway protection zones identical to the FAA's zone and prohibit land uses, structures, intensification of current land uses, or other activities within that zone that could present potential hazard concerns under FAA guidelines. (Policy 4.7)
- Require businesses that store, generate, use, or transport large or toxic quantities of hazardous materials or wastes to comply with County fire department standards. (Policy 5.2)
- Encourage the proper reduction of household hazardous waste and disposal through comprehensive public education, recycling efforts, and collection programs. (Policy 5.3)
- Work with governmental agencies to ensure that transporters of hazardous wastes and materials follow safety guidelines and redesignate truck routes away from neighborhoods and sensitive land uses where spills may occur. (Policy 5.4)
- Continue to be prepared, through proper emergency planning activities, to respond effectively to disasters related to hazardous materials and wastes. (Policy 5.6)
- Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance. (Policy 7.1)
- Ensure, to the fullest extent feasible, that essential structures, facilities, and lifeline services remain safe, structurally sound, and fully functional. (Policy 7.2)
- Coordinate disaster preparedness and recovery with local, state, and federal governmental agencies to ensure cooperative police and fire assistance from other governmental entities during emergencies. (Policy 7.3)
- Ensure that City emergency preparedness plans are updated regularly with accurate information on natural and manmade hazards and coordinated plans for response. (Policy 7.5)
- Continue to maintain and update the City's emergency response organization consisting of representatives from all City departments, local quasigovernmental agencies, private businesses, citizens, and other community partners involved in critical and/or community services. (Policy 7.6)
- Periodically simulate response to disasters, concentrating on interagency coordination and communication to ensure efficient response with minimal delay and service overlap. (Policy 7.7)
- Dedicate full-time coordinator responsible to implement emergency operations, disaster coordination plans, and other employee safety measures. (Policy 7.8)



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5.6.5 Existing Regulations and Standard Conditions

Federal

- Resource Conservation and Recovery Act (RCRA)
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Emergency Planning and Community Right-to-Know Act (EPCRA)
- Superfund Amendments and Reauthorization Act (SARA)
- Toxic Substances Control Act (TSCA)

Federal, State, and Local

- Certified Unified Program (administered by Los Angeles County Fire Department)
 - Underground Storage Tanks (UST) Program
 - Aboveground Petroleum Storage Tanks
 - Hazardous Waste Management
 - Hazardous Materials Disclosure Programs/Hazardous Materials Business Plans
 - Hazardous Materials Incident Response
 - California Accidental Release Prevention Program (CalARP)

Los Angeles County

- Airport Land Use Plan

City of El Monte

- Natural Hazards Mitigation Plan
- Flood Inundation Disaster Plan

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.6-1, 5.6-2, 5.6-3, and 5.6-4.

5.6.7 Mitigation Measures

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

No significant impacts have been identified, and no significant and unavoidable impacts would occur.

5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to hydrology and water quality conditions in the City of El Monte from implementation of the proposed General Plan Update. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface and groundwater. Surface water is water on the surface of the land and includes lakes, rivers, streams, and creeks. Groundwater is water below the surface of the earth.

5.7.1 Environmental Setting

Regulatory Framework

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters. The CWA sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and storm water discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address non-point sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the U.S.



Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in El Monte. The SDWA gives the US Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the EPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclide (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years as the EPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting (USEPA 2004).

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in postconstruction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The City of El Monte Environmental Services Department is the local enforcing agency of the MS4 NPDES permit.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of El Monte is located in the watersheds of the San Gabriel and Los Angeles Rivers. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 4, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

Applicable Plans and Programs

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff, and must contain a visual monitoring program; a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). The entire city of El Monte is in a No Special Flood Hazard Area (NSFHA; that is, in flood hazard Zone X, meaning that no part of the City is in a 100-year flood zone [FEMA 2007]).

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of El Monte, under NFIP, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, cooperation with the US Army Corps of Engineers (Corps) and the Los Angeles County Department of Public Works for updating, and method consistency with the RWQCB and proposed BMPs.

Existing Conditions

Regional Drainage

The City of El Monte is situated in the watersheds of the Los Angeles and San Gabriel Rivers. The San Gabriel River originates in the San Gabriel Mountains and flows in a southerly direction till it terminates at the Pacific Ocean near Seal Beach. The eastern limits of the City of El Monte are adjacent to part of Reach 4 of



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the San Gabriel River. The San Gabriel River Watershed is approximately 689 square miles in area. The Los Angeles River originates in the Santa Monica Mountains and the Simi Hills that form the southern and western rims of the San Fernando Valley, respectively. The Los Angeles River flows eastward to Glendale, and then southward till it terminates at the Pacific Ocean at Long Beach and is 55 miles in length. The Los Angeles River Watershed is approximately 834 square miles in area. The portion of the City of El Monte lying east of approximately Peck Road and Cogswell Road is in the San Gabriel River Watershed, while the portion of the City west of those two roads is in the Los Angeles River Watershed.

Local Surface Waters and Drainage

The portion of the City that is located northwest of the Rio Hondo Channel is drained by storm drains that drain into Rubio Wash, Eaton Wash, and Arcadia Wash. Those three washes extend southward till they terminate in the Rio Hondo channel. The portion of the City that is within the Los Angeles River Watershed and is southeast of the Rio Hondo Channel is drained by a network of storm drains that extend westward till they drain into Rio Hondo Channel. The portion of the City that is located within the San Gabriel River Watershed is drained by storm drains that extend southeastward till they terminate in the San Gabriel River.

Condition of Existing Drainage Facilities

The portion of the San Gabriel River that is adjacent to the City of El Monte is an engineered channel with sides constructed of rock and a bottom of sand and gravel. The segment of the Rio Hondo that passes through the City is an engineered channel with sides and bottom constructed of concrete. The portions of Rubio, Eaton, and Arcadia Washes within the City are concrete-lined engineered channels.

Groundwater

The City of El Monte overlies a portion of the 167-square mile Main San Gabriel Valley (groundwater) Basin in eastern Los Angeles County. The groundwater basin is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and by a series of hills and the Raymond Fault to the west. Freshwater storage capacity of the basin is estimated at 8.6 million acre-feet. The Rio Hondo River and San Gabriel River channels convey water to spreading basins for groundwater recharge to the underlying basins. No groundwater recharge facilities are located in El Monte. Peck Road Spreading Grounds/Water Conservation Park to the north and Rio Hondo Coastal Basin Spreading Grounds south of Whittier Narrows serve as groundwater recharge facilities. The Los Angeles County Department of Public Works (LAPW) operates 20 spreading facilities in the San Gabriel Valley that receive storm runoff. Some of these facilities also receive imported water. Between October 2003 and September 2004 LAPW spread 44,628 acre-feet of runoff and 36,349 acre-feet of water imported from MWD for recharge into the Main San Gabriel Basin. Between September 2004 and October 2005, a period of unusually heavy rainfall, LAPW spread 302,952 acre-feet of runoff and 8,238 acre-feet of imported water for recharge into the Basin.

Groundwater Quality

The EPA, State Department of Health Services, and the LARWQCB monitor and regulate water quality in the San Gabriel Valley. The Los Angeles River, San Gabriel River, and Rio Hondo River watersheds are located within and managed by the Los Angeles RWQCB - Region 4. The Los Angeles RWQCB is responsible for the protection of water quality and establishes water quality standards for the Los Angeles region in its Water Quality Control Plan (LARWQCB 1994), commonly known as the Basin Plan. The Basin Plan presents designated beneficial uses for surface and groundwater and water quality objectives necessary to support the beneficial uses (LACDPW 2005).

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The NPDES program is the primary framework for regulating pollutant discharges to water bodies. The program is administered by the EPA under the CWA, and authority is relegated to the RWQCBs. Cities, industrial activities, and construction activities over one acre in area must obtain a NPDES permit for storm water discharges. Jurisdictions within the County of Los Angeles are covered under NPDES Order No. 01-182 issued by the LARWQCB in 2001. Under this permit, municipalities are required to develop area-wide stormwater quality management plans (known as SQMPs) and implement BMPs to reduce and/or treat stormwater runoff to the maximum extent practical (MEP).

Groundwater contamination has long been an issue for the San Gabriel Valley. The Basin's groundwater is contaminated from the ground disposal, dating back to World War II, of synthetic organic compounds used primarily as solvents in industrial and commercial activities. The seriousness of the groundwater contamination problem became evident when high concentrations of volatile organic compounds (VOCs) were discovered in Azusa in 1979 near a major industrial complex. Over the next four years, further investigation revealed widespread VOC contamination significantly impacting the Basin. This discovery led EPA to place four portions of the Basin under authority of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program.

In 1984, EPA added 30 square miles within the San Gabriel Valley to the Superfund List. The area of groundwater contamination underlies significant portions of Alhambra, Arcadia, Azusa, Baldwin Park, Industry, El Monte, La Puente, Monrovia, Rosemead, South El Monte, West Covina, and other areas of the San Gabriel Valley. Over 400 water supply wells are used in the basin to extract groundwater for industrial, business, agricultural, and domestic uses. Within the affected groundwater area, 59 wells were found to be contaminated with high levels of various VOCs, shutting down 20 percent of water production capacity for domestic use in the San Gabriel Valley (LARWQCB 1994).

EPA and local agencies have been conducting cleanup by pumping groundwater from a series of wells and treating the water. To augment EPA's effort, cities and municipal water districts within the San Gabriel Valley Superfund area established the San Gabriel Water Quality Authority (WQA) in 1993. Six active Operable Units (OUs) have been established to facilitate cleanup efforts. Portions of southwestern El Monte overlie the El Monte OU. Water from wells located within the OUs is treated and/or blended with higher quality water to meet drinking water standards before entering public water supply distribution systems (LADPW 2005).



Flood Hazards

Designated Flood Zones

Flood maps and flood insurance studies are used to identify flood-prone areas in communities. FEMA maps floodplains or zones as part of the NFIP. The NFIP uses the probability of a 100-year flood as the standard for floodplain management and to determine the need for flood insurance. According to the FEMA Flood Hazard Mapping program, the City of El Monte is not in a 100-year floodplain and is designated as a NSFHA – All Zone C (FEMA 2007). Therefore, there is no FIRM for the area covering the City.

Seismically Induced Dam Inundation

The Santa Fe Dam Emergency Plan Inundation Map (USACE 1985) shows the majority of El Monte (except the northwesternmost corner) within the flood limits due to dam failure, with the water surface at a spillway crest elevation of 496 feet. At a distance of 2.3 miles from the dam (the approximate northern City boundary), water depth would increase 0.25 feet by 45 minutes after a dam failure, and by 2.5 hours in the southernmost portion of the City. Similarly the majority of the City would be within the limits of the inundated area due to an immediate release of the spillway. Santa Fe Dam was constructed of earth fill and was completed in 1947.

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The dam is operated by the Corps for flood control and for diversion of water into spreading grounds for groundwater recharge, and does not normally impound a reservoir. After a period of flooding upstream of the dam, the water level is lowered as quickly as can be done without causing flooding downstream, in order to prepare for the next storm. The maximum water storage capacity of the dam is 30,887 acre-feet; the debris pool has a maximum capacity of 3,594 acre-feet. After upstream flooding, once the water level has been reduced to the level of the debris pool, further water is released into the spreading grounds (USACE 1997).

No portion of El Monte would be in the downstream inundation area affected by failure of the Whittier Narrows Dam. Whittier Narrows Dam is an earth-fill dam, was completed in 1957, and is operated by the Corps for flood control and water conservation storage. Water is released from the dam to spreading basins along the Rio Hondo Channel and San Gabriel River downstream. When the inflow to the reservoir exceeds the capacity of the downstream spreading basins, water is stored temporarily in water conservation pools behind the dam. The combined capacity of the two water conservation pools is 3,030 acre-feet. The total water storage capacity of the dam is 34,947 acre-feet. If the water level behind the dam exceeds the water conservation pool, flows are released into the Rio Hondo Channel and the San Gabriel River. The Rio Hondo Channel below the dam has a capacity of approximately 36,500 cubic feet per second (cfs) and the San Gabriel River below the dam has a capacity of approximately 13,100 cfs.

Inundation from Aboveground Water Storage Reservoirs

There are water storage reservoirs at five locations within the City aboveground.

There are two aboveground water tanks owned by the San Gabriel Valley Water Company that are located adjacent to the intersection of Santa Anita Avenue and Kings Row. One tank is approximately 30 feet high and 30 feet in diameter, while the second tank is approximately 30 feet high and 50 feet in diameter. Surrounding land uses include commercial uses and Arroyo High School.

There is a tank owned by the San Gabriel Valley Water Company that is located adjacent to the intersection of Ranchito Street and La Madera Avenue. The tank is approximately 25 feet high and 30 feet in diameter. The facility is surrounded by residential uses.

There is a tank owned by the California Domestic Water Company that is located at 3228 Gilman Road. The tank is approximately 25 feet high and 75 feet in diameter. The facility is surrounded by industrial land uses, a railroad right-of-way, and vacant land.

There are two tanks owned by the San Gabriel Valley Water Company that are located at 12650 Fineview Avenue. One tank is approximately 25 feet high and 25 feet in diameter and the second is approximately 25 feet high and 50 feet in diameter. The facility is surrounded by residential uses and by the San Gabriel River.

There is a tower-mounted water tank adjacent to an aboveground tank of unknown contents that are located east of the intersection of Railroad Drive and Arden Drive. The tower-mounted tank is approximately 35 feet high and 40 feet in diameter and is mounted atop a tower approximately 130 feet in height.

There is also an aboveground tank of unknown contents located near the southeast corner of the Vons distribution facility that is located on Gidley Street at the intersection with Shirley Avenue. The tank is approximately 25 feet high and 25 feet in diameter.

Seiches and Tsunamis

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. There are no bodies of water within the City that would pose a threat of substantial inundation due to a seiche. There are bodies of water near the City Limits that could pose a potential risk of inundation due to seiches to portions of the City:

- A spreading basin in Peck Road County Park, adjacent to the northern city boundary
- A gravel pit in Irwindale, also adjacent to the northern city boundary
- A gravel pit in a portion of the city of Baldwin Park situated west of the San Gabriel River and east of the northeastern city limits of El Monte.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The City of El Monte is located 23 miles inland from the Pacific Ocean and is therefore not at risk of inundation from tsunamis.

Mudflows and Debris Flows

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The City is at very low risk from mudflows because the vast majority of the City is flat and is developed land.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- | | |
|-------|--|
| HYD-1 | Violate any water quality standards or waste discharge requirements. |
| HYD-2 | 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). |
| HYD-3 | 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 a substantial erosion or siltation on- or off-site. |
| HYD-4 | 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. |
| HYD-5 | Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. |
| HYD-6 | Otherwise substantially degrade water quality. |
| HYD-7 | 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. |



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- HYD-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- HYD-9 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.
- HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold HYD-7 and HYD-8

These impacts will not be addressed in the following analysis.

5.7.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.6-1: DEVELOPMENT PURSUANT TO THE PROPOSED PROJECT WOULD INCREASE THE AMOUNT OF IMPERVIOUS SURFACES ON THE SITE AND WOULD THEREFORE INCREASE SURFACE WATER FLOWS INTO DRAINAGE SYSTEMS WITHIN THE WATERSHED. [THRESHOLDS HYD-4 AND HYD-5]

Impact Analysis: Virtually the entire city of El Monte is developed with urban uses. While the General Plan Update would change land use designations for some portions of the City, the General Plan Update is not expected to cause a substantial increase in the amount of impervious surfaces in the City. Therefore, the General Plan Update is not expected to result in a substantial increase in surface water flows into drainage systems in the San Gabriel and Los Angeles River Watersheds.

IMPACT 5.6-2: DEVELOPMENT PURSUANT TO THE PROPOSED PROJECT INCREASES THE AMOUNT OF IMPERVIOUS SURFACE ON THE SITE AND WOULD THEREFORE IMPACT OPPORTUNITIES FOR GROUNDWATER RECHARGE. [THRESHOLD HYD-2]

Impact Analysis: As stated in the above section, nearly the entire City is developed with urban land uses. The General Plan Update is not expected to result in a substantial increase in impervious areas and so is not expected to substantially reduce the land area available for groundwater recharge.

IMPACT 5.6-3: DEVELOPMENT IN ACCORDANCE WITH THE GENERAL PLAN UPDATE WOULD RESULT IN SHORT-TERM UNQUANTIFIABLE INCREASES IN POLLUTANT CONCENTRATIONS FROM THE CITY DURING CONSTRUCTION PHASES. AFTER PROJECT DEVELOPMENT, THE RUNOFF WATER QUALITY (SEDIMENT, NUTRIENTS, METALS, PESTICIDES, PATHOGENS, AND HYDROCARBONS) MAY BE ALTERED. [THRESHOLDS HYD-1 AND HYD-6]

Impact Analysis: Developments that would be implemented in accordance with the General Plan Update would be required to comply with Clean Water Act requirements. These requirements include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Water Quality Management Plan (WQMP) for the operation phase of a project. The

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SWPPP specifies BMPs that are intended to minimize erosion and pollution of runoff during the construction phase of each development. The WQMP prescribes structural, operations, and maintenance BMPs with the aims of minimizing water pollution and erosion during the operation phase of each development.

IMPACT 5.6-4: THE PROJECT SITE IS LOCATED WITHIN THE INUNDATION AREA OF THE SANTA FE AND WHITTIER NARROWS DAMS. [THRESHOLD HYD-9]

Impact Analysis: As stated above, Santa Fe Dam is used for flood control and for spreading water for groundwater recharge; the dam does not normally impound a reservoir. The dam's maximum water storage capacity is 30,887 acre-feet. After periods of upstream flooding, the water level behind the dam is reduced to the debris pool capacity of 3,594 acre-feet. The water level behind the dam is then reduced further by the release of water into spreading basins. Therefore, the likelihood that at the time of an earthquake there would be enough water impounded by the dam to cause a substantial risk of flooding in El Monte due to dam failure is very low.

Whittier Narrows Dam is used for flood control and water conservation storage. The combined capacity of the two water conservation pools behind the dam is 3,030 acre-feet, while the dam's total water storage capacity is 34,947 acre-feet. When the water level behind the dam exceeds the water conservation pools, flows are released into the Rio Hondo Channel and the San Gabriel River. The capacities of the Rio Hondo Channel and the San Gabriel River below the dam total approximately 49,600 cfs (1,756 acre-feet per day). The dam does not ordinarily impound a reservoir. Therefore, the likelihood of upstream flooding that would pose a substantial risk of inundation in El Monte is considered to be very low.

IMPACT 5.6-5: THE SITE WOULD NOT BE SUBJECT TO INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW. [THRESHOLD HYD-10]

Impact Analysis: The City of El Monte is located approximately 23 miles inland from the Pacific Ocean, and so is at no risk of inundation by tsunami.

As for potential inundation by seiche, there are aboveground water tanks at five locations in the City as described above. Of these locations, only the tower-mounted water tank near the intersection of Railroad Drive and Arden Avenue is on land for which the General Plan Update may change the land use designation. This tank is on a large industrial parcel that is surrounded to the north, east, and south by industrial uses. The nearest residential use to the tank is approximately 1,200 feet to the west. Development in accordance with the General Plan Update would not cause a substantial risk of inundation due to potential failure of this tank. The other four water tank locations are not in areas where the General Plan Update would change land use designations. Therefore, the General Plan Update would not create any new risk arising from flooding at any of the four locations.

There are gravel pits with pools of water in the lower parts of the pits that are located near the northern and northeastern boundaries of the City. The General Plan Update would not change land use designations along the edges of the City that are in the vicinity of the gravel pits. Therefore, the General Plan Update would not create any new risk of flooding due to seiches from the gravel pits.

Small areas along the City's northeastern boundary are considered to be at some risk of mudflow because earthquake-induced landslides and liquefaction have occurred there. The General Plan Update would not change land use designations in that portion of the City. Therefore no new risk due to mudflows would occur as a result of the General Plan Update.



5.7.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to hydrology and water quality include:

Community Design Element

- Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc. (Policy 4.5)
- Require that industrial development minimize consumption of and sustain scarce environmental resources through site design, building orientation, landscaping, use of recycled water for irrigation, water efficiency, building design and materials, and best management practices for drainage. (Policy 7.16)

Land Use Element

- Cooperate with the San Gabriel Water Quality Authority to expedite cleanup and remediation of groundwater pollution in the El Monte Operable Unit; implement best management practices to avoid future contamination. (Policy 6.11)
- Create and implement comprehensive master plans for sewer, drainage, water, transportation, and other associated infrastructure systems in compliance with applicable state law requirements to incentivize business relocation and protect the City’s financial investment in its infrastructure. (Policy 7.12)

Parks and Recreation Element

- Improve the watershed through water conservation, water quality protection and restoration, best management practices, and control of stormwater pollutants. (Policy 3.5)
- Design green infrastructure that conserves water, reduces and filters water pollutants, and contributes to the City’s green waste program. (Policy 4.5)

Public Services and Facilities Element

- Continue to require and enforce the implementation of best management practices for existing public and private entities and new development to minimize stormwater runoff. (Policy 3.3)
- Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions. (Policy 3.4)
- Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water and replenish the aquifer. (Policy 3.5)
- Continue to provide sufficient quantity of municipal water service that meets or exceeds state and federal health standards for drinking water. (Policy 3.6)
- Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies. (Policy 3.7)

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- Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services. (Policy 3.9)
- Require 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. (Policy 4.3)

Public Health and Safety Element

- Work with local, regional, state and federal agencies to implement updated flood control measures, encourage regular maintenance and monitoring of flood control channels, and maintain excellent state-of-emergency preparedness. (Policy 2.1)
- Improve in-stream water quality through best management practices to meet or exceed Regional Water Quality Control Board standards and National Pollutant Discharge Elimination Systems permitting requirements. (Policy 2.2)
- Continue to ensure water resource protection through the cleanup of the El Monte Superfund site, cleaning of waters within and entering into the Peck Water Conservation Park, and activities to reduce non-point resource pollutants. (Policy 2.3)
- Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, mini parks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed. (Policy 2.5)
- Proactively work with the San Gabriel Water Quality Authority, EPA, and state and federal agencies to expedite the full cleanup of the El Monte Operable Unit. (Policy 5.1)



5.7.5 Existing Regulations and Standard Conditions

Federal

- Clean Water Act: National Pollution Discharge Elimination System permits
- National Flood Insurance Program

State

- Porter-Cologne Water Quality Act

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.6-1 through 5.6-5.

5.7.7 Mitigation Measures

No significant impacts have been identified and no mitigation measures are required.

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5.7.8 Level of Significance After Mitigation

No significant impacts have been identified.

5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of El Monte from implementation of the proposed City of El Monte General Plan and Zoning Code Update. This land use section is based on the Proposed Land Use Alternative prepared for the City of El Monte General Plan and Zoning Code Update. The Proposed Land Use Alternative is described in detail in Section 3, *Project Description*, and is shown in Figure 3-4. The proposed goals and policies have been evaluated to determine their internal consistency with other relevant sections of the General Plan Update. In addition, compatibility of the proposed land uses in the surrounding area is discussed in this section. The proposed General Plan Update is also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) and 2008 Regional Transportation Plan (RTP).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.8.1 Environmental Setting

The City of El Monte is located 12 miles east of Downtown Los Angeles, in the heart of the San Gabriel Valley. The San Gabriel River borders the City on the east and the Rio Hondo River bisects the eastern half of the City, from north to the southwest. Currently, the City's incorporated boundaries encompass approximately 6,200 acres, or 9.7 square miles. Figure 3-3, Existing General Plan Land Use, shows the existing land use in the City.

One major freeway, Interstate 10, traverses the City. I-10 travels in an east–west direction from its connection with Interstate 710 west of El Monte, to its connection with Interstate 605 just east of the City. I-10 provides access to the City of Los Angeles to the west, and West Covina and Pomona to the east. Outside of the City, just east of its borders, Interstate 605 runs in a northeast–southwest direction. I-605 runs alongside the San Gabriel River and provides access to Long Beach to the southwest and Azusa to the northeast.

Population predictions within the City vary. SCAG projected El Monte's population in 2005 to be 125,219, which is very close to the number based on the existing land uses within with City, 125,194. In accordance with CEQA review, the population based on existing conditions (125,194) is used as the City's current population for the environmental analysis purposes of this report.

The City's current general plan was last comprehensively updated in 1991. State law requires that the City's housing element be updated every five years. The current housing element was adopted in 2003.

Existing Land Uses

The existing, or developed, land uses and streets are shown in Table 5.8-1, categorized by the existing General Plan land use designations. A brief description of the five broad categories of developed lands is provided below.



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**Table 5.8-1
City El Monte 2001 Existing Land Use Summary**

<i>Land Use Description</i>	<i>Acres</i>	<i>Land Use Description</i>	<i>Acres</i>
Commercial	590.0	Residential	2,982.3
Commercial Recreation	4.0	2 to 3 Unit Homes (Single- Family)	15.2
Commercial Storage	13.0	Single-Family Residential	2,295.3
Hotels and Motels	10.2	Low-Rise Multiple-family Housing	352.0
Low-and Medium Rise Major Office Use	89.7	Medium-Rise Apt (Multiple Family)	4.5
Strip Development	378.3	Mixed Multiple –family Residential	16.8
All Other	6.2	Mixed Residential	201.7
Retail Centers	88.6	Trailer Parks (Multiple-family)	96.8
Industrial	621.9	Public Facilities	461.6
Manufacturing, Assembly, Industry	504.7	Schools	317.9
Wholesaling and Warehousing	90.4	Parks	55.1
Open Storage	16.0	Religious	41.5
Mixed Commercial and Industrial	7.6	Government	36.2
Packing Houses and Grain Elevators	3.2	Other	10.9
Other	154.2	Transport, Comm. & Utilities	1,344.9
Water	116.6	Public Right of Way	1,154.8
Special Care Facilities	21.8	Airport	93.3
Vacant	12.8	Bus Terminal, Maintenance Yard	47.0
All Other	2.9	Railroad/ Other	49.8

Source: SCAG, 2001

Residential

El Monte is predominately a residential community, where about 45 percent of land in the City is planned for residential development. Single-family residential uses, totaling 2,295 acres (38 percent), dominate the northern and southern areas of El Monte. Multiple-family housing, totaling 485 acres (8 percent), is concentrated around the central core and arterials. Housing types range from residential estates to mobile home parks; however, the predominant type of residential development is single-family housing. Densities range between 0 to 25 units per acre.

Transportation, Communications, and Public Utilities

Transportation, Communications, and Public Utilities account for over 22 percent of the land area in El Monte. About 86 percent (1,154.8 acres) of the land in this category is roadway right-of-way (ROW). The El Monte airport, Southern Pacific Railroad tracks, Metropolitan Transit Authority, San Gabriel Valley bus yards, parking facilities, and park-and-ride lots are also included in this category.

Commercial Uses

Commercial uses encompass approximately 10 percent of the developed land uses in the City. These uses are located primarily along arterial roads, such as Garvey Avenue, Peck Road, Ramona Boulevard, Durfee Avenue, and Valley Boulevard. The exception to this is Valley Mall, a traditional outdoor main street mall. General commercial uses, including retail, hotels, and food establishments, are primarily located along Peck Road and Garvey Avenue. The commercial land use categories regulate commercial development and permit floor area ratios (FAR) between 0 and 1.5, depending whether its location is a residential area, downtown core, or business park. Office commercial uses, which make up less than 1 percent of the land in El Monte, are generally used as a buffer between less compatible uses.

Industrial Uses

Industrial uses total 10 percent of land uses in the City, approximately 621 acres. Industrial land is located in the northwest El Monte area and encompassed by the Northwest Redevelopment Project Area. El Monte served as a former industrial center in San Gabriel valley but many former sites are currently underutilized. Some major industrial uses include the Von's Distribution Warehouse and St. Gobains Containers. Generally, industrial uses include a mix of sustainable manufacturing, processing, office, warehousing, and distribution uses. These uses are allowed an FAR of up to 1.0.

Public/Quasi-Public Uses

Approximately 7 percent of the City is designated for public and quasi-public facilities, comprising 462 acres. The majority is made up of El Monte's 45 schools, covering 318 acres. Fire and police stations, City government offices, and Los Angeles County Superior courthouse covers 44 acres. The remaining 55 acres is composed of 11 developed parks.

Specific Plan

A specific plan is a detailed plan for the development of a particular area. Specific plans are intended to provide finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure improvements that are broadly defined by the general plan. Specific plans are often used to ensure that multiple property owners and developers adhere to a single common development plan, as well as to provide flexibility in development standards beyond those contained in the zoning ordinance in order to achieve design. There have been numerous specific plans adopted throughout the City.



Redevelopment Areas

Redevelopment is a process created by the State of California to assist local governments in eliminating blight and revitalizing designated "project areas." Redevelopment provides communities with the ability to obtain funding to make infrastructure improvements, acquire property, and otherwise bring about desired development, reconstruction, and rehabilitation. A portion of redevelopment funds must also be used to promote affordable housing opportunities in the community.

Blight is a term used to describe a variety of physical and economic conditions, some of which may not fit the public's general perception of blight. Examples of physical blight include buildings that are deteriorating, aging, or poorly maintained. Blight may also describe buildings that are in good condition but need design or configuration improvements to meet current business needs. Inadequate streets, sewers, and other infrastructure are other examples of blight. Economic blight can be characterized by vacant buildings or land, high tenant turnover rates, residential overcrowding, or the inability to attract or retain businesses in a particular area.

To create a redevelopment project area, the City of El Monte Planning Commission and City Council must review and adopt a redevelopment plan and make relevant findings in accordance with state redevelopment law. Because of the need for revitalization, the City has adopted 11 redevelopment project areas, established between 1977 and 2003, encompassing approximately 1,233 acres of land—25 percent of the developed land area within the community. Six of these areas are currently active. The City's Redevelopment Agency has adopted a five-year redevelopment implementation plan that sets forth broad land use, program, and financing strategies for these project areas.

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- El Monte Center Project Area, comprising of 60 acres, was adopted in 1983. The commercial shopping complex consisted of Dearden's Department Store, Denny's, Big K-Mart, and a Home-Town Buffet.
- El Monte Center Amendment Number 1 was added in 1989, adding another 114 acres to the prime commercial land. Power Nissan, Spirit Honda and Dodge, Scott Pontiac were added.
- Downtown El Monte, comprising 213 acres, was formed in 1987. Santa Fe Plaza, a neighborhood shopping center, is located in a portion of the area, as well as a senior living community, Amador Manor, and a housing development, Vista del Valle.
- Downtown El Monte Added area, comprising 231 acres of commercial, residential, and industrial land, was adopted in 2001. It was specifically created to help revitalize neighborhoods.
- The Northwest El Monte Project area, comprised of 410 acres, was adopted in 1993. It is located in the El Monte Operable Unit of the San Gabriel Valley Superfund site.
- The Valley Durfee Project Area, comprising 142 acres, was created in 2003. The focus of the project is to revitalize commercial and industrial properties, providing incentives for owners to improve their properties and expand their businesses.

Existing General Plan Land Uses

The City of El Monte General Plan Land Use Element was last comprehensively updated in 1991. The existing El Monte General Plan Land Use plan contains several land use designations grouped under three broad categories: Residential, Commercial and Industrial, and Other. Table 5.8-2 shows the current General Plan land use designations by acreage and percentage.

**Table 5.8-2
Current General Plan Land Use Designations**

<i>Land Use Designation¹</i>		<i>Density/Intensity</i>	<i>Acres</i>	<i>% of Total</i>
Residential				
LDR	Low Density Residential	0–6.0 du/ac	1,737	28%
MLDR	Medium Low Density Residential	6.1–8.0 du/ac	227	4%
MDR	Medium Density Residential	8.1–14.0 du/ac	941	14%
HDR	High Density Residential	14.1–25.0 du/ac	44	1%
DC	Downtown Core	0.0–25.0 du/ac	204	
	Non-Residential Areas			0.2%
Commercial and Industrial				
DC	Downtown Core	0.0–1.50 FAR	203.9	3%
NC	Neighborhood Commercial	0–0.50 FAR	54.8	1%
GC	General Commercial	0–1.00 FAR	355.4	6%
OC	Office Commercial	0–1.00 FAR	26.6	<1%
IBP	Industrial-Citywide	0–1.50 FAR	770.4	12%
Other Categories				
PF	Public Facilities	0–1.0 FAR	562.6	9%
T	Other Areas	Not applicable	35.7	19%
OS	Open Space	0–0.10 FAR	44.4	<1%
TOTAL		--	5,206.8	100%

FAR – Floor Area Ratio

¹ City of El Monte Existing Conditions Report, The Planning Center, 2006.



Existing Zoning Code

The City’s Zoning Code is the primary tool for implementing the General Plan, and provides development standards, identifies allowed uses, and specifies other regulations. The Zoning Code provides detailed guidance for development based on and consistent with land use policies established in the General Plan.

Regional Planning Programs

Regional Comprehensive Plan and the 2008 Regional Transportation Plan

SCAG is the federally recognized Metropolitan Planning Organization for the region encompassing the counties of Riverside, San Bernardino, Imperial, Orange, Ventura, and Los Angeles. SCAG is required to develop, maintain, and update an RTP every three years for the six-county region. The RTP is a multimodal plan that provides a basic policy and program framework for improving the balance between land uses and transportation systems. The 2008 RTP, adopted in May 2008, presents the transportation vision for the region through the year 2035 and provides a long-term investment framework for addressing the region’s transportation and related challenges.

Founded in 1994, the San Gabriel Valley Council of Governments (SGVCOG) is a 35-member public agency, comprising 31 member cities (including the City of El Monte), 3 Los Angeles County supervisorial districts (1, 4, and 5), and the San Gabriel Valley’s water districts. SCAG’s regional growth forecasts for population, households, and employment in the SGVCOG subregion and City of El Monte are shown in Table 5.8-3.

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Table 5.8-3
SCAG Regional Forecasts for the
SGVCOG Subregion and the City of El Monte

	2005	2010	2015	2020	2025	2030
SGVCOG Subregion						
Population	1,928,407	1,998,852	2,079,788	2,160,039	2,238,951	2,315,243
Household	557,606	575,957	601,815	628,329	648,956	668,871
Employment	784,168	809,846	830,252	843,289	858,609	874,968
City of El Monte						
Population	125,219	130,412	135,813	141,183	146,428	151,456
Household	27,910	28,871	30,130	31,416	32,424	33,388
Employment	36,006	36,880	37,574	38,017	38,539	39,095

Source: Southern California Association of Governments, 2008 Regional Transportation Plan, May 2008.

Airports

El Monte Airport

The El Monte Airport encompasses 103 acres adjacent to the Rio Hondo River in the north-central portion of the City and is owned and managed by the County of Los Angeles. Facilities at the airport include a control tower and aircraft parking to accommodate 500 airplanes. The airport operates 24 hours, 7 days a week. Average annual operations at the airport total 188,000 trips. The airport is considered a “core airport,” or one that utilizes the complex air space above Los Angeles; therefore, growth is limited. Ascension and descension patterns are from north to south. During take-off, aircraft follow the Rio Hondo Channel until altitude is gained. No master plan has been completed for the El Monte Airport.

Airport Land Use Commission

The El Monte Airport falls under the jurisdiction of the County of Los Angeles Airport Land Use Commission (ALUC), which is a county-level agency established by California law and is required to develop a plan for promoting and ensuring compatibility between each airport in a county and surrounding land uses. The ALUC is the operating body responsible for the comprehensive land use plan (CLUP) that covers aviation activities of 15 public use airports in Los Angeles County, including El Monte Airport (Los Angeles County Department of Regional Planning 2009). The boundaries for each airport and the development restrictions within each of those boundaries are depicted in the CLUP.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 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.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-3

This impact will not be addressed in the following analysis.

5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.7-1: PROJECT IMPLEMENTATION WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY. [THRESHOLD LU-1]

Impact Analysis: One of the primary purposes of land use planning is to minimize the impacts of land use changes to adjacent areas and to ensure the compatibility of these uses. One of the purposes of the El Monte General Plan is to guide development in the City so that conflict between land uses is reduced and the beneficial characteristics of neighborhoods are maintained. In general, the majority of the City's existing land uses were retained in place in the new plan, and focused changes occurred in areas that were either underutilized or required specialized land use guidance or refinement. Focused land use changes also occurred in areas where change is either imminent and needs guidance or where change is desired and needs stimulation and guidance. Policies found in each element of the proposed general plan would be used to guide this type of development in the City and to limit land use conflicts. None of these changes in land use policy would result in the division of an established community.



IMPACT 5.7-2: PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. [THRESHOLD LU-2]

Impact Analysis: The El Monte General Plan Update is meant to guide development for the City for the next 20 years. The policies and programs listed in the General Plan Update would be compatible with regional and local planning documents.

Consistency with SCAG Regional Planning Documents

The consistency of the General Plan and Zoning Code Update with the Compass Blueprint Regional Growth Principles and the 2008 RTP is shown in Tables 5.8-4 and 5.8-5. Objectives and policies listed in the elements of the El Monte General Plan Update indicate the plan's consistency with regional growth practices. Policies taken from the General Plan elements are listed in the column on the right in the tables below. The consistency analysis is found in the middle column and the SCAG policy number and description are found in the two left columns. The policies of the general plan update demonstrate consistency with all of SCAG's policies. This table also demonstrates that the General Plan and Zoning Code Update contains policies that encourage the City to participate in regional programs and issues.

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**Table 5.8-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: The transportation networks in El Monte would be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks:</p> <ul style="list-style-type: none"> • El Monte Circulation Element • El Monte Roadway Classification Map • El Monte Traffic Demand Management • El Monte Intelligent Transportation System • Los Angeles County Congestion Management Plan 	<p>GOAL C-1: A regional freeway, rail and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte's residential neighborhoods.</p> <p>Policy C-1.1: Support implementation of the high-occupancy toll lane and congestion pricing plan along I-10 to improve mobility, reduce traffic congestion, and improve air quality in and around El Monte.</p> <p>Policy C-1.2: Support implementation of Mid Valley Transit Corridor and associated improvements along Ramona Boulevard and improve connection to the Transit Station to increase ridership and coordinate transit services.</p> <p>Policy C-1.3: Improve roadway and transit access to Flair Park through the reconfiguration of the Baldwin Interchange, extension of Ramona Boulevard to Telstar, and in interconnected bus route with the El Monte Transit Station.</p> <p>Policy C-1.4: Support improvement of access to and from I-10 through the reconfiguration of the Baldwin Interchange, elimination of at-grade crossings, and widening of Baldwin Avenue.</p> <p>Policy C-1.5: Work with Caltrans to improve freeway access to and from I-10, including a reconstruction of the Durfee/Garvey Avenue ramps and the freeway ramps at Valley Boulevard and I-605.</p> <p>Policy C-1.6: Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors and eliminating at-grade railroad crossing in El Monte, wherever feasible, to facilitate access to I-10.</p> <p>Policy C-1.7: Work with neighboring cities to support an I-</p>

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Table 5.8-4
Consistency with SCAG 2008 Regional Transportation Plan Goals

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			10 working group, fund studies, and lobby county, state, and federal government for improvements to I-10.
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of public and commercial transit would be required to follow safety standards set by corresponding documents. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the above analysis for RTP G1.	<p>GOAL C-3: A well-managed traffic management system that maximizes the operational efficiency of existing roadways, encourages a balance of transportation modes, and improves the safety and livability of neighborhoods.</p> <p>Policy C-3.2: Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns.</p> <p>Policy C-3.3: Work with community representatives, neighborhoods groups, businesses, and residents to develop creative strategies to address traffic, congestion, and transportation issues unique to neighborhoods or districts.</p> <p>Policy C-3.4: Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours.</p> <p>Policy C-3.5: Work with adjacent cities, County of Los Angeles, and other government entities to minimize the adverse traffic impacts on El Monte streets from traffic originating outside the City and passing through the City.</p>
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing networks must be assessed with a traffic impact study to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities. Improvements or extensions of the existing networks must be	<p>GOAL C-1: A regional freeway, rail, and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte’s residential neighborhoods.</p> <p>GOAL C-3: A well-managed traffic management system that maximizes</p>



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**Table 5.8-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
		consistent with the El Monte Roadway Classification Map.	the operational efficiency of existing roadways, encourages a balance of transportation modes, and improves the safety and livability of neighborhoods. GOAL C-6: Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supporting land use development and urban design measures.
RTP G4	Maximize the productivity of our transportation system.	<p>Consistent: The transportation system would be improved and maintained to encourage efficiency and productivity. El Monte Transportation Demand Management (TDM) programs and El Monte Intelligent Transportation Systems (ITS) programs shall be created to address the improvement and maintenance of all aspects of the public right-of-way.</p> <p>TDM seeks to increase the carrying capacity of roadways and transit systems, and in so doing, not increase the number of trips that are made. Activities such as ridesharing, riding the bus, walking, bicycling, or telecommuting are examples of TDM strategies that enable trip purposes to be accomplished while reducing the number of vehicle trips used to do so.</p> <p>ITS refers to using advanced technologies to enhance the operation and management of a transportation system. An example of an application of ITS is improving traffic flow by signal synchronization, which coordinates sets of timing plans for a group of signals on an arterial road.</p>	<p>Policy C-3.1: Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians.</p> <p>Policy C-6.1: Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicle trips, and increase in the vehicle occupancy rate, and better utilization of the circulation system through TDM.</p>
RTP G5	Protect the environment, improve air quality and promote energy efficiency.	<p>Consistent: The reduction of energy use, improvement of air quality, and the promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings and neighborhoods, and other energy-reducing techniques.</p>	<p>Policy C-1.1: Support implementation of the high-occupancy toll lane and congestion pricing plan along I-10 to improve mobility, reduce traffic congestion, and improve air quality in and around El Monte.</p> <p>GOAL C-4: A local and regional transit service in El Monte that is accessible</p>

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**Table 5.8-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			<p>and safe; connects to homes, residences, parks, and other community destinations, and provides a viable alternative to the use of autos.</p> <p>Policy C-4.1: Provide transit routes that more directly serve residential neighborhoods, and improve transit service to Flair Park that connects to the El Monte Transit Center. Seek to provide transit within a quarter mile of residents and activity nodes.</p> <p>Policy C-4.4: Support the continued efficient operation of the El Monte Transit Station and the Metrolink Station and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to gain the maximum for transit ridership.</p> <p>Policy C-4.5: Improve amenities at bus stops, including attractive and convenient stops with shade/weather protection, seats, transit information, bus shelters, landscaping, etc., as appropriate.</p> <p>GOAL PHS-3: Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with local agencies.</p> <p>Policy PHS-3.5: Work cooperatively with cities through the San Gabriel Valley Council of Governments to address inter-jurisdictional and regional issues of air quality, including mobile and stationary sources of air pollution.</p> <p>Policy PHS-3.6: Require the projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to approval of new construction, rehabilitation, or expansion permits.</p>



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**Table 5.8-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	Consistent: The land use and circulation elements of the El Monte General Plan update are closely connected. The mobility system of the El Monte General Plan update would be coordinated with the future land use patterns and buildout levels of El Monte.	<p>GOAL C-6: Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.</p> <p>Policy C-6.1: Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase in the vehicle occupancy rate, and better utilization of the circulation system through TDM.</p> <p>Policy C-6.6: Require appropriate mitigation measures be implemented by projects that have a significant or potentially significant impact on the transportation network.</p> <p>Policy LU-4.7: Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits.</p> <p>Policy LU-7.5: Improve the internal circulation system within the Northwest Planning District – namely, Baldwin Avenue, Arden Avenue, and Lower Azusa Road and smaller access streets – in accordance with the Circulation Element; consider measures to separate residential and nonresidential traffic to eliminate public health, safety, and mobility impacts.</p>
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	Consistent: Caltrans would work with the City to manage regional roadways and freeways within the City. Security situations involving roadways and evacuations would be addressed in the City's emergency management plans developed in accordance with the state- and federal-mandated emergency management regulations.	<p>Policy PHS-7.3: Coordinate disaster preparedness and recovery with local, state, and federal governmental agencies to ensure cooperative police and fire assistance from other governmental entities during emergencies.</p> <p>Policy PHS-7.4: Prepare residents and business to effectively respond to emergencies by conducting public outreach and educational efforts such as CERT (Community</p>

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**Table 5.8-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

<i>Policy Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related Goal or Policy</i>
			Emergency Response Team) and other efforts. Policy PHS-7.6: Continue to maintain and update the City's emergency response organization, consisting of representatives from all City departments, local quasi-governmental agencies, private businesses, citizens, and other community partners involved in critical or community services.

Source: SCAG 2008

**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

<i>Policy Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Policy</i>
Improve Mobility for All Residents			
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: The proposed project encourages transportation improvements to mitigate any traffic congestion and circulation issues.	GOAL C-1: A regional freeway, rail, and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte's residential neighborhoods. GOAL C-3: A well-managed traffic management system that maximizes the operational efficiency of existing roadways, encourages a balance of transportation modes, and improves the safety and livability of neighborhoods. GOAL C-6: Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supporting land use development and urban design measures.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The proposed project site is surrounded by cities that have a significant amount of housing. The 2007 RHNA has appropriated enough housing units to meet the employment generated by the proposed project.	GOAL LU-4: A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and a sustainable community.



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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
GV P1.3	Encourage transit-oriented development.	Consistent: The proposed project encourages the use of public transportation that supports transit-oriented development around the Metrolink station.	<p>Policy C-4.4: Support the continued efficient operation of the El Monte Transit Station and the Metrolink Station and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to gain the maximum potential for transit ridership.</p> <p>Policy C-4.6: Support the planning, design, and implementation of the proposed Mid Valley Transportation Corridor along Ramona Boulevard, and coordinate with LACMTA regarding improvements to the Transit Station.</p> <p>Policy C-4.7: Support the improvement of connections from the Metrolink Station to the transit village and Flair Business Park through service improvements, relocation of the Metrolink Station, or other strategy.</p> <p>Policy LU-5.2: Facilitate transit-oriented developments with a range of residential, commercial, hotel, and recreational uses in the downtown that serve as destination points for the region and catalyst for the revitalization of and investment in downtown.</p> <p>Policy LU-6.8: Improve primary access to Flair Park from Rosemead Boulevard, create and improve secondary access points from Telstar Avenue and Whitmore Street, and provide transit service from the El Monte Downtown, Transit Village, and Metrolink Station through direct shuttles.</p>
GV P1.4	Promote a variety of travel choices.	Consistent: The proposed project would encourage different transit choices and proposes facilities supportive of alternative modes of transit. This includes a circulation system of trails for pedestrians and cyclists to enter the City.	<p>GOAL C-2: Provide and maintain an efficient roadway system that supports multimodal transportation, servicing all parts of El Monte.</p> <p>Policy C-2.1: Provide a safe and efficient street system to support the City's mobility goals for all transportation modes and the General Plan goals.</p> <p>Policy C-2.5: Design and operate streets and intersections to be sensitive to adjacent land uses and</p>

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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

<i>Policy Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Policy</i>
			<p>districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.</p> <p>Policy C-2.6: Provide the appropriate roadway sizing in the City. Where roadways are wider than traffic requires, consider converting surplus roadway space to other uses, such as landscaped medians, bike lanes, and wider sidewalks, to make the roadway more pedestrian and bicycle friendly.</p> <p>GOAL C-5: A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that are accessible, safe, and connect to homes, residences, parks, and other community destinations.</p> <p>Policy C-5.1: Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace.</p> <p>Policy C-5.2: Coordinate development of the City’s bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity.</p> <p>Policy C-5.3: Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes.</p> <p>Policy C-5.4: Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for cyclists.</p> <p>Policy C-5.5: Establish a citywide network of sidewalks, trails, and paths that connect neighborhoods, schools, open space, and major</p>



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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions.</p> <p>Policy C5.6: Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks.</p> <p>Policy C5.7: Provide equestrian trails and/or paths in the northeast and southeast areas of the City where feasible and where equestrian ownership, use, and demand warrant. Such improvements should facilitate access to the San Gabriel River.</p>
Foster Livability in All Communities			
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: The proposed project would include infill development and would help to revitalize the area by providing retail, commercial, and offices uses.	<p>GOAL LU-2: Revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight, and master planning efforts.</p> <p>Policy LU-2.1: Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas.</p> <p>Policy LU-2.2: Introduce midblock residential uses, such as mixed/multiuse housing, condominiums, apartments, and live-work units to stimulate the revitalization and reuse of major corridors and removal of underused and incompatible uses.</p> <p>Policy LU-2.3: Continue to provide special financial incentives, regulatory concessions, and improvement programs to revitalize deteriorated housing stock, residential neighborhoods, major business corridors, and employment centers.</p> <p>Policy LU-2.4: Utilize master-planning devices such as specific</p>

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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>plans, planned development zoning, and creative site planning to stimulate the desires mix and intensity of development and a comprehensive approach to land use planning and design.</p> <p>Policy LU-2.5: Require preparation of specific plans that foster cohesive and well-designed residential, commercial, and industrial districts. This requirement shall be applied to large vacant lands or for the reuse of existing properties where it is the intent to establish a cohesive district where there are multiple property owners.</p> <p>Policy LU-2.6: Remove blighting influences wherever they exist through a combination of proactive code enforcement, issuance of citations and enforcement actions, acquisition of sites, and demolition where needed.</p> <p>Policy LU-2.7: Implement redevelopment and revitalization strategies (e.g., land use, transportation, economic development, parks, etc.) that will achieve, as a major consideration but not the only priority, greater fiscal stability for the City.</p>
GV P2.2	Promote developments which provide a mix of uses.	Consistent: El Monte has a number of policies included in the land use element of the general plan update regarding mixed-use. These all support a mix of residential, commercial, and employment uses in which people can live, work, and play.	<p>GOAL LU-5: Establish the downtown as the mixed-use, mixed-income, and cultural heart of El Monte. Its historical role is augmented by new housing, business, parks, cultural facilities, and transit-oriented development. The population is diverse, the architecture is human scaled and the character authentic.</p> <p>Policy LU-5.1: Accommodate retail, commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan’s designations and subdistrict boundaries as may be more defined by a specific plan.</p> <p>Policy LU-5.3: Facilitate development of mixed/multiuse housing, including transit-oriented</p>



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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			development that provides housing options for persons of all ages and income levels that enhances the customer base for downtown business and activities.
GV P2.3	Promote “people scaled,” walkable communities.	Consistent: The design of communities would be based on accessibility, aesthetic appeal, and the provision of services for the residents of El Monte. Pedestrian walkways, recreational areas, and parks would be used to promote walking and to create access to El Monte’s services.	<p>Policy LU-3.3: Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte.</p> <p>Policy LU-3.5: Develop a cohesive theme for the entire community and subthemes for individual residential neighborhoods and districts to foster identity, create a sense of community, and add to the City’s eclectic image.</p> <p>Policy LU-4.3: Provide sufficient quality parks, open space, greenways, trails, and recreational facilities that meet community needs through the implementation of the goals and policies set forth in the Parks and Recreation Element.</p> <p>Policy LU-5.12: Create a pedestrian mobility plan for the downtown that creates a well-defined system of paths to allow people to move easily without a car.</p> <p>Policy LU-7.8: Green the river banks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths to frame the edge of the Northwest Planning District and improve adjacent residential neighborhoods.</p>

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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: El Monte has a large percentage of land dedicated to single-family residential units. The preservation of these areas would be encouraged by the City and enhanced through neighborhood revitalization efforts.	<p>GOAL LU-1: Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.</p> <p>Policy LU-1.7: Discourage duplexes, triplexes, quadplexes, and apartments from being constructed in predominantly single-family residential neighborhoods to preserve the character and integrity of neighborhoods.</p> <p>Policy LU-4.2: Develop strong residential neighborhoods that are distinguished by distinct architecture, parks and open space, public facilities and services, and public involvement in their planning and improvement.</p> <p>Policy LU-7.14: Preserve and enhance residential neighborhoods in and around the Northwest Industrial District through housing rehabilitation, infrastructure improvements, public services and facilities, including parks, consistent with goals and policies in the Parks and Recreation Element and the Housing Element.</p> <p>Policy LU-7.15: Require developers and property owners to fully mitigate the negative impacts (e.g., noise, air quality, traffic, etc.) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses.</p> <p>Policy LU-9.2: Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City.</p> <p>GOAL H-1: Sustainable neighborhoods evidenced by quality housing</p>



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Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>conditions, ample community services, exemplary public safety and security, quality public facilities and infrastructure, and civic pride. .</p> <p>Policy H-1.7: Preserve single-family residential neighborhoods from undue intensification or change of land uses that materially detract from the character, stability, and quality of life in neighborhoods.</p> <p>Policy H-2.5: Protect established single-family neighborhoods from the transition, intensification, and encroachment of nonresidential uses and higher density housing that detract and/or change the character of the neighborhood.</p>
Enable Prosperity for All People			
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent: The City would provide a mix of housing types to meet the needs of varying income levels. The range of housing choices would include single-family and multiple-family housing, mixed- and multiuse housing, senior housing, live-work units, and other types of housing opportunities. See Section 5.10, <i>Population and Housing</i> , for an assessment of the City's housing needs and how they are being met.	<p>GOAL H-3: A diversity of quality housing types and prices that meet the needs of residents, support the economic development and revitalization, and provide opportunities for residents of all ages and income levels.</p> <p>Policy H-3.1: Continue to support the provision of rental assistance to lower income individuals and families in El Monte; provide emergency rental assistance where feasible.</p> <p>Policy H-3.2: Improve homeownership opportunities for El Monte residents and workforce by offering financial assistance, low-interest rate loans, and educational resources.</p> <p>Policy H-3.7: Support the production of varied housing types, including single-family, townhomes, apartments, and special needs housing that are priced at levels affordable to all income levels.</p> <p>Policy H-3.8: Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use, and other housing suited to different lifestyle needs.</p>

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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>GOAL H-4: Adequate rental, homeownership, and supportive services to individuals, families, and those with special needs that will help them find and maintain affordable housing in the community.</p> <p>Policy H-4.2: Facilitate and encourage the development of larger market rate rental and ownership units for families with children, including lower and moderate income families, and the provision of supportive services such as child care.</p> <p>Policy H-4.4: Support adequate opportunities for emergency, transitional, and permanent supportive housing, including services, within El Monte through the implementation of land use and zoning practices and monitoring through permitting procedures.</p> <p>Policy H-4.5: Expand homeownership opportunities to El Monte residents and workforce through homebuyer assistance; support the continued provision of rental assistance to lower income households.</p> <p>Policy H-4.7: Prohibit housing discrimination in all aspects affecting the sale, rental, or occupancy of housing based on individual or familial status or other arbitrary classification, and support the enforcement of fair housing laws.</p>
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent: Opportunities for education would be provided for residents of all ages through a variety of cultural, public, education center, and environmental education venues. The El Monte City School, El Monte Union High School, and Mountain View School Districts would also partner with the City to operate joint-use public education facilities.	<p>GOAL PR-2: Diverse, engaging, and meaningful recreational, educational, cultural, and special event activities that meet the diverse needs and interests of residents of all ages, abilities, and cultures.</p> <p>Policy CR-2.2: Support after-school programs that provide educational and recreational activities; coordinate with the school districts to maximize participation in these programs.</p> <p>Policy CR-2.4: Partner with</p>



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**Table 5.8-5
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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>community, nonprofits, and schools to provide a wide range of recreation, health, and nutrition programs that foster a healthy lifestyle for residents of all ages.</p> <p>Policy CR-2.9: Support and foster opportunities for public art, educational, cultural appreciation as an important recreational activity for residents of all ages and abilities.</p> <p>GOAL PSF-5: A comprehensive array of quality social and human services, educational opportunities, and cultural services that enrich the lives of El Monte children, youth, adults, and seniors.</p> <p>Policy PSF-5.1: Support private, nonprofit, and public community service organizations that coordinate or provide child care, English translation, after-school programs, recreational activities, and other community services.</p> <p>Policy PSF-5.4: Support the efforts of public and private schools to modernize facilities, provide quality educational materials, and ensure qualified instruction that will equip residents to make productive contributions to society.</p> <p>Policy PSF-5.5: Work with the Los Angeles County Library system to upgrade and modernize local libraries to meet the changing needs of residents and the business community.</p> <p>Policy PSF-5.6: Actively work with school districts to make schools available to the community, including opening ball fields, libraries, auditoriums, and other amenities when school is not in session for recreation and community events.</p> <p>Policy PSF-5.8: Seek to expand the role of the Community Services Department so that it is not only a direct service provider, but also a facilitator, collaborator, and</p>

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**Table 5.8-5
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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			coordinator with other social, health, and educational providers within the City.
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The land use element of the El Monte General Plan update provides policies to improve community prosperity by facilitating and encouraging balanced growth and minimizing adverse environmental impacts through the use of buffers and land use regulations to prevent the placement of hazardous operations near any area where people live or work. These practices would be used equitably across all neighborhoods despite race, ethnicity, or income.	<p>GOAL LU-1: Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.</p> <p>Policy LU-1.1: Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures.</p> <p>Policy LU-1.4 Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.</p> <p>Policy LU-9.3: Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City. .</p>
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: El Monte would follow local and state policies that guide the responsible growth of the region. The City's comprehensive annual financial report reviews the fiscal activity of the City every year. Fiscal policies of the City guide the development of this budget and help maintain responsible growth based upon fiscal limitations.	<p>GOAL LU-4: A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support and exemplary quality of life and a sustainable community.</p> <p>Policy LU-4.4: Support the development of office, commercial, and industrial uses, both citywide and in strategic areas, that is consistent with the Economic Development Element and strengthens the economy.</p>



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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
GV P3.5	Encourage civic engagement.	Consistent: As part of developing neighborhoods and communities, residents are actively encouraged to participate. The City of EL Monte encourages residents to participate in the enhancement of their own neighborhoods through the use of meetings, workshops, and volunteer events. Information systems provide residents with environmental, cultural, political, and economic activities throughout the City.	Policy PSF-1.3: Continue partnerships with residents, community organizations, and schools to encourage neighborhood and community-oriented crime-prevention programs. Policy PR-4.7: Foster community support of the City's green plan through public education and outreach, tree giveaway programs, and public/private stewardship programs.
Promote Sustainability for Future Generations			
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: The City has a number of policies meant to protect and utilize open space for its recreational, ecological, and aesthetic values. The City of El Monte is almost entirely built out.	GOAL PR-1.1: Sufficient quality, number, and distribution of parks that are well maintained, safe, and attractive, and that meet the full active and passive recreational needs of residents of all ages and abilities. Policy PR-1.1: Ensure that two acres of useable and developed parkland, including an appropriate range of age-appropriate recreational amenities, are provided for each 1,000 residents. Policy PR-1.3: Ensure that each neighborhood has, to the extent feasible, adequate park and recreation resources and that all residences are within walking distance of a park. Policy PR-1.8: Instill a sense of ownership in parks by engaging residents in the planning, maintenance, development, and enhancement of parks as opportunities arise. GOAL PR-3: An Emerald Necklace that encircles the community with parks and multiuse biking, walking, equestrian trails; restores open space and habitat; protects the watershed; and provides multiple recreational and health benefits. Policy PR-3.1: Create a variety of scales of parks, including miniparks, neighborhood parks, joint-use facilities, and other recreational resources linked to the Emerald Necklace.

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**Table 5.8-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>Policy PR-3.2: Develop Peck Water Conservation Park into an open space resource, with areas for water recreation, open space, habitat, and passive and active recreation.</p> <p>Policy PR-3.4: Seek to restore and protect native habitat and landscaping that sustains plants and wildlife species along the banks of rivers, lakes, and washes in the Emerald Necklace.</p> <p>GOAL PR-4: A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.</p> <p>Policy PR-4.1: Place green infrastructure along freeways, utility corridors, major roadways, public rights-of-way, near schools, in neighborhoods, and along the Emerald Necklace.</p> <p>Policy PR-4.3: Create linear parks along the Emerald Necklace and its tributaries through the acquisition, improvement, conversion, and restoration of land along the rivers and washes.</p> <p>Policy PR-4.4: Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and community forest.</p>
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The City is adding residential units and nonresidential square footage in existing urban areas. Development would focus on revitalizing existing neighborhoods and improving services for the existing population. Open spaces would be preserved as much as possible.	<p>GOAL LU-2: Revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight, and master planning efforts.</p> <p>Policy LU-2.1: Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas.</p> <p>Policy LU-2.6: Remove blighting influences wherever they exist through a combination of proactive code enforcement, issuance of</p>



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**Table 5.8-5
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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			citations and enforcement actions, acquisition of sites, and demolition where needed.
GV P4.3	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The City is aiming to improve its waste diversion to exceed AB 393 requirements. Recycling and the use of recycled products are encouraged at the home, for commercial and business sectors, and in industrial areas. Waste management efforts include the Curbside Residential Recycling Program, Multi-Family Residential Recycling Program, and the Green Waste Program. Methods for reducing waste in El Monte include recycling of construction, consumer, green, and liquid waste and utilizing these waste products to generate renewable energy that reduces impacts on landfills and wastewater treatment facilities.	GOAL PSF-3: High quality service levels for waste management, stormwater, wastewater, and water production in El Monte, sufficient to serve current and future residents, visitors, and the business community. Policy PSF-3.1: Divert waste from the landfill in levels that meet state mandates and support sustainable practices through a comprehensive program of source reduction and recycling. Policy PSF-3.2: Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte. Policy PSF-3.5: Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water and replenish the aquifer. Policy PSF-3.7: Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies. Policy PSF-3.9: Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services.
GV P4.4	Utilize "green" development techniques	Consistent: The transit village provides a commitment to incorporate the principles of sustainable design to meet LEED certification standards and exceed Title 24 requirements by a minimum of 10 percent.	IMPLEMENTATION ACTION H-7: Develop a new sustainable section of the Municipal Code, modify and adopt California Energy Code with a 15 percent increase in energy efficiency, and adopt a tiered approach using energy efficient standards.

Source: SCAG 2008.

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The Proposed Land Use Alternative forms the basis for the City of El Monte General Plan and Zoning Code Update and represents a guide for the City's future development. As illustrated in Table 5.8-6, the Proposed Land Use Alternative provides sufficient dwelling unit, population, and employment capacity to exceed SCAG's projections for 2010. While the buildout projections (under the Proposed Land Use Plan) are based on land use acreages, building-intensity factors, specific plan information, and population density assumptions, they do not guarantee that the City will reach these capacities. Rather, they provide a measuring stick of what buildout could mean in terms of total dwelling units, population, and employment.

Table 5.8-6
Buildout Statistical Summary of the Preferred Land Use Alternative

	<i>SCAG 2010</i>	<i>Existing General Plan</i>	<i>Proposed General Plan Preferred Land Use Alternative</i>
Dwelling Units	28,871	28,318	33,802
Population	130,412	125,194	149,721
Employment	36,880	35,848	58,807
Jobs-to-Housing Ratio	1.28	1.27	1.74

Sources: Southern California Association of Governments, 2008 Regional Transportation Plan, May 2008; City of El Monte General Plan, 1991.

The objectives of the Preferred Land Use Alternative include:

- Provide a comprehensive update to the City's General Plan and Zoning Code for the efficient use of land and to promote the use of infill development.
- Create and/or enhance concentrated nodes of activity within the City through the intensification and mix of uses to stimulate activity in key areas of the City.
- Provide a sustainable mix of complementary land uses through the designation and development of focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- Strengthen districts through the application of new general plan land use designations, comprehensive planning, and design techniques that build on assets of different strategic areas in El Monte.



The Proposed Land Use Alternative and the policies in the General Plan and Zoning Code Update strive to preserve and ensure land use compatibility throughout the City. Although the General Plan and Zoning Code Update serves as the framework for the future development of the City, several other planning tools help achieve the City's vision. The goals and policies of the City's Specific Plans and redevelopment areas were considered in the formulation of the Proposed Land Use Alternative.

The General Plan and Zoning Code Update provides a basis for zoning and development standards in the City's Municipal Code. The City's Municipal Code is not being updated with the General Plan. However, the land uses specified in the Zoning Ordinance are based upon, and must be consistent with, the land use policies set forth in the Land Use Element.

5.8.4 Relevant General Plan Update Policies and Programs

The following are relevant policies that are designed to reduce potential Land Use and Planning impacts of future development in El Monte.

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Community Design Element

- Require developers/owners that wish to subdivide commercial centers into individually-owned properties to create condominium associations that can address common land use and operational issues and allow for the City to negotiate with a single entity. (Policy 8.11)
- Vigorously enforce an aggressive program to abate nuisances in community commercial centers, including dilapidated or abandoned buildings, incompatible land uses and activities, prohibited signage and billboards, and other uses that detract from the center and violate city codes and regulations. (Policy 8.14)

Land Use Element

- Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures. (Policy 1.1)
- Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control. (Policy 1.2)
- Establish and maintain an ongoing liaison with Caltrans, the railroads, utility companies, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations. (Policy 1.3)
- Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards. (Policy 1.4)
- Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts. (Policy 1.5)
- Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits. (Policy 1.6)
- Discourage duplexes, triplexes, quadplexes, and apartments from being constructed in predominantly single-family residential neighborhoods to preserve the character and integrity of neighborhoods. (Policy 1.7)
- Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas. (Policy 2.1)
- Introduce midblock residential uses, such as mixed/multi-use housing, condominiums, apartments, and live/work units to stimulate the revitalization and reuse of major corridors and removal of underused and incompatible uses. (Policy 2.2)
- Continue to provide special financial incentives, regulatory concessions, and improvement programs to revitalize deteriorated housing stock, residential neighborhoods, major business corridors, and employment centers. (Policy 2.3)

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- Utilize master-planning devices such as specific plans, planned development zoning, and creative site planning to stimulate the desired mix and intensity of development and a comprehensive approach to land use planning and design. (Policy 2.4)
- Require preparation of specific plans that foster cohesive and well-designed residential, commercial, and industrial districts. This requirement shall be applied to large vacant lands or for the reuse of existing properties where it is the intent to establish a cohesive district where there are multiple property owners. (Policy 2.5)
- Remove blighting influences wherever they exist through a combination of proactive code enforcement, issuance of citations and enforcement actions, acquisition of sites, and demolition where needed. (Policy 2.6)
- Implement redevelopment and revitalization strategies (e.g., land use, transportation, economic development, parks, etc.) that will achieve, as a major consideration but not the only priority, greater fiscal stability for the City. (Policy 2.7)
- Distinguish the City's neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development. (Policy 3.1)
- Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of open space, and other improvements that create a cohesive identity for the community. (Policy 3.2)
- Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte. (Policy 3.3)
- Enhance residential neighborhoods and commercial and industrial districts with distinctive landmarks and gateways that will define boundaries, create a sense of arrival, affirm the role of the district in El Monte, and instill pride. (Policy 3.4)
- Develop a cohesive theme for the entire community and subthemes for individual residential neighborhoods and districts to foster identity, create a sense of community, and add to the City's eclectic image. (Policy 3.5)
- Create and encourage a variety of distinct architectural styles and design guidelines that are tailored to the different functions, types, and histories of districts, exemplify excellence in design standards, and stand the test of time. (Policy 3.6)
- Incorporate a broad range of history, culture, and public art expressions throughout each of El Monte's districts to promote community identity, preserve and affirm heritage and culture, and instill community pride. (Policy 3.7)
- Support a range of types and prices of housing available to all economic segments of the community, in appropriate locations to meet present and future needs, consistent with the goals and policies in the Housing Element. (Policy 4.1)
- Develop strong residential neighborhoods that are distinguished by distinct architecture, parks and open space, public facilities and services, and public involvement in their planning and improvement. (Policy 4.2)



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- Direct land uses and community growth in a manner that is consistent with communitywide goals, offers distinct benefits to the community, and is consistent with the vision of the General Plan. (Policy 4.5)
- Accommodate retail, commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan's designations and subdistrict boundaries as may be more defined by a specific plan. (Policy 5.1)
- In concert with expectations for architecture in the Community Design Element and corridor implementation plan, require excellence in residential architecture design and construction practices exemplified by the following principles:
 - Materials—Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials
 - Durability—materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time
 - Aesthetics—structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout
 - Functionality—residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations
 - Sustainability—incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics (Policy 9.7)
- Offer, to development projects with lots of one acre or more; progressive residential densities under the maximum density allowed under the Land Use Plan for mixed/multiuse housing; where lots are smaller, encourage lot consolidation and merges to assemble large enough lots. (Policy 9.8)
- Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the airport land use plan for the airport, shown in the Public Health and Safety Element. (Policy 10.2)
- Refer proposed changes to the General Plan, specific plans, zoning ordinance, or building regulations affecting areas covered by the El Monte Airport Land Use Plan to the Los Angeles County Airport Land Use Commission prior to adoption. (Policy 10.3)
- Prohibit schools, hospitals, daycare facilities, or new residential development from locating in close proximity to the airport or, if already present, from changing or modifying their use in a manner that conflicts with the airport land use plan. (Policy 10.4)
- Work with Los Angeles County Airport Land Use Commission to update the 1995 Airport Master Plan in a manner that promotes the airport's value to the community, businesses in the San Gabriel Valley, and recreational interests. (Policy 10.5)

Housing Element

- Preserve single-family residential neighborhoods from undue intensification or change of land uses that materially detract from the character, stability, and quality of life in neighborhoods. (Policy 1.7)
- Provide adequate sites through land use, zoning, and specific plan designations to allow single-family homes, apartments, mobile homes, and special needs housing. (Policy 2.1)

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LAND USE AND PLANNING

- Direct the production of quality mixed/multiuse projects along major corridors, including Valley Boulevard, Durfee Avenue, Peck Road, and Garvey Avenue to allow for efficient land use practices, improved mobility, and energy conservation. (Policy 2.2)
- Protect established single-family neighborhoods from the transition, intensification, and encroachment of nonresidential uses and higher density housing that detract and/or change the character of the neighborhood. (Policy 2.5)
- Support the development of the Transit Village Specific Plan, which contains a variety of mixed-use projects vertically or horizontally integrated with commercial, professional, entertainment, and recreational uses. (Policy 2.6)
- Direct the production of new quality housing, including mixed/multiuse and mixed-income housing along with appropriate amenities, as appropriate, into the Downtown Core. (Policy 2.8)
- Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed-use, and other housing suited to different lifestyle needs. (Policy 3.8)
- Support adequate opportunities for emergency, transitional and permanent supportive housing, including services, within El Monte through the implementation of land use and zoning practices and monitoring through permitting procedures. (Policy 4.4)

5.8.5 Existing Regulations and Standard Conditions

No existing regulations related to land use and planning apply to the proposed General Plan Update.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.7-1 and 5.7-2.

5.8.7 Mitigation Measures

No mitigation measures are required for Land Use and Planning.

5.8.8 Level of Significance After Mitigation

Impacts would be less than significant and no mitigation would be required.'



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5.9 NOISE

This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; and evaluates potential noise impacts associated with the City of El Monte General Plan Update; and provides mitigation to reduce noise impacts at sensitive residential locations. This evaluation uses procedures and methodologies as specified by Caltrans and the Federal Highway Administration (FHWA).

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the City of El Monte General Plan Update to result in noise impacts in the City of El Monte.

The analysis in this section is based in part on the following technical report(s):

- *El Monte General Plan Traffic Study*, The Mobility Group Report, March 2010.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Volume II, Appendix F)

5.9.1 Environmental Setting

Terminology/Noise Descriptors

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”



The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level averaged over the measurement period, regarded as an average level.
- **Day-Night Level (L_{dn}).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

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Ldn and CNEL values rarely differ by more than 1 dB. As a matter of practice, Ldn and CNEL values are considered equivalent and are treated as such in this assessment.

Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate the human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 dBA to 140 dBA.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, represented by points on a sharply rising curve. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 5.9-1, *Change in Sound Pressure Level, dB*, presents the subjective effect of changes in sound pressure levels.

Change in Apparent Loudness	
± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen 1988

Sound is generated from a source and decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. The energy-equivalent sound level (L_{eq}) is the most common parameter associated with such measurements. The L_{eq} metric is a single-number noise descriptor of average sound level over a given period of time. For example, L_{50} is the noise level that is exceeded 50 percent of the time: half the time the noise exceeds this level and half the time it is less than this level. This is also the level that is exceeded 30 minutes in an hour. Similarly, the L_{02} , L_{08} , and L_{25} values are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values are the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet-time noise levels in the CNEL/ L_{dn} .

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA

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increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear, called the threshold of pain. A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Table 5-9-2 shows *Typical Noise Levels from Noise Sources*.

**Table 5.9-2
Typical Noise Levels from Noise Sources**

<i>Common Outdoor Activities</i>	<i>Noise Level (dBA)</i>	<i>Common Indoor Activities</i>
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area Heavy Traffic at 300 feet		Normal speech at 3 feet
	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation. Traffic Noise Analysis Protocol, Table 9-2136.2. October 1998



Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is the velocity and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable

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equipment vibration levels. During project construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. This type of vibration is best measured in velocity and acceleration.

The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).
- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all PPV and RMS velocity levels are in in/sec and all vibration levels are in dB relative to one microinch per second (abbreviated as VdB). The threshold of perception is approximately 65 VdB. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Manmade vibration problems are, therefore, usually confined to short distances (500 feet or less) from the source.

Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, and heavy loads.

Regulatory Framework

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal Regulations

Aircraft Noise Standards

The FAA Advisory Circular Number 150 5020 2, entitled “Noise Assessment Guidelines for New Helicopters” recommends the use of a cumulative noise measure, the 24-hour equivalent sound level ($L_{eq(24)}$), so that the relative contributions of the heliport and other sound sources within the community may be compared. The $L_{eq(24)}$ is similar to the L_{dn} used in assessing the impacts of fixed wing aircraft. The helicopter $L_{eq(24)}$ values are obtained by logarithmically adding the single-event SEL values over a 24-hour period.

Public Law 96 193 also directs the FAA to identify land uses which are “normally compatible” with various levels of noise from aircraft operations. Because of the size and complexity of many major hub airports and their operations, FAR Part 150 identifies a large number of land uses and their attendant noise levels. However, since the operations of most heliports and helistops tend to be much simpler and the impacts more restricted in area, Part 150 does not apply to heliports/helistops not located on airport property. Instead, the FAA recommends exterior noise criteria for individual heliports based on the types of surrounding land uses. These recommended noise levels are included in Table 5.9-3.

The maximum recommended cumulative sound level ($L_{eq(24)}$) from the operations of helicopters at any new site should not exceed the ambient noise already present in the community at the site of the proposed heliport or the sound levels in Table 5.9-3, whichever is lower.

Table 5.9-3
Normally Compatible Community Sound Levels

<i>Type of Area</i>	$L_{eq(24)}$
Residential	
Suburban	57
Urban	67
City	72
Commercial	72
Industrial	77

Source: FAA Advisory Circular Number 150-5020-2, 1983.



California State Regulations

The State of California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

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City of El Monte Land Use Compatibility Criteria

Table 5.9-4 presents a land use compatibility chart included within the El Monte General Plan. This table provides urban planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels.

Table 5.9-4 identifies normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

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**Table 5.9-4
Noise/Land Use Compatibility Standards**

<i>Land Uses</i>	<i>CNEL (dBA)</i>						
	50	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes							
Residential- Multiple Family							
Transient Lodging: Hotels and Motels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playground, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Businesses, Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							



Explanatory Notes

- Normally Acceptable:** Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction, without special noise insulation requirements.
- Conditionally Acceptable:** New construction should be undertaken only after a detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
- Normally Unacceptable:** New construction should be discouraged, unless a detailed analysis of noise reduction requirements is made and needed insulation features are fully included in the design.
- Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: El Monte General Plan. Noise Element, Figure N-2, Noise/Land Use Compatibility Standards, 1991. Based on Governor's Office of Planning and Research. Guidelines for Preparation of Content of the Noise Element of the General Plans, 1986.

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City of El Monte Noise Standards

The City of El Monte regulates noise sources within the City through the City's Municipal Code (Title 8, Chapter 8.36, Noise Control). The City Municipal Code has established noise standards for stationary-sources at various categories of land uses in the City, as shown in Table 5.9-5, *City of El Monte Maximum Permissible Ambient Noise Levels*. The City applies the Noise Control Ordinance standards to nontransportation noise sources. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. According to the City's municipal code, no person shall operate or cause to operate any source of sound or noise at any location within the City, or allow the creation of any noise on property to exceed the levels shown in Table 5.9-5 at the receiving land use.

**Table 5.9-5
City of El Monte Maximum Permissible Ambient Noise Standards**

Land Use	Time Period	Ambient Noise Level (dBA) ¹			
		L ₉₀	L ₂₅	L ₈	L ₂
Single-Family	7:00 AM to 10:00 PM	50	55	60	65
	10:00 PM to 7:00 AM	45	50	55	60
Multifamily	7:00 AM to 10:00 PM	55	60	65	70
	10:00 PM to 7:00 AM	50	55	60	65
Commercial	7:00 AM to 10:00 PM	65	70	75	80
	10:00 PM to 7:00 AM ²	60	65	70	75
Industrial	7:00 AM to 10:00 PM	70	75	80	85
	10:00 PM to 7:00 AM ²	70	75	80	85

Source: City of El Monte Municipal Code, Title 8, Chapter 8.36, Section 8.36.040, *Ambient Noise Standards*.

¹ At the boundary line between a residential zone and a commercial and/or manufacturing zone, the noise level of the residential zone shall be used.

² If a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed fifty (50) dBA between the hours of 10:00 PM to 7:00 AM.

Construction Noise Hours

As detailed in Municipal Code Section 8.36.050.C, the City of El Monte restricts construction activities to the weekday hours of 6:00 AM to 7:00 PM and 8:00 AM to 7:00 PM on Saturday and Sunday. However, construction activities may occur outside of these hours through written authorization from the Chief Building Official.

Building Requirements for High Noise Impact Areas

The City of El Monte recognizes that noise levels from the I-10 are substantial. Therefore, the City has established additional noise requirements for residential properties as detailed in Section 8.36.050.H:

Residential Proximity to Freeway. The permissible noise level standards as applied to residential properties within one hundred fifty (150) feet of freeway location shall be sixty-two (62) dBA between the hours of seven a.m. and ten p.m. and fifty-eighty (58) dBA between the hours of ten p.m. and seven a.m.

Industrial Sources of Vibration

The City prohibits the generation of excessive levels of vibration at vibration sensitive uses from industrial or manufacturing. Municipal Code Section 17.58.020 – Regulations states:

The regulations contained in the following subsections shall apply to and be complied with as to every lot, premises, building and structure in the M-1 light manufacturing zone:

A. *Nuisances Prohibited.* No use hereinbefore in this chapter specified shall be permissible in zone M-1 if any such operation, manufacturing, processing or treatment of products is obnoxious or offensive by reason of emission of odor, dust, gas fumes, smoke, liquids, wastes, noise, vibrations, disturbances, or other similar causes or may impose hazard to life or property.

Vibration Criteria

Vibration Annoyance

Groundborne noise is the vibration of floors and walls that may cause rattling of items such as windows or dishes on shelves, or a rumbling noise. The rumbling is created by the motion of the room surfaces, which act like a giant loudspeaker. The Federal Transit Administration (FTA) provides criteria for acceptable levels of groundborne vibration based on the relative perception of a vibration event for vibration-sensitive land uses (see Table 5.9-6).

**Table 5.9-6
Groundborne Vibration and Noise Impact Criteria, Human Annoyance**

<i>Land Use Category</i>	<i>Max L_v (VdB)¹</i>	<i>Description</i>
Workshop	90	Distinctly felt vibration. Appropriate to workshops and nonsensitive areas
Office	84	Felt vibration. Appropriate to offices and nonsensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006

¹ As measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.



Vibration-Related Structural Damage

The level at which groundborne vibration is strong enough to cause structural damage has not been determined conclusively. The most conservative estimates are reflected in the FTA standards, shown in Table 5.9-7.

**Table 5.9-7
Groundborne Vibration and Noise Impact Criteria, Structural Damage**

<i>Building Category</i>	<i>PPV (in/sec)</i>	<i>VdB</i>
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2006

Note: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

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Vibration-related problems generally occur due to resonances in the structural components of a building. The maximum vibration amplitudes of the floors and walls of a building will often be at the resonance frequencies of various components of the building. That is, structures amplify groundborne vibration. Resonant response is frequency dependent and 1/3-octave band charts are best for describing vibration behavior. Wood-frame buildings, such as typical residential structures, are more easily excited by ground vibration than heavier buildings. According to the Caltrans' *Transportation Related Earthborne Vibration* (2002), extreme care must be taken when sustained pile driving occurs within 25 feet of any building; the threshold at which there is a risk of architectural damage to normal houses with plastered walls and ceilings is 0.2 in/sec.

Existing Noise Environment

The City of El Monte is impacted by a multitude of noise sources, many of them directly connected with major interstate commerce and intrastate thoroughfares that divide the City. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. In addition, the City of El Monte is home to a major rail line operated by the Union Pacific Railroad (UPRR), which also contribute significant noise. Other major transportation sources include Interstate 10 (I-10), I-605, State Route 60 (SR-60), and the El Monte Airport. Secondarily, land uses throughout the City generate stationary-source noise. Figure 5.9-1, *Existing Noise Levels in El Monte from Surface Transportation*, shows noise levels from major roadway transportation sources.

Aircraft Noise

Noise from aircraft at the El Monte Airport is produced by takeoffs, flyovers/overflights, approaches, and landings. Each of these events results in noise exposure to sensitive receptors near the airports. The California Public Resources Code, Section 21096, requires that when preparing an environmental impact report for any project within an airport influence area as defined by an airport land use compatibility plan, the lead agency shall utilize the *California Airport Land Use Planning Handbook* as a technical resource with respect to airport noise and safety compatibility issues. The basis for compatibility zone delineation for airports is the CNEL contours created with the Federal Aviation Administration (FAA) Integrated Noise Model for private and public airports.

The El Monte Airport is located in the north-central portion of the City. The airport includes a control tower and aircraft parking to accommodate 500 airplanes. The airport operates on a 24-hour basis, seven days a week and generates an annual of 188,000 trips per year. Ascension and descension patterns are from north to south. During take-off, aircrafts follow the Rio Hondo Channel until altitude is gained.

Figure 5.9-2, *Airport Noise Contours*, shows the noise contour map for the El Monte Airport, which shows average annual noise levels generated by the airport in terms of dBA CNEL.

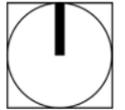
*Existing Noise Levels in El Monte
from Surface Transportation*



-  Roadway 60 CNEL
-  Roadway 65 CNEL
-  Roadway 70 CNEL
-  Railroad 65 CNEL



0 0.5 Miles



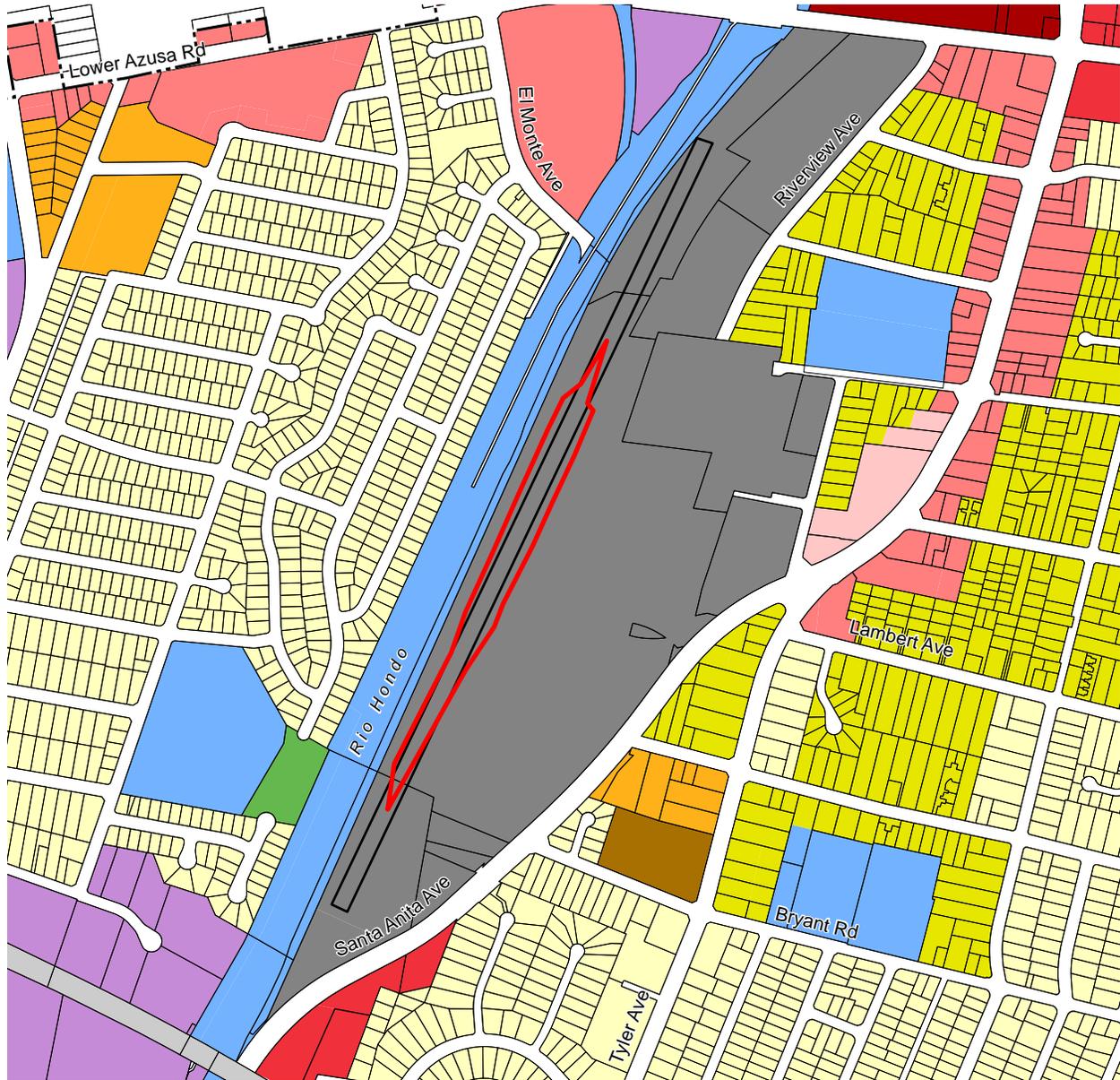
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Airport Noise Contours



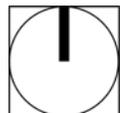
Proposed General Plan Land Use

 Low Density Residential	 Regional Commercial	 Industrial/Business Park
 Medium Low Density Residential	 General Commercial	 Public Facilities
 Medium Density Residential	 Neighborhood Commercial	 Park/Open Space
 High Density Residential	 Office Commercial	 Airport
		 Railroad

ALUP Noise Contour

 70 CNEL

0 800 Feet



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Stationary Source Noise

Stationary sources of noises may occur from all types of land uses. Residential uses would generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks, and other sources. Industrial uses may generate HVAC systems, loading docks, and possibly machinery. Noise generated by residential or commercial uses are generally short and intermittent. Industrial uses may generate noise on a more continual basis due to the nature of its activities. For the developed land within the City of El Monte, land uses are primarily residential, with retail along major roadways and industrial uses in the western and southern portion of the City. Noise from stationary sources is regulated through Section 8.36.040 of the City's Municipal Code.

Train Noise

A Union Pacific Railroad main line traverses the City of El Monte going east-west. Noise generated by the train traffic contributes to the ambient noise environment along this transportation route. Noise from trains on the UPRR is generated by warning horns and crossing bells at at-grade crossings, engines, exhaust systems, cooling fans, and other mechanical noise. The interaction of steel wheels and rails generates rolling noise; impact noise when a wheel encounters a discontinuity, such as a rail joint, turnout, or crossover; and squeals generated by friction on tight curves. Trains are required by the Federal Railroad Administration to sound a warning horn at one-quarter mile from all at-grade crossings and at a maximum 110 dBA, as measured at 100 feet, except those that have established a Quiet Zone. A Quiet Zone is a segment of rail line where locomotive horns are not routinely sounded. There are no Quiet Zones established for the City of El Monte. Figure 5.9-1, *Existing Noise Levels in El Monte from Surface Transportation*, shows the existing 65 dBA CNEL train noise contours.

On-Road Vehicles

Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and the exhaust system. Reducing the average motor vehicle speed reduces the noise exposure of receptors adjacent to the road. Each reduction of five miles per hour reduces noise by about one dBA.

In addition to local traffic volumes, regional roadways in the City of El Monte accommodate large volumes of traffic. Major regional roadways such as I-10, I-605, SR-60, and Rosemead Boulevard accommodate very large volumes of traffic and are responsible for a significant contribution to the noise environment in El Monte. These roadways accommodate a large amount of truck traffic, which adds significantly to the noise environment.

Local roadways primarily accommodate local traffic for the City and include both major arterials and smaller collector streets. While local roadways are not a major source of noise for the City as a whole, they contribute a large proportion of the ambient noise at the neighborhood level.

In order to assess the potential for mobile-source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. Average daily traffic (ADT) volumes were based on the existing daily traffic volumes provided by The Mobility Group. The results of this modeling indicate that average noise levels along arterial segments currently range from approximately 65 dBA to 79 dBA CNEL as calculated at a distance of 50 feet from the centerline of the road. I-10 freeway has noise levels of approximately 82 dBA CNEL at the edge of the roadway. Noise levels for existing conditions along analyzed roadways are presented in Table 5.9-8.



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**Table 5.9-8
Existing Traffic Noise Levels
(dBA CNEL)**

Segment	Existing Year				
	ADT Volumes	CNEL (dBA @ 50 ft)	Distance to CNEL Contour (Feet from Centerline)		
			65 (dBA CNEL)	70 (dBA CNEL)	75 (dBA CNEL)
Lower Azusa Rd.					
w/o El Monte Ave	25,600	73.4	393	183	85
w/o Santa Anita Ave	26,700	73.6	405	188	87
w/o Peck Rd	29,300	74.0	430	200	93
e/o Peck Rd	23,600	73.1	373	173	80
Bryant Rd.					
w/o Peck Rd	6,400	67.4	156	72	34
e/o Peck Rd	3,800	65.2	110	51	24
Valley Blvd					
w/o Santa Anita Ave	28,000	73.8	418	194	90
w/o Tyler Ave	19,000	72.1	322	150	69
w/o Ramona Blvd	20,000	72.4	334	155	72
w/o Peck Rd	29,000	74.0	427	198	92
w/o Garvey Ave	30,000	74.1	437	203	94
w/o Durfee Ave	30,400	74.2	441	205	95
e/o Durfee Ave	41,200	75.5	540	251	116
Ramona Blvd					
w/o Valley Blvd	9,060	68.9	197	91	42
w/o Cogswell Rd.	16,700	71.6	296	137	64
e/o Cogswell Rd.	21,500	72.7	350	163	75
Garvey Ave.					
w/o Santa Anita Ave	30,600	74.2	443	206	95
w/o Peck Rd	28,700	73.9	425	197	91
w/o Cogswell Rd.	22,800	72.9	364	169	78
e/o Cogswell Rd.	14,800	71.1	273	127	59
Rosemead Blvd					
n/o Garvey Ave.	53,300	78.5	860	399	185
Baldwin Ave					
n/o 10 fwy	28,300	74.9	489	227	105
n/o Valley Blvd	25,800	74.5	460	213	99
Arden Dr					
n/o Valley Blvd	9,700	69.2	206	96	44
Santa Anita Ave					
n/o Garvey Ave.	27,100	73.7	409	190	88
n/o 10 fwy	38,700	75.2	518	241	112
n/o Ramona Blvd	34,000	74.7	475	221	102
n/o Valley Blvd	29,800	75.1	506	235	109
n/o Tyer Avenue	33,600	75.6	549	255	118
Tyler Ave					
n/o Garvey Ave.	11,000	69.8	224	104	48
n/o 10 fwy	10,600	69.6	219	101	47
n/o Ramona Blvd	11,900	70.1	236	110	51
n/o Valley Blvd	12,200	70.2	240	111	52

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**Table 5.9-8
Existing Traffic Noise Levels
(dBA CNEL)**

Segment	Existing Year				
	ADT Volumes	CNEL (dBA @ 50 ft)	Distance to CNEL Contour (Feet from Centerline)		
			65 (dBA CNEL)	70 (dBA CNEL)	75 (dBA CNEL)
Peck Rd					
n/o Rush St.	19,800	72.3	331	154	71
n/o Garvey Ave.	25,300	73.4	390	181	84
n/o Valley Blvd	36,400	75.0	497	231	107
n/o Ramona Blvd	28,400	73.9	422	196	91
n/o Lower Azusa Rd	24,100	73.2	378	175	81
Mountain View Rd					
e/o Peck Rd	8,000	68.4	181	84	39
Cogswell Rd					
n/o Valley Blvd	6,900	66.6	138	64	30
n/o Ramona Blvd	4,400	64.7	102	47	22
Durfee Ave					
n/o Peck Rd	24,400	73.2	381	177	82
n/o Valley Blvd	10,300	69.5	214	100	46
Interstate 10 Freeway					
e/o Baldwin Avenue	214,000	82.1	1481	688	319

Source: FHWA Highway Traffic Noise Prediction Model. Based on traffic volumes provided by The Mobility Group.



Local Noise Monitoring Data

Noise monitoring was conducted between 7 AM and 10 AM at various locations throughout the City on September 22, 2006. The locations of the noise monitoring are shown in Figure 5.9-3. Noise monitoring was generally conducted at the property line of the nearest noise-sensitive use with the microphones set a height of approximately five feet. Noise levels for the minimum (L_{min}), energy average (L_{eq}), and maximum (L_{max}) are shown in Table 5.9-9. Noise levels in the City range from 66 to 80 dBA L_{eq} depending on proximity to the roadway or other noise source.

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**Table 5.9-9
Noise Monitoring Program**

<i>Monitoring Site</i>	<i>L_{min}</i>	<i>L_{eq}</i>	<i>L_{max}</i>
Monitoring Site #1 – Baldwin Avenue south of Lower Azusa Road	50	70	79
Monitoring Site #2 – Arden Drive south of Arden Way	50	66	77
Monitoring Site #3 – Valley Boulevard	58	70	80
Monitoring Site #4 – Garvey Avenue west of Santa Anita	58	71	81
Monitoring Site #5 – I-10 Freeway near Asher & Lexington	62	65	71
Monitoring Site #6 – UPRR near Metrolink Station (Tyler Ave)	50	73	93
Monitoring Site #7 – Santa Anita Avenue near El Monte Airport	46	70	80
Monitoring Site #8 – Lower Azusa west of Cedar	62	78	93
Monitoring Site #9 – Peck Road south of Hallwood	64	80	92
Monitoring Site #10 – Lower Azusa west of Cogswell	62	77	89
Monitoring Site #11 – Lower Azusa near Gravel Pit	65	79	96
Monitoring Site #12 – Ramona Blvd west of Cogswell	65	80	98
Monitoring Site #13 – I-605 traffic from residential neighborhood off Harnett	63	66	72
Monitoring Site #14 – Valley Boulevard north of Peck Road	61	69	83
Monitoring Site #15 – Valley Blvd northwest of Mountain View	56	70	84
Monitoring Site #16 – Mountain View northeast of Peck	50	67	85
Monitoring Site #17 – Durfee Rd s/o Magnolia	50	69	80

Noise monitoring conducted on September 22, 2006, during morning peak hours of 7 to 10 AM.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

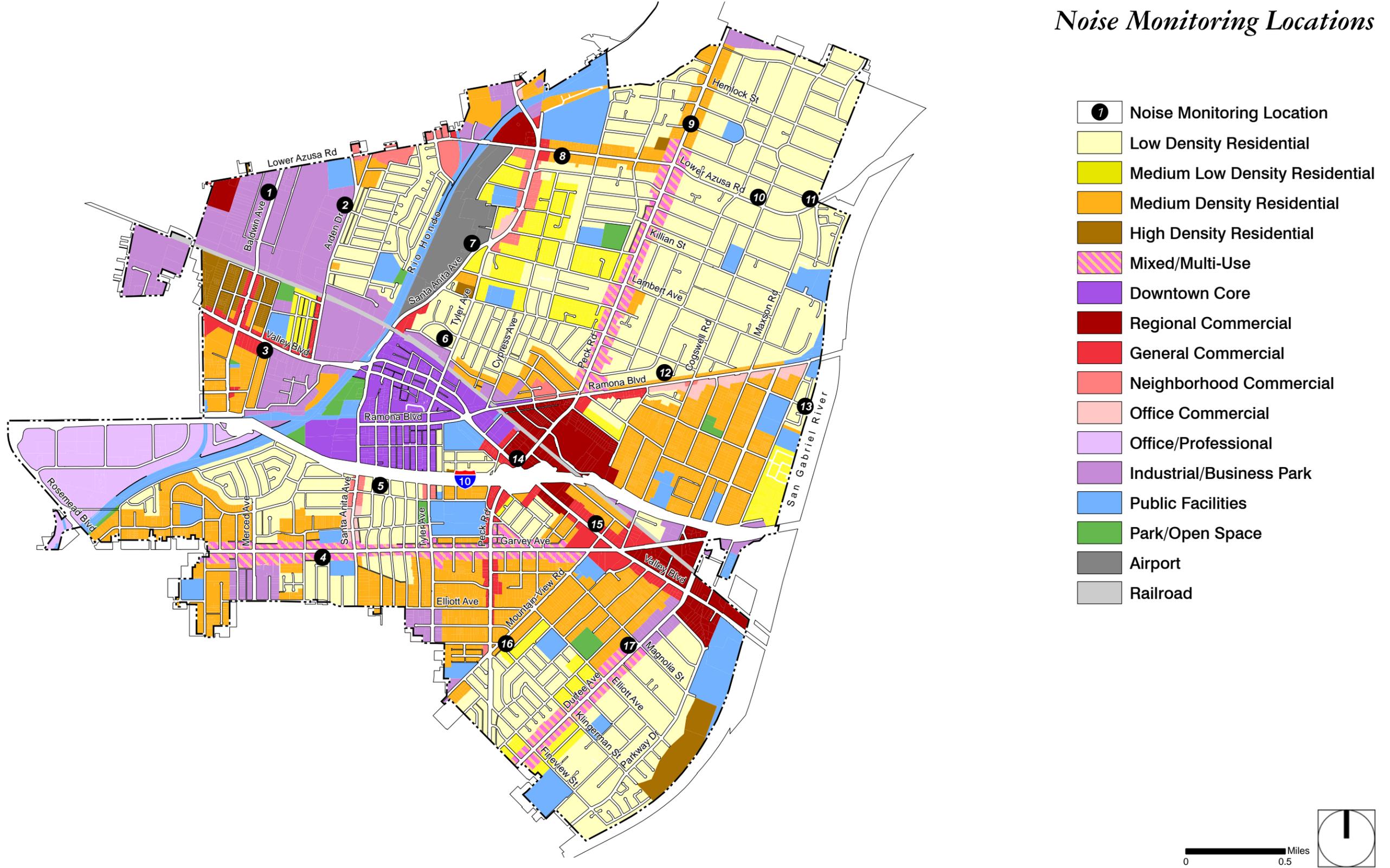
- N-1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Based on local noise criteria as established by the City the following would be considered significant:

- Noise generated by buildout of the Proposed Land Use Plan would result in stationary (nontransportation) noise which exceeds the standards of the City's Municipal Code (Title 8, Chapter 8.36, Section 8.36.040, Noise Control) at noise-sensitive receptors.
- It is the policy of the City of El Monte to require new residential development to mitigate to achieve the City's noise compatibility criteria. Future development associated with buildout of the Proposed Land Use Plan would place noise-sensitive uses in a noise environment which exceeds the noise compatibility criteria (see Table 5.9-4).
- For noise compatibility, interior noise levels in habitable noise-sensitive areas exceed 45 dBA CNEL.

- N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Noise Monitoring Locations



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N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Based on local noise criteria as established in the Municipal Code the following would be considered significant:

- Project-related traffic would increase the CNEL at any noise-sensitive receptor by an audible amount of 3 dBA in the vicinity of noise sensitive receptors. A minimum 3 dB change in noise levels is necessary for human hearing to discern a change in noise levels.
- Noise generated by buildout of the Proposed Land Use Plan would result in stationary (non-transportation) noise which exceeds the standards of the City's Municipal Code (see Table 5.9-5) on noise-sensitive receptors.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Based on local noise criteria as established in the City of El Monte Municipal Code the following would be considered significant:

- Construction activities occurring outside of the hours specified (6:00 AM and 7:00 PM weekdays and 8:00 AM to 7:00 PM weekends, excluding federal holidays) under Municipal Code, Section 5.29-09 of the City of El Monte Municipal Code.
- Construction activities substantially elevating the ambient noise environment at noise-sensitive uses for a substantial period of time.

N-5 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, expose people residing or working in the project area to excessive noise levels.

- The maximum noise exposure considered normally acceptable for new residential land uses in the environs of El Monte Airport is 65 dB CNEL. The proposed land use plan would place new residential development within the 65 dBA noise contour of the El Monte Airport.
- For noise compatibility, interior noise levels in habitable noise-sensitive areas exceed 45 dBA CNEL.

N-6 For a project within the vicinity of a private airstrip, expose people residing or working the project area to excessive noise levels.

5.9.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.



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IMPACT 5.9-1 *BUILDOUT OF THE PROPOSED LAND USE PLAN WOULD NOT SUBSTANTIALLY INCREASE AMBIENT TRAFFIC NOISE LEVELS IN THE CITY AND STATIONARY SOURCES OF NOISE WOULD COMPLY WITH THE EL MONTE MUNICIPAL CODE. [THRESHOLDS N-1 AND N-3]*

Impact Analysis: The operational phases of individual projects that result from the El Monte General Plan may generate noise from stationary or vehicular sources. Noise is regulated by numerous codes and ordinances across federal, state, and local agencies. In addition, the City regulates stationary-source noise through the Municipal Code.

Stationary-Source Noise Impacts

Buildout of the El Monte General Plan would result in an increase in residential, commercial, industrial, and institutional development within the City. The primary noise sources from residential, commercial, and institutional land uses are landscaping, maintenance activities, and air conditioning systems. In addition, future commercial uses may include loading docks. Noise generated by residential or commercial uses is generally short and intermittent, and these uses are not substantial sources of noise. The City of El Monte requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property to reduce nuisances to sensitive land uses. The City Police or Code Enforcement Officer enforces the noise limitation of the Municipal Code. Noise that exceeds the limitations of the Municipal Code is considered a noise nuisance by the City and violations are punishable by a fine for each day a violation occurs and may be subject to abatement by restraining order or injunction. Consequently, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment.

Industrial noise is less intermittent and can have moderate to high levels on a continual basis. The El Monte Plan proposes 13,514,272 square feet of industrial land uses at buildout. As shown in Figure 5.9-1, industrial areas are located generally within the center of the City, between the I-10, Valley Boulevard, and east of the Rio Hondo River. In general, new industrial areas would be buffered by business park uses or located around existing major noise sources that would mask most industrial noise (e.g., I-10 freeway, UPRR). The siting of new industrial developments may increase noise levels to nearby uses. This can be due to the presence of heavy trucks used for the pick-up and delivery of goods and supplies, or from use of noisy equipment used in the manufacturing or machining process. While vehicle noise on public roadways is exempt from local regulation, for the purposes of the planning process, it may be regulated as a stationary-source noise while operating on private property. Process equipment and the use of pneumatic tools could also generate elevated noise levels, but this equipment is typically housed within the facilities. To regulate stationary-source noise created by industrial machinery and tools from affecting sensitive land uses, the City of El Monte requires industrial operations to limit noise to no greater than the maximum allowable noise levels as described in the Noise Ordinance. Therefore, compliance with the City's Noise Ordinance (Title 8, Chapter 8.36, Noise) would result in noise levels that are acceptable to the City and would result, less than significant noise impacts from stationary sources.

Transportation Noise Impacts

Potential impacts from buildout of the Proposed Land Use Plan stem mainly from the addition of vehicles along roadways in the City and trains on the UPRR. Figure 5.9-4 shows the noise contours from roadway traffic along major thoroughfares within the City of El Monte at buildout. Noise levels shown in Figure 5.9-4 for the entire City do not account for noise attenuation provided by intervening structures or topographical barriers. The greatest increases are expected along Valley Boulevard, Santa Anita Boulevard, and Ramona Boulevard. As shown in Table 5.9-10, the noise increases occurring throughout the City would be less than the minimum 3 dB change in noise levels required by human hearing to discern an audible change in outside noise environments. Individual projects associated with buildout of the Proposed Land Use Plan would occur over a period of many years and the increase in noise on an annual basis would not be readily discernable because traffic and noise would increase incrementally. However, nonaudible (less than 3 dB) changes in cumulative noise increases in the ambient noise environment would occur from buildout of the Proposed Land Use Plan and therefore impacts are less than significant.

**Table 5.9-10
Existing and Future Traffic Noise Levels
(dBA CNEL)**

	Existing Conditions		Future Year 2035		Increase in CNEL (dBA) from Existing
	ADT	CNEL (dBA @ 50 ft)	ADT	CNEL (dBA @ 50 ft)	
Lower Azusa Rd.					
w/o El Monte Ave	25,600	73.4	29,950	74.1	0.7
w/o Santa Anita Ave	26,700	73.6	30,950	74.3	0.6
w/o Peck Rd	29,300	74.0	34,300	74.7	0.7
e/o Peck Rd	23,600	73.1	27,700	73.8	0.7
Bryant Rd.					
w/o Peck Rd	6,400	67.4	7,150	67.9	0.5
e/o Peck Rd	3,800	65.2	4,200	65.6	0.4
Valley Blvd					
w/o Santa Anita Ave	28,000	73.8	36,650	75.0	1.2
w/o Tyler Ave	19,000	72.1	27,450	73.7	1.6
w/o Ramona Blvd	20,000	72.4	30,250	74.2	1.8
w/o Peck Rd	29,000	74.0	38,350	75.2	1.2
w/o Garvey Ave	30,000	74.1	38,650	75.2	1.1
w/o Durfee Ave	30,400	74.2	39,400	75.3	1.1
e/o Durfee Ave	41,200	75.5	49,550	76.3	0.8
Ramona Blvd					
w/o Valley Blvd	9,060	68.9	13,150	70.5	1.6
w/o Cogswell Rd.	16,700	71.6	22,700	72.9	1.3
e/o Cogswell Rd.	21,500	72.7	29,000	74.0	1.3
Garvey Ave.					
w/o Santa Anita Ave	30,600	74.2	35,200	74.8	0.6
w/o Peck Rd	28,700	73.9	33,600	74.6	0.7
w/o Cogswell Rd.	22,800	72.9	26,400	73.6	0.6
e/o Cogswell Rd.	14,800	71.1	17,100	71.7	0.6
Rosemead Blvd					
n/o Garvey Ave.	53,300	78.5	66,800	79.5	1.0



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Table 5.9-10
Existing and Future Traffic Noise Levels
(dBA CNEL)

	Existing Conditions		Future Year 2035		Increase in CNEL (dBA) from Existing
	ADT	CNEL (dBA @ 50 ft)	ADT	CNEL (dBA @ 50 ft)	
Baldwin Ave					
n/o 10 fwy	28,300	74.9	34,550	75.7	0.9
n/o Valley Blvd	25,800	74.5	30,900	75.2	0.8
Arden Dr					
n/o Valley Blvd	9,700	69.2	12,200	70.2	1.0
Santa Anita Ave					
n/o Garvey Ave.	27,100	73.7	36,600	75.0	1.3
n/o 10 fwy	38,700	75.2	62,300	77.3	2.1
n/o Ramona Blvd	34,000	74.7	48,600	76.2	1.6
n/o Valley Blvd	29,800	75.1	33,750	75.6	0.5
n/o Tyer Avenue	33,600	75.6	36,950	76.0	0.4
Tyler Ave					
n/o Garvey Ave.	11,000	69.8	12,100	70.2	0.4
n/o 10 fwy	10,600	69.6	11,450	69.9	0.3
n/o Ramona Blvd	11,900	70.1	12,550	70.3	0.2
n/o Valley Blvd	12,200	70.2	13,300	70.6	0.4
Peck Rd					
n/o Rush St.	19,800	72.3	21,800	72.7	0.4
n/o Garvey Ave.	25,300	73.4	28,850	74.0	0.6
n/o Valley Blvd	36,400	75.0	42,050	75.6	0.6
n/o Ramona Blvd	28,400	73.9	31,300	74.3	0.4
n/o Lower Azusa Rd	24,100	73.2	26,400	73.6	0.4
Mountain View Rd					
e/o Peck Rd	8,000	68.4	8,750	68.8	0.4
Cogswell Rd					
n/o Valley Blvd	6,900	66.6	7,300	66.9	0.2
n/o Ramona Blvd	4,400	64.7	4,600	64.9	0.2
Durfee Ave					
n/o Peck Rd	24,400	73.2	27,500	73.7	0.5
n/o Valley Blvd	10,300	69.5	11,550	70.0	0.5

Source: FHWA Highway Traffic Noise Prediction Model. Based on traffic volumes provided by The Mobility Group.

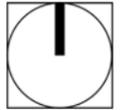
*Future Noise Levels in El Monte
from Surface Transportation*



-  Roadway 60 CNEL
-  Roadway 65 CNEL
-  Roadway 70 CNEL
-  Railroad 65 CNEL



0 0.5 Miles



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IMPACT 5.9-2 NOISE-SENSITIVE USES COULD BE EXPOSED TO ELEVATED NOISE LEVELS FROM TRANSPORTATION SOURCES. [THRESHOLDS N-1 AND N-3]

Impact Analysis: An impact could be significant if the Proposed Land Use Plan designates noise-sensitive land uses in areas that would not exceed the noise compatibility criteria of the City. The City applies the noise/land use compatibility standards, summarized in Table 5.9-4, for the purpose of assessing the compatibility of new development with existing noise sources, such as vehicles. However, ambient noise levels that exceed the noise compatibility standards are only significant if they encroach into noise-sensitive land uses (schools, playgrounds and parks, and residential uses). Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. The building interior of noise-sensitive structures is required to achieve noise levels of 45 dBA CNEL under the California Building Code, and Title 21 of the California Code of Regulations, for noise-sensitive structures within the 65 dBA CNEL contour of an airport. While interior areas can be mitigated to achieve acceptable interior noise levels, it may not be possible to achieve the noise compatibility criteria for noise-sensitive exterior areas.

Roadway Traffic

The noise contours for projected buildout year 2035 conditions are presented in Figure 5.9-4, which show the future noise levels from mobile sources. Any siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. To ensure the compatibility of new development in the City, the Public Health & Safety Element contains a number of policies, to minimize potential impacts on sensitive land uses. As shown in Figure 5.9-4 (roadway), noise-sensitive land uses would be exposed to noise levels that exceed the City's noise compatibility standards and impacts would be significant.

Train Traffic

Noise from trains is generated by crossing bells, engines, exhaust noise, air turbulence generated by cooling fans, and other noise. The interaction of steel wheels with rails generates (1) rolling noise; (2) impact noise from a discontinuity in the running surfaces; and (3) squeals generated by friction on tight curves. Noise generated by a train passing is dominated first by the train horn and second by the train engines and cars. Train horns are required by the Federal Railroad Administration (FRA) to sound at a minimum of 100 dBA, as measured from 100 feet from the train.

The Southern California Association of Governments had published the *Inland Empire Railroad Main Line Study* to determine the future freight and passenger needs in southern California. This Study evaluated four track and station scenarios. As shown in Table 5.9-11, train movements occurring through the City are highly dependant on the track development.



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**Table 5.9-11
Number of Trains on Union Pacific Railroad**

<i>Year</i>	<i>City of Industry to El Monte Segment</i>	<i>El Monte to Yuma Junction Segment</i>
Status Quo Routing		
2010	23.4	21.4
2025	55.1	47.1
Alternative 1a		
2010	13.0	9.0
2025	19.0	11.0
Alternative 1b		
2010	35.0	29.0
2025	55.0	45.0
Alternative 2		
2010	65.9	61.9
2025	105.4	97.4

Source: Tables B-5 through B-12, Southern California Association of Governments, *Inland Empire Railroad Main Line Study*, June 30, 2005.

Note: These are projections and not actual counts.

Train noise is infrequent but of high magnitude. Therefore, single-event noise levels need to be considered in a noise impact assessment. Based on data obtained from the noise monitoring, a single train event would produce noise levels that range from 75 to 86 dBA L_{eq} (76 to 94 dBA L_{max}) at the nearest noise-sensitive uses, which are residential uses adjacent to the UPRR right-of-way.

The proposed General Plan would not increase the magnitude of noise experienced for each train movement at noise-sensitive uses proximate to the UPRR right-of-way. However, noise-sensitive uses are likely to experience an increase in train movements due to increased goods movement primarily from the Los Angeles and Long Beach ports. Figure 5.9-4 illustrates noise levels that would occur under year 2025 conditions with existing track and station infrastructure. Because train movements are anticipated to generally increase, train noise is anticipated to result in a significant noise impact at noise-sensitive uses in the City of El Monte.

IMPACT 5.9-3: CONSTRUCTION ACTIVITIES ASSOCIATED WITH BUILDOUT OF THE EL MONTE GENERAL PLAN HAVE THE POTENTIAL TO GENERATE SUBSTANTIAL GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE. [THRESHOLD N-2]

Impact Analysis:

Construction Vibration Impacts

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment. Operation of construction equipment generates vibrations which spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, and slight structural damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.9-12 lists vibration source levels for construction equipment.

**Table 5.9-12
Vibration Source Levels for Construction Equipment**

<i>Equipment</i>	<i>Approximate Velocity Level at 25 Feet (VdB)</i>	<i>Approximate RMS¹ Velocity at 25 Feet (in/sec)</i>
Pile Driver (impact) Upper Range	112	1.518
Pile Driver (impact) Lower Range	104	0.644
Pile Driver (sonic) Upper Range	105	0.734
Pile Driver (sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Daytime)	78	—
FTA Criteria – Structural Damage	—	0.200 ²

Source: FTA 2006.

¹ RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second.

² Significance Threshold is based on nonengineered timber and masonry buildings. More resilient buildings are less susceptible to building damage.

Vibration generated from construction equipment has the potential to exceed the vibration annoyance thresholds shown in Table 5.9-11. As such, significant vibration impacts may occur from construction equipment associated with buildout of the El Monte General Plan.

IMPACT 5.9-4: BUILDOUT OF THE EL MONTE GENERAL PLAN WOULD NOT GENERATE NEW SOURCES OF SUBSTANTIAL GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE; HOWEVER, VIBRATION-SENSITIVE LAND USES COULD BE LOCATED WITHIN THE VICINITY OF EXISTING SOURCES OF VIBRATION, INCLUDING THE RAILROAD. [THRESHOLD N-2]



Impact Analysis:

On-Road Mobile-Source Vibration Impacts

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses. Caltrans notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along the freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inch per second, with the worst combinations of heavy trucks. This level coincides with the maximum recommended “safe level” for ruins and ancient monuments (and historic buildings). Typically trucks do not generate high levels of vibration because they travel on rubber wheels and do not have vertical movement, which generates ground vibration. Vibrations from trucks may be noticeable if there are any roadway imperfections such as potholes. Because sensitive land uses are not and will not be sited within this distance, any potential for significant vibration impacts is less than significant.

Railroad Vibration Impacts

New vibration-sensitive land uses, including residential land uses, would be exposed to groundborne vibration from train operations along the UPRR. Vibration levels in the City from trains are dependant on specific site conditions such as geology and the condition of the railroad track and train wheels. In addition, wood-framed structures could amplify vibration levels felt by occupants by as much as 10 dB (FTA 2006). As

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soil conditions have a strong influence on the levels of groundborne vibration, vibration levels from trains may be amplified. Vibration impacts from the UPRR are based on the potential for rail operations to cause perceptible levels of vibration. If current levels at the residential structure are less than perceptible to residents, future increases in rail traffic would not generate levels of vibration perceptible to residents as the intensity of vibration would not increase, only the frequency. However, vibration-sensitive land uses near the UPRR have the potential to be impacted by perceptible levels of vibration from rail operations. As shown previously in Table 5.9-10, train movements can increase substantially dependant on the track routing alternative that is selected for the future. Because of the potential for an increase in the frequency of train movements and their resulting vibrations, vibration impacts from train operations could be potentially significant.

Industrial Vibration Impacts

The City prohibits the generation of excessive levels of vibration at vibration sensitive uses from industrial or manufacturing activities under Municipal Code Section 17.58.020. Consequently, industrial sources are prohibited from generating substantial levels of vibration and would not result in a significant vibration impact due to annoyance or structural damage.

IMPACT 5.9-5: CONSTRUCTION ACTIVITIES ASSOCIATED WITH BUILDOUT OF THE GENERAL PLAN WOULD RESULT IN TEMPORARY INCREASES IN THE AMBIENT NOISE ENVIRONMENT. [THRESHOLD N-4]

Impact Analysis: Short-term noise impacts are associated with demolition, site preparation, grading, and building construction of the proposed land uses. Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of short-term noise impact is related to noise generated at the job site during demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. However, despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 5.9-13 lists typical construction equipment noise levels recommended for noise impact assessments based on a distance of 50 feet between the equipment and a noise receptor.

Composite construction noise is best characterized by Bolt, Beranek and Newman (1971). In their study, construction noise for commercial and industrial development is presented as 89 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. Residential development is slightly quieter with a composite noise level of about 88 dBA L_{eq} , again when measured at a distance of 50 feet from the construction effort. These values take into account both the number of pieces and spacing of the heavy equipment used in the construction effort. In later phases during building assembly, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise propagation.

**Table 5.9-13
Noise Levels Generated by Typical Construction Equipment**

<i>Type of Equipment</i>	<i>Range of Sound Levels Measured (dBA at 50 feet)</i>	<i>Suggested Sound Levels for Analysis (dBA at 50 feet)</i>
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractor	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86

Source: Noise Control for Buildings and Manufacturing Plants," Bolt, Beranek and Newman, 1987.

Noise from construction activities is highly dependant on a broad range of factors which include, but are not limited to, the distance construction equipment and activities, the number of construction noise sources and the presence of intervening structures which attenuate the noise level. In addition to the overall magnitude of noise, other factors that affect a person's tolerance to noise include the duration and the time of occurrence. Short duration noise sources are generally more tolerated than those that occur for prolonged periods. Noise occurring during the least sensitive portions of the day are also more tolerable than those occurring in the late evening and early morning when people are more sensitive to noise.



Individual projects that comprise the General Plan can vary dramatically relative to those factors that influence the noise level and the perception of noise. It is probable that development of the proposed project would involve construction activities that occur in close proximity to noise-sensitive uses and would result in substantial levels of noise exposure. In addition, some development projects may occur over a period of years, thereby reducing the tolerance that adjacent sensitive uses may have to this noise source. Construction of individual developments associated with buildout of the El Monte General Plan would temporally increase the ambient noise environment. However, the City of El Monte restricts the hours of construction activities to the least noise-sensitive portions of the day. According to the Municipal Code, construction activities are limited to the hours specified (6:00 AM and 7:00 PM weekdays and 8:00 AM to 7:00 PM weekends, excluding federal holidays) under, Section 5.29-09 of the City of El Monte Municipal Code. However, construction activities may occur outside of these hours if the City determines that the maintenance, repair, or improvement is necessary to maintain public services or cannot feasibly be conducted during normal business hours, or if construction activities comply with the stationary source noise standards of the Municipal Code (see Table 5.9-5). Because construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur for prolonged periods of time, construction noise impacts from buildout of the General Plan are considered significant.

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IMPACT 5.9-6: DEVELOPMENT IN THE CITY WITHIN THE VICINITY OF EL MONTE AIRPORT WOULD NOT EXPOSE FUTURE RESIDENTS AND WORKERS TO SUBSTANTIAL SINGLE-EVENT AIRPORT-RELATED NOISE. [THRESHOLD N-5]

Impact Analysis: Aircraft overflights, takeoffs, and landings in the City of El Monte contribute to the ambient noise environment. Each of these events exposes sensitive receptors near the El Monte Airport or other public and private heliports in the City to elevated noise levels.

El Monte Airport

The state considers residential uses in the vicinity of the El Monte Airport to be normally acceptable with the airport noise environment so long as they do not extend into the 65 dBA CNEL noise contour. Title 21 of the California Code of Regulations requires that adequate acoustical insulation is provided for noise-sensitive uses within the 65 dBA CNEL contour to ensure that interior noise levels achieve 45 dBC CNEL. Sensitive areas in an airport noise environment that exceeds 65 dBA would be required to conduct a noise assessment and mitigate, as feasible, to achieve an exterior environment of 65 dBA CNEL. However, because much of the noise from the airport is overhead, walls, berms, and other intervening structures would do little to reduce noise from aircraft operations. Consequently, designation of any sensitive land use (e.g., residential) within the 65 dBA CNEL contour of the El Monte Airport would be considered significant. As shown in Figure 5.9-2, the 65 dBA CNEL noise contour for El Monte Airport does not extend beyond the airport property lines and into the City of El Monte and therefore no significant impacts are anticipated.

Heliports

In addition to the El Monte Airport, public and private heliports in the City also generate noise. There is one heliport at the El Monte Airport.

Development of public and private heliports is regulated by the Federal Aviation Administration. Helicopters typically take off and land into the wind and fly approximately 500 to 1,000 feet above ground level when in flight. When helicopters land, they descend at approximately 1,000 feet per minute. Consequently, intermittent flyovers by helicopters are not considered a substantial source of noise in the City, and no significant impacts would occur.

5.9.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to noise include:

Community Design Element

Downtown El Monte

- Mixed-Use Projects. Pursuant to a Downtown Specific Plan, require that mixed-use projects convey a high level of architectural, design, and landscape quality as follows: (Policy CD-5.10)
 - Design and incorporation of elements to avoid conflicts among functions, such as noise and lighting.
 - Visual and physical integration and coherency of the commercial and residential uses in the project.

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- Architectural treatment of building elevations and visible sides of structures, and modulation of their massing.
- Incorporation of separate and well-defined entries for commercial uses and residential units.
- Design of parking areas and facilities to be placed behind the structures and integrated with the building use.
- Incorporation of extensive landscaping, where feasible, to soften hardscape and present a domestic living environment.
- Incorporate different architectural styles, variety of rooflines, wall articulation, balconies, window treatments, and varied colors and quality materials on all elevations

Northwest Industrial District

- Landscaping. Require landscaping on industrial sites to present a refined image of a modern industrial park, reduce the perceived mass of structures, and provide buffers in consideration of: (Policy CD-7.12)
 - Landscaping of open spaces and frontage-facing streetscapes with greenery, trees, and flowers to create an inviting image for principal buildings.
 - Landscaping to define entrances to buildings, parking lots, and the edges of various land uses, and to buffer the property from adjacent properties, neighborhoods, or thoroughfares.
 - Landscaping of setbacks, berms, and other similar natural features to reduce the mass and scale of the industrial development and present a pedestrian-friendly image.



Community Retail Centers

- Nuisance Abatement. Vigorously enforce an aggressive program to abate nuisances in community commercial centers, including dilapidated or abandoned buildings, incompatible land uses and activities, prohibited signage and billboards, and other uses that detract from the center and violate city codes and regulations. (Policy CD-8.14)

Land Use Element

Land Use Compatibility

- Interagency Cooperation. Establish and maintain an ongoing liaison with Caltrans, the railroads, utility companies, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations. (Policy LU-1.3)
- Police Safety Review. Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts. (Policy LU-1.5)

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Northwest Industrial District

- **Internal Circulation.** Improve the internal circulation system within the Northwest Planning District—namely, Baldwin Avenue, Arden Avenue, and Lower Azusa Road and smaller access streets—in accordance with the Circulation Element; consider measures to separate residential and nonresidential traffic to eliminate public health, safety, and mobility impacts. (Policy LU-7.5)
- **Land Use Buffers.** Require developers and property owners to fully mitigate the negative impacts (e.g., noise, air quality, traffic, etc) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses. (Policy LU-7.15)

Major Corridors

- **Prohibited Uses.** Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City. (Policy LU-9.3)
- **Truck Traffic.** Convert Durfee Avenue—from the southern City limits to Valley Boulevard—from a principal arterial to a secondary arterial and discourage heavy truck through-traffic to allow for the right-of-way needed to make it a green corridor. (Policy LU-9.4)

El Monte Airport

- **Compatibility.** Require that all new development be consistent with the adopted airport land use plan for the airport and prohibit structures or activities that encroach upon or adversely affect navigable airspace. (Policy LU-10.1)
- **Buildings.** Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the airport land use plan for the airport, shown in the Public Health and Safety Element. (Policy LU-10.2)
- **Land Uses.** Prohibit schools, hospitals, day care facilities, or new residential development from locating in close proximity to the airport or, if already present, from changing or modifying their use in a manner that conflicts with the airport land use plan. (Policy LU-10.4)

Circulation Element

Connecting El Monte to the Region

- **Freight Movement.** Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors and eliminating at-grade railroad crossings in El Monte, wherever feasible, to facilitate access to I-10. (Policy C-1.6)

Traffic Management

- **Traffic Flow Management.** Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to

control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns. (Policy C-3.2)

- Neighborhood Traffic. Work with community representatives, neighborhood groups, businesses, and residents to develop creative strategies to address traffic, congestion, and transportation issues unique to neighborhoods or districts. (Policy C-3.3)
- Through Traffic. Work with adjacent cities, the County of Los Angeles, and other government entities to minimize the adverse traffic impacts on El Monte streets from traffic originating outside the City and passing through the City. (Policy C-3.5)

Public Health and Safety Element

Transportation Safety

- Railroad Safety. Maximize the safety of railroads in the community by pursuing grade-separated crossing as the first priority for reducing street and railroad conflicts; second, by pursuing Jump-Start projects; and third, by use of other technology. (Policy PHS-4.1)

Noise Levels

- Residential Neighborhoods. Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses. (Policy PHS-8.1)
- Land Use Compatibility. Require the inclusion of noise-reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code. (Policy PHS-8.2)
- Site Planning. Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas. (Policy PHS-8.3)
- Railroad Noise. Identify and aggressively pursue funding sources and partnerships to provide grade separations, sound walls along train routes, and technology as noise reduction measures. (Policy PHS-8.4)
- Airport Noise. Work with Los Angeles County Airport Land Use Commission to ensure that noise generated from the airport does not unduly affect adjacent residential neighborhoods. (Policy PHS-8.5)
- Roadway Noise. Work with Caltrans to install improvements along the Interstate-10 and State Route 605 to reduce or mitigate the noise impacts from freeways. (Policy PHS-8.6)



5.9.5 Existing Regulations and Standard Conditions

State

- California Code of Regulations, Title 21, Part 1, Public Utilities Code (Regulation of Airports)
- California Code of Regulations, Title 24, Part 2, California Building Code.

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City of El Monte Municipal Code

The City of El Monte Municipal Code contains regulations regarding noise nuisances:

- **Chapter 8.36, Noise Control**, regulates the generation of impulsive or intrusive noise on properties within the City of El Monte. The City has established maximum permissible exterior noise levels as measured at the property line of the receiving property based on noise zones within the City. This Chapter also regulates the hours of construction noise.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1 and 5.9-6.

Without mitigation, the following impacts would be potentially significant:

- Impact 5.9-2 Noise-sensitive uses could be exposed to elevated noise levels from transportation sources.
- Impact 5.9-3 Construction activities associated with buildout of the El Monte General Plan have the potential to generate substantial groundborne vibration and groundborne noise.
- Impact 5.9-4 Buildout of the El Monte General Plan would not generate new sources of substantial groundborne vibration and groundborne noise; however, vibration-sensitive land uses could be located within the vicinity of existing sources of vibration, including the railroad.
- Impact 5.9-5 Construction activities associated with buildout of the General Plan would result in temporary increases in the ambient noise environment.

5.9.7 Mitigation Measures

Impact 5.9-2

- 9-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

Impact 5.9-3

- 9-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive

equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

Impact 5.9-4

9-3 Prior to the issuance of building permits, any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.

Impact 5.9-5

9-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

5.9.8 Level of Significance After Mitigation

Mitigation Measure 9-1 would reduce impacts associated with Impact 5.9-2 (roadway/train noise compatibility). While interior noise levels are required to achieve the interior noise limits of Title 24 and Title 25, which require structures to achieve 45 dBA CNEL, exterior noise levels may continue to exceed the noise compatibility criteria for the City (see Table 5.9-4), despite exterior noise attenuation (i.e., walls and/or berms). Consequently, noise compatibility impacts would remain significant.

Mitigation Measures 9-2 (construction-related vibration) and 9-4 (construction-related noise) would reduce impacts associated with construction activities to the extent feasible. However, due to the proximity of construction activities to sensitive uses and potential longevity of construction activities, noise and vibration Impact 5.9-3 (construction vibration) and Impact 5.9-5 (construction noise) would be significant.

Mitigation Measure 9-3 would ensure that any new vibration-sensitive structures near the UPRR would be constructed so that train-related vibration would not be perceptible. Consequently, Impact 5.9-4 would be less than significant.

Despite the application of mitigation measures, Impacts 5.9-2 (transportation noise exposure), 5.9-3 (construction vibration), and 5.9-5 (construction noise) were found to result in significant and unavoidable noise impacts.



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5.10 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed City of El Monte General Plan Update on the City of El Monte, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as “affordable.”

5.10.1 Environmental Setting

State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need (California Government Code (CGC) § –65580 to 65589). Each city and county must identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. At the state level, the Housing and Community Development Department estimates the relative share of California’s projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares provides cities and counties the opportunity to comment on the proposed allocations. The Housing and Community Development Department oversees the process to ensure that the council of governments distributes its share of the state’s projected housing need.



To that end, the Government Code requires that the housing element achieve legislative goals to identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities; remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes including those with disabilities; assist in the development of adequate housing to meet the needs of low and moderate income households; conserve and improve the condition of housing and neighborhoods, including existing affordable housing; promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; and preserve for lower income households the publicly assisted multifamily housing developments in each community.

Regional Regulations and Guidelines

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment.

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SCAG adopted a package of advisory growth policies in its 2008 Regional Comprehensive Plan. The policies coordinate infrastructure development with projected population, housing, and employment growth. In its efforts to develop a regional transportation network that maximizes access and mobility, minimizes congestion, and protects the quality of life, SCAG focuses particular attention on the relationship between jobs and housing. Policies encourage local jurisdictions to balance job and housing opportunities. SCAG policies also encourage job growth near transit services and transit nodes and near existing freeways and toll roads to reduce vehicle miles traveled and congestion, and the air pollution that accompany them.

Compass Blueprint

SCAG adopted the Compass Blueprint in 2004 as a framework to help local jurisdictions address growth management issues through coordination of regional land use and transportation planning. The Compass Blueprint aims to improve the quality of life in the region through its Growth Vision Principles of mobility, livability, prosperity, and sustainability. Compass Blueprint, through extensive public participation, land use, and transportation modeling and analysis, has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas) where the Compass Blueprint will help cities and counties reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. The Compass Blueprint 2% Strategy is a guideline for how and where local jurisdictions can implement the Compass Blueprint's Growth Vision. The Growth Vision encourages growth in existing and emerging centers and along major transportation corridors, creating mixed-use development and walkable communities, targeting growth around existing and planned transit stations, and preserving existing open space and stable residential areas.

Methodology

The project area's demographics are examined in the context of existing and projected population for the Los Angeles County region and the City of El Monte. Information on population, housing, and employment for the project area is available from several sources.

US Census. The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census. This information provides a record of historical growth rates in Los Angeles County and the City of El Monte.

California Department of Finance. The DOF prepares and administers California's Annual Budget. Other duties include estimating population demographics and enrollment projections. The E-5 City/County Population and Housing Estimates reports from January 1, 2001, through January 1, 2009, for the state, counties, and cities, benchmarked to base year 2000.

Southern California Association of Governments. Policies and programs adopted by SCAG to achieve regional objectives are expressed in its Regional Comprehensive Plan.

Population Trends

The population estimate for El Monte at the beginning of 2009 is 126,308, an increase of about 10,000 since 2000 (DOF 2009). Los Angeles County increased by about 873,855 during the same period, with an estimated population of 10,393,185 at the beginning of 2009 (DOF 2009). Per year, population increase for the City has ranged from less than 0 percent in 2006 to 1.95 percent in 2003. The annual population increase for Los Angeles County has been similar, with the lowest increase in 2007 (0.34 percent) and the highest in

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2002 (1.64 percent). The trend in population growth for both the City and the county has been greater growth in the early 2000s and a decrease in more recent years (see Table 5.10-1).

**Table 5.10-1
Historical Population Trends for El Monte and Los Angeles County, 2000–2009**

Year	City of El Monte		Los Angeles County	
	Population	Annual Increase	Population	Annual Increase
2000	115,965	NA	9,519,330	NA
2001	117,446	1.28%	9,656,585	1.44%
2002	119,379	1.65%	9,815,369	1.64%
2003	121,703	1.95%	9,959,447	1.47%
2004	123,120	1.16%	10,074,844	1.16%
2005	125,005	1.53%	10,158,409	0.83%
2006	124,968	-0.03%	10,209,201	0.50%
2007	125,234	0.21%	10,243,764	0.34%
2008	125,336	0.08%	10,301,658	0.57%
2009	126,308	0.78%	10,393,185	0.89%

Source: DOF 2009.

Housing Trends

Housing Stock

At the beginning of 2009, El Monte had almost 29,000 housing units. Of the total number of occupied units, approximately 54 percent (15,564 units) were single-family detached units. Another 12 percent (3,407 units) were single-family attached, 7 percent (2,023 units) were multifamily units in buildings with 2 to 4 units, and 22 percent (6,498 units) were multifamily units in buildings with 5 units or more. The remaining 5 percent (1,406 units) were mobile homes. Los Angeles County has a slightly lower percentage of detach single-family homes (48 percent), a lower percentage of attached single-family homes (7 percent), a higher percentage of two-to-four unit multifamily homes (9 percent), a noticeably higher percentage of five-or-more-unit multifamily homes (34 percent), and a lower percentage of mobile homes (2 percent). Table 5.10-2 shows the breakdown of housing stock for the City and county in 2009.

**Table 5.10-2
Housing Stock for El Monte and Los Angeles County, 2009**

Type	El Monte		Los Angeles County	
	Number of Units	Percentage of Total	Number of Units	Percentage of Total
Single-Family Detached	15,564	54%	1,646,676	48%
Single-Family Attached	3,407	12%	245,186	7%
Multifamily (2–4 units)	2,023	7%	293,832	9%
Multifamily (5+ units)	6,498	22%	1,176,290	34%
Mobile Homes	1,406	5%	56,714	2%
Totals	28,898	100%	3,418,698	100%

Source: DOF 2009.



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As described in the Housing Element for the General Plan Update, El Monte has an older housing stock, with approximately two-thirds built before 1970. Current average home prices are \$475,000 for single-family homes and \$415,000 for condominiums, with newer homes selling at much higher prices. Apartment rents are also high, with median rents of \$950 for a one-bedroom unit to \$1,375 for a three-bedroom apartment (El Monte 2010).

The total number of occupied units for El Monte and Los Angeles County is shown in Table 5.10-3. Overall, the number of housing units has increased by 4.1 percent between 2000 and 2009. The number of homes in Los Angeles County increased by 4.5 percent over the same period.

**Table 5.10-3
Housing Trends for El Monte and Los Angeles County, 2000–2009**

Year	Total Households	Annual Increase	Occupied	Vacant	Persons per Household
El Monte					
2000	27,758	NA	27,034	2.61%	4.243
2001	27,783	0.09%	27,058	2.61%	4.294
2002	27,896	0.41%	27,168	2.61%	4.347
2003	28,164	0.96%	27,429	2.61%	4.391
2004	28,293	0.46%	27,555	2.61%	4.422
2005	28,642	1.23%	27,895	2.61%	4.436
2006	28,672	0.10%	27,924	2.61%	4.430
2007	28,780	0.38%	28,029	2.61%	4.423
2008	28,817	0.13%	28,065	2.61%	4.421
2009	28,898	0.28%	28,144	2.61%	4.443
Los Angeles County					
2000	3,270,906	NA	3,133,771	4.19%	2.982
2001	3,278,902	0.24%	3,141,549	4.19%	3.018
2002	3,292,706	0.42%	3,154,726	4.19%	3.055
2003	3,308,901	0.49%	3,170,187	4.19%	3.086
2004	3,323,841	0.45%	3,184,313	4.20%	3.108
2005	3,341,517	0.53%	3,201,091	4.20%	3.118
2006	3,364,755	0.70%	3,223,221	4.21%	3.112
2007	3,382,453	0.53%	3,239,605	4.22%	3.107
2008	3,403,577	0.62%	3,260,528	4.20%	3.104
2009	3,418,698	0.44%	3,274,667	4.21%	3.119

Source: DOF 2009

Vacancy Rate

The vacancy rate can show how well a city's demand for housing is being met. A high vacancy rate can indicate that there is either an oversupply of housing or that the available vacant units are either undesirable because of cost or quality. Likewise, when a vacancy rate is too low, housing prices may increase because of high demand. El Monte's vacancy rate has been constant at approximately 2.6 percent between 2000 and 2009, consistently less than Los Angeles County's rate of approximately 4.2 percent (see Table 5.10-3).

Employment Trends

As reflected throughout the state, the recent recession has led to a downturn in both the City's and Los Angeles County's employment trends.

**Table 5.10-4
Historical Employment Trends for El Monte and Los Angeles County, 2000–2009**

Year	City of El Monte			Los Angeles County		
	Employment	Annual Increase	Unemployment	Employment	Annual Increase	Unemployment
2000	45,700	NA	3,300 (6.8%)	4,424,900	NA	252,400 (5.4%)
2001	46,300	1.31%	3,500 (7.1%)	4,483,400	1.32	269,500 (5.7%)
2002	45,900	-0.86%	4,200 (8.4%)	4,447,100	-0.81%	323,100 (6.8%)
2003	45,700	-0.44%	4,400 (8.7%)	4,427,100	-0.45%	332,000 (7%)
2004	46,000	0.66%	4,100 (8.1%)	4,454,100	0.61%	310,400 (6.5%)
2005	46,600	1.3%	3,300-(7.1%)	4,552,800	2.22%	257,100 (5.3%)
2006	47,200	1.28%	3,000-(6.4%)	4,613,200	1.33%	231,300 (4.8%)
2007	47,700	1.06%	3,200-(6.71%)	4,662,700	1.07%	249,900 (5.1%)
2008	47,000	-1.49%	4,800-(10.2%)	4,598,300	-1.38%	373,800 (7.5%)
2009	44,700	-5.15%	7,400 (16.6%)	4,328,600	-5.87%	567,500 (11.6%)

Source: EDD 2010

Employment in El Monte

The American Community Survey (ACS) projects population, economic, and social conditions every three years between census surveys. The types of jobs available in the City of El Monte for the years 2006 through 2008, as projected by the ACS, are shown in Table 5.10-5. The majority of the occupations held in the City are held in the production, transportation, and material-moving fields, followed closely by sales and office occupations and service occupations. Manufacturing industries have the highest number of employees (21.1 percent), followed by educational, health care, and social assistance industries (14.0 percent).



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**Table 5.10-5
Employment Sectors for El Monte, 2006-08**

<i>Occupation/Industry</i>	<i>Number</i>	<i>Percentage</i>
Occupation		
Management, professional, and related occupations	8,017	16.5%
Service occupations	9,764	20.1%
Sales and office occupations	11,781	24.2%
Farming, fishing, and forestry occupations	142	0.3%
Construction, extraction, maintenance, and repair occupations	6,278	12.9%
Production, transportation, and material moving occupations	12,631	26.0%
Industry		
Agriculture, forestry, fishing and hunting, and mining	120	0.2%
Construction	4,126	8.5%
Manufacturing	10,274	21.1%
Wholesale trade	2,973	6.1%
Retail trade	5,264	10.8%
Transportation and warehousing and utilities	2,890	5.9%
Information	845	1.7%
Finance, insurance, real estate, rental, and leasing	1,957	4.0%
Professional, scientific, management, and administrative and waste management services	3,635	7.5%
Educational services, health care, and social assistance	6,797	14.0%
Arts, entertainment, recreation, accommodation, and food services	5,266	10.8%
Other services, except public administration	3,539	7.3%
Public administration	927	1.9%

Source: US Census 2008.

Jobs/Housing Ratio

The jobs/housing ratio is a general measure of the total number of jobs and number of housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area, in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. The jobs/housing ratio is one indicator of a project's effect on growth and quality of life in the project area. SCAG applies the jobs/housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs/housing balance as:

...[A] balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply. The definition of an area can be stated in terms of an optimal 'commute shed' around employment centers that conforms to expressed commuter preferences about home-to-work commute distances. (SCAG 2001, p. 15)

Jobs/housing goals and ratios are advisory only. No ideal jobs/housing ratio is adopted in state, regional, or city policies. However, SCAG provides a baseline jobs/housing ratio of 1.36 for the region; communities with

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more than 1.36 jobs per dwelling unit are considered jobs-rich and those with fewer than 1.36 are housing-rich (SCAG 2004). A job/housing imbalance is an indication of potential air quality and traffic problems associated with commuting.

Table 5.10-6 shows the jobs/housing ratio for Los Angeles County, the San Gabriel Valley Council of Governments, which is a joint-powers authority representing about 31 cities in the San Gabriel Valley, and the City of El Monte, based on SCAG's Integrated Growth Forecast for the Regional Transportation Plan (RTP) of 2008. Although SCAG has completed a growth forecast for the 2012 RTP, these numbers have not yet been adopted by SCAG and they are not used in this analysis (SCAG 2010).

**Table 5.10-6
Jobs/Housing Ratio Estimates**

	2010			Projected 2030		
	Los Angeles County	San Gabriel Valley COG	El Monte	Los Angeles County	San Gabriel Valley COG	El Monte
Employment	4,552,398	809,846	36,880	4,946,420	874,968	39,095
Households	3,357,798	575,957	28,871	3,906,851	668,871	33,388
Jobs/Housing	1.36	1.41	1.28	1.27	1.31	1.17

Source: SCAG 2008

The 2008 RTP estimated the 2010 jobs/housing ratio to be 1.28 in the City of El Monte. This is a low jobs/housing ratio in comparison to the 1.41 jobs/housing ratio of SGVCOG and the 1.36 jobs/housing ratio of Los Angeles County. By 2030, the time of the General Plan Update buildout, SCAG projects the jobs/housing ratio to be 1.17 in El Monte, 1.31 in the San Gabriel Valley COG, and 1.27 in Los Angeles County.



Planning Projections

Los Angeles County Population, Housing, and Employment Projections

The 2008 RTP projects population, housing, and employment figures as a way to coordinate regional planning in the Southern California. Based on Los Angeles County's share of California's and the region's growth, migration and immigration trends, and death and birth rates, SCAG projects that population, housing, and employment will grow at an increasing rate. Los Angeles County is growing at an average of rate of 70,008 people per year, 27,453 households per year, and 19,701 jobs per year between 2010 and 2030. Total projected increases between 2010 and 2030 are shown in Table 5.10-7.

**Table 5.10-7
Projected Population, Housing, and Employment for Los Angeles County, 2010-2030**

	2010	2015	2020	2025	2030	Increase, 2010-2035	
						Total	Percentage
Population	10,615,730	10,971,602	11,329,829	11,678,552	12,015,889	1,400,159	13.2%
Households	3,357,798	3,509,580	3,666,631	3,788,732	3,906,851	549,053	16.4%
Employment	4,552,398	4,675,875	4,754,731	4,847,436	4,946,420	394,022	8.7%

Source: SCAG 2008.

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City of El Monte

The population of El Monte is expected to grow at a similar average rate as Los Angeles County between 2010 and 2035 (an approximately 13 percent increase). According to SCAG, the number of households and employment will increase at lower rates, 15.6 percent and 6.0 percent, respectively. At these rates, the City of El Monte is growing by 1,052 people per year, 226 households per year, and 111 jobs per year between 2010 and 2035. Table 5.10-8 shows the total projected increases between 2010 and 2030 for population, housing, and employment in El Monte.

**Table 5.10-8
Projected Population, Housing, and Employment for El Monte, 2010–2030**

	2010	2015	2020	2025	2030	Increase, 2010–2035	
						Total	Percentage
Population	130,412	135,813	141,183	146,429	151,455	21,043	16.1%
Households	28,871	30,130	31,416	32,424	33,388	4,517	15.6%
Employment	36,880	37,574	38,017	38,539	39,095	2,215	6.0%

Source: SCAG 2008.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- P-1 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).
- P-2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold P-2
- Threshold P-3

These impacts will not be addressed in the following analysis.

5.10.3 Environmental Impacts

For the population and housing impact analysis, SCAG's population, housing, and employment projections for the next 20 years (until 2030) are used for general comparison. Although SCAG uses city general plans to develop planning projections for the region, there are differences between the SCAG projections and the El Monte General Plan Update buildout. SCAG works with a variety of state agencies and regional and local jurisdictions to provide growth forecasts for the state's regions, counties, and cities. The City's General Plan

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forecast relies mainly on the known population, job numbers, and housing stock in the City. Therefore, a direct comparison between El Monte's and SCAG's future population, housing, and employment projections would be inaccurate. However, SCAG projections can be generally compared to the General Plan Update projections for this CEQA analysis so that the City's projections can be compared with those of the state and regional planning agencies.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.10-1: THE PROPOSED GENERAL PLAN UPDATE WOULD BOTH DIRECTLY AND INDIRECTLY RESULT IN POPULATION GROWTH IN EL MONTE THAT IS WITHIN THE SCAG PROJECTION FOR THE CITY. [THRESHOLD P-1]

Impact Analysis: The buildout of the Land Use Plan of the General Plan Update would result in direct and indirect growth in the City of El Monte. Although the increase in employment as proposed in the General Plan Update would be larger than the employment projection by SCAG in the 2008 RTP, the overall population increase would be within the SCAG projections for 2030. The larger increase in employment under the proposed General Plan Update would increase the City's jobs/housing ratio but the region's and county's jobs/housing ratios would remain similar.

Planning Projections for Population, Employment, and Housing

The proposed General Plan Update for El Monte provides buildout assumptions and policies for growth for the next 20 years, until about 2030. Table 5.10-9 compares the current general plan assumptions with the proposed General Plan Update assumptions for residential, population, employment, and nonresidential development growth. By 2030, the proposed General Plan Update projects the City's population to be 149,721, an increase of approximately 14.8 percent from the existing population. As shown in Table 5.10-9, this is within SCAG's population projection of 151,455, a 16.1 percent increase over the existing population. The number of proposed housing units allowed under the General Plan Update is slightly greater than the SCAG projection. The proposed General Plan Update would allow for up to 33,802 housing units and SCAG projects a total of 33,388 units for the City.

Buildout of the proposed General Plan Update would allow for more jobs in El Monte than projected by SCAG for 2030. Compared to the existing conditions, the proposed General Plan Update would allow for a 59.5 percent increase in jobs in the City, resulting in a total of 58,807 jobs. SCAG projects a 6.0 percent increase in jobs by 2030, creating a total of 39,095 jobs.



**Table 5.10-9
General Plan and SCAG 2030 Projections for El Monte versus Existing Conditions**

<i>Land Use</i>	<i>Existing Conditions¹</i>	<i>Proposed General Plan</i>		<i>SCAG 2030</i>	
		<i>Proposed Buildout</i>	<i>Increase from Existing (%)</i>	<i>Projections</i>	<i>Increase from Existing (%)</i>
Residential Units	28,871	33,802	17.1%	33,388	15.6%
Population	130,412	149,721	14.8%	151,455	16.1%
Employees	36,880	58,807	59.5%	39,095	6.0%

Sources: SCAG 2008; El Monte General Plan Update

¹ Existing conditions are based on the 2008 SCAG RTP.

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The substantially larger increase in jobs under the proposed General Plan Update as compared to SCAG would be a result of the City's effort to increase development of employment-based land uses and to focus development of jobs in specific areas of the City. The General Plan Update divides the City of El Monte into six distinct focus areas for economic development. These areas are northwest El Monte, the auto district, downtown El Monte, the transit village, the major corridors, and Flair Park. Northwest El Monte can support well-paying office, service-related, manufacturing, and trade-related jobs. The auto district can support strong retail jobs in the auto sales industry that can bring in high revenue for the City. The mixed-use development of the downtown area can support retail, office, and some industrial jobs. The transit village near downtown can also support similar retail, service-related, and office jobs. The revitalization of the major corridors, Garvey Avenue and Durfee Avenue, can support a variety of employment opportunities with businesses that are compatible with and supported by the adjacent residential land uses.

Jobs/Housing Ratio

The implementation of the General Plan Update would result in both a direct and indirect increase in population. The addition of housing would directly cause population growth and the increase in employment opportunities would indirectly cause population growth. The larger increase in employment in the City under the General Plan Update, as compared to SCAG's projections, would increase the City's projected 2030 jobs/housing ratio from 1.17 to 1.74, as shown in Table 5.10-10. This jobs/housing ratio would be more jobs-rich than the existing (2010) jobs/housing ratio of 1.28 for the City. With a higher number of jobs within the City, there would be greater potential for residents to find jobs locally, reducing commute times and distances and subsequently the air quality, greenhouse gas emissions, and noise issues related to commuting.

Table 5.10-10
2030 Jobs/Housing Ratio Comparison (SCAG and General Plan Update)

	<i>El Monte General Plan Update</i>	<i>SCAG 2030</i>
Employment	58,807	39,095
Households	33,802	33,388
Jobs/Housing	1.74	1.17

Source: SCAG 2008; El Monte General Plan Update

Planning Projections for El Monte, San Gabriel Valley, and Los Angeles County

The implementation of the El Monte General Plan Update would decrease the population projections for the City, region, and county but it would increase the employment and housing projections for each area. Table 5.10-11 shows the SCAG projections for the City, San Gabriel Valley COG, and Los Angeles County in 2030 and how they would be adjusted with the buildout of the General Plan Update.

**Table 5.10-11
Adjusted Projected Population, Housing, and Employment for 2030**

	<i>El Monte</i>		<i>San Gabriel Valley</i>		<i>Los Angeles County</i>	
	<i>SCAG RTP</i>	<i>Adjusted (with Proposed Project)</i>	<i>SCAG RTP</i>	<i>Adjusted (Proposed Project)</i>	<i>SCAG RTP</i>	<i>Adjusted (Proposed Project)</i>
Population	151,455	149,721	2,315,248	2,313,514	12,015,889	12,014,155
Households	33,388	33,802	668,871	669,285	3,906,851	3,907,265
Employment	39,095	58,807	874,968	894,680	4,946,420	4,966,132
Jobs/Housing	1.17	1.74	1.31	1.34	1.27	1.27

Source: SCAG 2008

The implementation of the proposed General Plan Update in El Monte would not change population, housing, and employment projections for the San Gabriel Valley COG or Los Angeles County substantially. The jobs/housing ratios for these two areas would also remain similar, as shown in Table 5.10-11. As mentioned above, the City’s jobs/housing ratio would increase from 1.17 to 1.74 by 2030, assuming full buildout of the General Plan Update Land Use Plan.

5.10.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to recreation include:

Land Use Element

- Discourage duplexes, triplexes, quadplexes, and apartments from being constructed in predominantly single-family residential neighborhoods to preserve the character and integrity of neighborhoods. (Policy 1.7)
- Continue to provide special financial incentives, regulatory concessions, and improvement programs to revitalize deteriorated housing stock, residential neighborhoods, major business corridors, and employment centers. (Policy 2.3)
- Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of open space, and other improvements that create a cohesive identity for the community. (Policy 3.2)
- Enhance residential neighborhoods and commercial and industrial districts with distinctive landmarks and gateways that will define boundaries, create a sense of arrival, affirm the role of the district in El Monte, and instill pride. (Policy 3.4)
- Develop a cohesive theme for the entire community and subthemes for individual residential neighborhoods and districts to foster identity, create a sense of community, and add to the City’s eclectic image. (Policy 3.5)
- Support a range of types and prices of housing available to all economic segments of the community, in appropriate locations to meet present and future needs, consistent with the goals and policies in the Housing Element. (Policy 4.1)
- Develop strong residential neighborhoods that are distinguished by distinct architecture, parks and open space, public facilities and services, and public involvement in their planning and improvement. (Policy 4.2)



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- Facilitate development of mixed/multi-use housing, including transit-oriented development that provides housing options for persons of all ages and income levels that enhances the customer base for downtown business and activities. (Policy 5.3)
- Implement streetscape improvement program to enhance the visual character of streets, improve pedestrian activity, and link the Valley Mall, Transit Village, Civic Center, and residential subdistricts. (Policy 5.7)
- Require that residential, commercial, institutional, and other uses exhibit a high level of architectural and site quality in accordance with the principles defined in the Community Design Element and applicable Specific Plans. (Policy 5.10)
- Require developers of properties subdivided into individually-owned properties to create condominium associations that can address common land use and maintenance issues and allow for the City to negotiate with a single entity, rather than multiple property owners. (Policy 7.4)
- Green the river banks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths to frame the edge of the Northwest Planning District and improve adjacent residential neighborhoods. (Policy 7.8)
- Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the image of a modern industrial park, and improve values of surrounding residential neighborhoods. (Policy 7.13)
- Preserve and enhance residential neighborhoods in and around the Northwest Industrial District through housing rehabilitation, infrastructure improvements, public services and facilities, including parks consistent with goals and policies in the Parks and Recreation Element and the Housing Element. (Policy 7-14)
- Require developers and property owners to fully mitigate the negative impacts (e.g., noise, air quality, traffic, etc) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses. (Policy 7-15)
- Promote the reuse of strip commercial and industrial corridors by consolidating retail and commercial uses into activity nodes and transitioning intervening areas for mid-block residential or mixed/multi-use developments. (Policy 9.1)
- Sensitively integrate higher density residential uses (e.g., townhomes, live/work, planned residential developments, etc.) along major corridors consistent with the corridor implementation plan for Durfee and Garvey Avenue. (Policy 9.2)
- Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City. (Policy 9.3)
- In concert with expectations for architecture in the Community Design Element and corridor implementation plan, require excellence in residential architecture design and construction practices exemplified by the following principles:

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- **Materials.** Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials
 - **Durability.** Materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time
 - **Aesthetics.** Structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout
 - **Functionality.** Residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations
 - **Sustainability.** Incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics (Policy 9.7)
- Offer to development projects which have lots of one acre or more, progressive residential densities under the maximum density allowed under the Land Use Plan for mixed/multi-use housing; where lots are smaller, encourage lot consolidation and merges to assemble large enough lots. (Policy 9.8)
 - Prohibit schools, hospitals, daycare facilities, or new residential development from locating in close proximity to the airport or, if already present, from changing or modifying their use in a manner that conflicts with the airport land use plan. (Policy 10.4)

Housing Element

- Support the rehabilitation of single-family and multiple-family units and acquisition and rehabilitation of multiple-family housing to improve housing conditions, remove blight if needed, and improve the quality of life in neighborhoods. (Policy 1.1)
- Conduct proactive code enforcement, real estate inspection programs, and other neighborhood improvement efforts to maintain neighborhood quality, stabilize declining areas, and improve quality of life. (Policy 1.2)
- Require adequate provision of public services and facilities, infrastructure, open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety to create highly desirable neighborhoods. (Policy 1.3)
- Encourage active resident involvement in neighborhood planning organizations to identify needs and implement programs aimed at the beautification, improvement, and preservation of neighborhoods. (Policy 1.4)
- Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review. (Policy 1.5)
- Strengthen neighborhood fabric and identity through parks and recreation services, cultural and historic features, public art, neighborhood events, as well as resident participation in planning and improvement of their neighborhoods. (Policy 1.6)
- Preserve single-family residential neighborhoods from undue intensification or change of land uses that materially detract from the character, stability, and quality of life in neighborhoods. (Policy 1.7)
- Enforce existing covenants, conditions, and restrictions that govern property maintenance for all planned residential developments, including apartments and townhomes. (Policy 1.8)



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- Provide adequate sites through land use, zoning, and specific plan designations to allow single-family homes, apartments, mobile homes, and special needs housing. (Policy 2.1)
- Direct the production of quality mixed/multi-use projects along major corridors, including Valley Boulevard, Durfee Avenue, Peck Road, and Garvey Avenue to allow for efficient land use practices, improved mobility, and energy conservation. (Policy 2.2)
- Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities. (Policy 2.3)
- Provide for regulatory and financial incentives, where feasible, to encourage the production of well-designed housing, special needs housing, and housing affordable to households of different income levels. (Policy 2.4)
- Protect established single-family neighborhoods from the transition, intensification, and encroachment of nonresidential uses and higher density housing that detract and/or change the character of the neighborhood. (Policy 2.5)
- Support the development of the Transit Village Specific Plan, which contains a variety of mixed-use projects vertically or horizontally integrated with commercial, professional, entertainment, and recreational uses. (Policy 2.6)
- Require architectural excellence through the exemplary use of materials, color, site planning, environmentally sustainable practices, building treatments, landscaping, and other best practices in concert with community expectations for quality. (Policy 2.7)
- Direct the production of new quality housing, including mixed/multi-use and mixed-income housing along with appropriate amenities, as appropriate, into the Downtown Core. (Policy 2.8)
- Continue to support the provision of rental assistance to lower income individuals and families in El Monte; provide emergency rental assistance where feasible. (Policy 3.1)
- Improve homeownership opportunities for El Monte residents and workforce by offering financial assistance, low-interest loans, and educational resources. (Policy 3.2)
- Preserve multiple-family housing through the provision of loan and grant assistance that encourages the rehabilitation and improvement of properties. (Policy 3.3)
- Offer financial incentives and regulatory concessions to facilitate production of affordable single-family, condominium, and apartment units. (Policy 3.4)
- Encourage the integration of deed-restricted affordable housing for low and moderate income households into new residential projects with regulatory and financial incentives. (Policy 3.5)
- Support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and others to provide affordable workforce housing, senior housing, and other housing types suited to lifestyle needs. (Policy 3.6)
- Support the production of varied housing types, including single-family, townhomes, apartments, and special needs housing that are priced at levels affordable to all income levels. (Policy 3.7)

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- Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed-use, and other housing suited to different lifestyle needs. (Policy 3.8)
- Support development of accessible and affordable housing for seniors and disabled people; provide assistance for seniors and people with a disability to maintain and improve their homes to facilitate independent living. (Policy 4.1)
- Facilitate and encourage the development of larger market rate rental and ownership units for families with children, including lower and moderate income families, and the provision of supportive services such as child care. (Policy 4.2)
- Continue to fund community-based, nonprofit, and other service organizations that provide supportive services to seniors, families, homeless people, disabled people, and other special needs populations in El Monte. (Policy 4.3)
- Support adequate opportunities for emergency, transitional and permanent supportive housing, including services, within El Monte through the implementation of land use and zoning practices and monitoring through permitting procedures. (Policy 4.4)
- Expand homeownership opportunities to El Monte residents and workforce through homebuyer assistance; support the continued provision of rental assistance to lower income households. (Policy 4.5)
- Preserve existing publicly subsidized affordable housing and expand quality and affordable rental housing opportunities for families, with housing linked to quality childcare, health, and other services. (Policy 4.6)
- Prohibit housing discrimination in all aspects affecting the sale, rental, or occupancy of housing based on an individual or familial status or other arbitrary classification and support the enforcement of fair housing laws. (Policy 4.7)



Parks and Recreation Element

- Create green infrastructure along residential streets and arterials that link residents to schools, parks, neighborhoods, the downtown, and other destinations. (Policy 4.2)
- Support a circulation plan for Downtown El Monte which links the City Hall, Valley Mall, Fletcher Park, the Emerald Necklace, and surrounding residential areas and businesses. (Policy 5.6)

Economic Development Element

- Create an attractive downtown business environment by implementing the land use, design, and environmental strategic actions set forth in the Land Use, Community Design, Housing, and Parks/Recreation Elements.
 - For Main Street, create a welcoming social environment with public spaces, outdoor cafes, generous placement of street furniture, and special events.
 - Link together the civic center, cultural center, and downtown residential subdistricts with the retail centers to leverage purchasing power of residents and workforce.
 - Introduce mixed-use housing to generate both daytime and nighttime spending supportive of retail. (Policy 5.3)

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5.10.5 Existing Regulations and Standard Conditions

State Regulations

California Housing Element Law (California Government Code Sections 65580 to 65589)

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-1.

5.10.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.10.8 Level of Significance After Mitigation

No significant adverse impacts were identified and no significant unavoidable impacts related to population

5.11 PUBLIC SERVICES

This section addresses public services including: Fire Protection and Emergency Services, Police Protection, School Services, and Library Services. Park Services are addressed in Section 5.11, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.14, *Utilities and Service Systems*.

Proposed Increase in Permitted Development Potential

The proposed increase in development potential in El Monte that would be permitted under the General Plan Update is summarized below in Table 5.11-1, *Buildout Estimates*.

**Table 5.11-1
Buildout Estimates
Existing Conditions versus Proposed General Plan**

<i>Land Use</i>	<i>Existing Conditions</i>	<i>Proposed General Plan</i>	<i>Difference</i>	<i>Percent Difference</i>
Residential Units	28,318	33,802	5,484	19.4%
Population	125,194	149,721	24,527	19.6%
Employees	35,848	58,807	22,959	64.0%
Nonresidential Square Footage	22,390,841	34,397,496	12,006,655	53.6%

5.11.1 Fire Protection and Emergency Services

5.11.1.1 Environmental Setting

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services for the City of El Monte as part of its Battalion 10. The locations, equipment, and personnel at Battalion 10 stations in and within one mile of El Monte are listed in Table 5.11-2. There are currently no plans to expand El Monte’s fire services. In the event of a large-scale emergency in the City of El Monte, fire stations from Battalion 10 would respond from Rosemead, Temple City, and South El Monte.

**Table 5.11-2
Fire Station Resources**

<i>Name and Location</i>	<i>Equipment</i>	<i>Daily Firefighter Staffing</i>
Fire Stations in El Monte		
Station 166 at 3515 Santa Anita Ave.	1 quint, ¹ 1 paramedic squad, 1 battalion, and 1 utility truck	6
Station 168 at 3207 Cogswell Road	1 engine	3
Station 169 at 5112 N. Peck Road	1 engine	3
Fire Stations within One Mile of El Monte City Limits		
Station 42 at 9319 Valley Boulevard in City of Rosemead, about 0.2 mile west of El Monte city limits	1 engine	4
Station 90 at 10115 Rush Street in City of South El Monte, about 0.5 mile south of El Monte city limits	1 engine and 1 paramedic squad	5

Source: Los Angeles County Fire Department, October 2005; Bagwell 2010.

¹ A quint is a combination fire engine and ladder truck



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PUBLIC SERVICES

The County of Los Angeles Fire Department maintains a policy of responding to fires within five minutes from notification. The five-minute standard is acknowledged by fire service professional organizations, including the National Fire Protection Association, as the critical point at which intervention must take place to prevent property damage and minimize loss of life. The Department's emergency response standard for advanced life support (paramedic) units is within eight minutes from notification of an emergency (Bagwell 2010).

Presently, the Insurance Services Officer rates the City of El Monte with an insurance fire rating (ISO) of 3 on a scale of 10, with 1 being the highest rating and 10 being the lowest rating. An ISO rating of 3 is typical for urban communities in southern California.

5.11.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- FP-1 Result in a substantial adverse physical impact associated with the provisions 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 fire protection services.

5.11.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.11-1: THE PROPOSED PROJECT WOULD INTRODUCE NEW STRUCTURES AND RESIDENTS/WORKERS INTO THE LOS ANGELES COUNTY FIRE DEPARTMENT SERVICE BOUNDARIES, THEREBY INCREASING THE REQUIREMENT FOR FIRE PROTECTION FACILITIES AND PERSONNEL. [THRESHOLD FP-1]

Impact Analysis: Buildout of the General Plan Update would add residential units, residents, nonresidential buildings, and employees to the City of El Monte (see Table 5.11-1 above). Future growth in accordance with the General Plan is expected to create the typical range of fire service calls, including structure fires, garbage bin fires, car fires, and electrical fires. New equipment would be required in order to provide adequate response times to serve future growth.

Fire services for the City of El Monte are provided by the Los Angeles County Fire Department. Currently, firefighting resources in the City include three fire stations located throughout the City, so that the response time to any resident is under five minutes (defined as one-minute "turnout time" and four-minute drive time), the standard used by the department for maximum first-response time. Much of this increase would be generated by new growth, primarily in the Northwest Business District, Flair Park, and Downtown El Monte areas. As a result, growth in these portions of the City may require an additional fire station or the relocation of existing stations in the City.

Each of the three existing fire stations in El Monte is generally in the central part of the City, within a one-mile radius of City Hall. Much of the increase in permitted development potential would be in the western and central parts of the City, in the Downtown Core, Flair Park, and the Northwest Industrial District. Therefore, if development pursuant to the General Plan Update required construction of a new fire station, it most likely would be needed in the western part of the City. Note that the two LACoFD stations outside of El Monte that are within one mile of its city limits, Stations 42 and 90, are each near the western part of the City. Station 42

is about one mile from Flair Park via Valley Boulevard and Rosemead Boulevard, and is also west of the Northwest Industrial Area, while Station 90 is south of the southwestern part of the City. While firefighters at Stations 42 and 90 would help respond to large emergencies in El Monte, General Plan buildout could still create a need for an additional fire station.

Future projects would be reviewed by the City of El Monte individually and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees); or, if the City determines the impacts of a project to be significant, the project would be required to comply with project-specific mitigation measures.

5.11.1.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to public services include:

Housing Element

- Require adequate provision of public services and facilities, infrastructure, open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety to create highly desirable neighborhoods. (Policy 1.3)
- Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities. (Policy 2.3)

Parks and Recreation Element

- Enhance the safety of parks through incorporation of the latest in playground design, crime prevention technology, and police and community-based patrols. (Policy 1.6)

Public Services and Facilities Element

- Continue, evaluate, and improve the City's Traffic Safety program, focusing on traffic law enforcement, accident prevention, and safety for motorists, bicyclists, and pedestrians. (Policy 1.5)
- Establish and maintain response times for fires and emergency response consistent with professional industry standards set forth by the National Fire Protection Association. (Policy 2.1)
- Provide adequate staff, fire stations, training facilities, up-to-date equipment and technology, and City infrastructure to support and achieve established industry standards set forth by the National Fire Protection Association. (Policy 2.2)
- Develop and expand local chapters for each of the Los Angeles County Fire Department's established organizations within El Monte, including the Community Emergency Response Team. (Policy 2.5)
- Periodically monitor, evaluate, and modify the Citywide disaster management plan to remain prepared in the event of a large-scale natural disaster or emergency situation within El Monte. (Policy 2.6)
- Seek to raise funding for fire services, where necessary, outside of general fund revenues through special assessments, fees, taxes, and other means to allow for permanent revenue sources. (Policy 2.7)



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Public Health and Safety Element

- Ensure that police and fire stations, emergency operations centers, communications centers, reservoirs, medical facilities, and other essential structures and facilities remain safe and in a state of readiness for seismic events. (Policy 1.5)
- Periodically conduct simulated emergency response drills to hazards, concentrating on interagency coordination needed to ensure that services will be available to the community with minimal delay and overlap of services. (Policy 1.7)
- Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance. (Policy 7.1)
- Coordinate disaster preparedness and recovery with local, state, and federal governmental agencies to ensure cooperative police and fire assistance from other governmental entities during emergencies. (Policy 7.3)
- Prepare residents and business to effectively respond to emergencies by conducting public outreach and educational efforts such as CERT (Community Emergency Response Team) and other efforts. (Policy 7.4)
- Continue to maintain and update the City's emergency response organization consisting of representatives from all City departments, local quasi-governmental agencies, private businesses, citizens, and other community partners involved in critical and/or community services. (Policy 7.6)

5.11.1.5 Existing Regulations and Standard Conditions

State

- California Fire Code (Title 24, California Code of Regulations [CCR], Part 9)
- The California Building Code (Title 24, CCR, Part 2) also contains regulations pertaining to fire safety.

National Fire Protection Association (NFPA)

- Code 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments

5.11.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1.

5.11.1.7 Mitigation Measures

No significant impacts have been identified and no mitigation measures are required.

5.11.1.8 Level of Significance After Mitigation

Impacts to fire protection would be less than significant, and no significant and unavoidable impacts to fire protection would occur.

5.11.2 Police Protection

5.11.2.1 Environmental Setting

The City of El Monte provides police services through its police department. The Department enforces local, state, and federal laws, performs investigations and makes arrests, administers emergency medical treatment, and responds to City emergencies.

The main police station is at 11333 Valley Boulevard, and includes a temporary jail facility. There are two community relations offices, one at 10503 Valley Boulevard; and a second at 11204 Asher Street. The Police Department also commands an air-support unit office at the El Monte Airport, where two helicopters can be dispatched to assist police operations in the City. The cities of Montebello, Irwindale, and Baldwin Park contract with the City of El Monte to receive air support for police operations as well.

The El Monte Police Department (EMPD) has a qualified staff of 127 police officers, 46 civilian staff, and 4 K-9 units. The City employs about 1.1 police officers per 1,000 residents, slightly below the average of 1.4 for cities in the west San Gabriel Valley (Burr Consulting 2004). Police Department staff are supplemented by volunteers who are enlisted through the Volunteers Caring and Patrolling Program (VCAP). VCAPs are uniformed and badged, non-sworn officers who assume police duties that do not require a sworn officer, allowing officers to perform essential police duties. VCAPs have received national recognition from the National Association Citizens on Patrol.

The EMPD receives 17,000 to 20,000 calls per month. Of this total, approximately 17percent are emergency calls (based on a December 2005 sample). Calls are prioritized on a scale from 1 to 4 based on the severity of the situation. There are no established standards for law enforcement agencies relating to emergency response times, crime clearance rates, patrol staffing levels, or citizen satisfaction levels. Thus cities often make comparisons with surrounding cities, focusing on those of similar size. The City's average response time for Priority 1 calls, which are conflicts in progress, is 4 minutes and 40 seconds, which exceeds the average response time of cities in west San Gabriel Valley by one minute.

The City has designated 66 reporting districts, small areas of several blocks each. One police officer is assigned to each reporting districts and is encouraged to meet and get to know residents and businesspeople in that district in order to address quality-of-life problems there (EMPD 2010).

5.11.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- PP-1 Result in a substantial adverse physical impact associated with the provisions 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 police protection services.



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5.11.2.3 Environmental Impacts

IMPACT 5.11-2: THE PROPOSED PROJECT WOULD INTRODUCE NEW STRUCTURES AND RESIDENTS/WORKERS INTO THE EL MONTE POLICE PROTECTION SERVICE BOUNDARIES, THEREBY INCREASING THE REQUIREMENT FOR POLICE PROTECTION FACILITIES AND PERSONNEL. [THRESHOLD PP-1]

Impact Analysis:

The EMPD currently employs 127 police officers and 91 civilian staff. The main police station is located at 11333 Valley Boulevard, and a community relations office is at 10503 Valley Boulevard. There are currently plans for increasing officers and civilians with the development of the Transit Village. Future growth in accordance with the General Plan is also expected to increase demand for police services within the City of El Monte. Buildout of the General Plan Update would add roughly 24,527 residents and 22,959 employees to the City.

As a result, additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. The police department is currently funded by the General Fund, although the EMPD supports the use of the existing Community Facilities Funding to mitigate any future impacts to the EMPD due to buildout of the General Plan.

Buildout of the City of El Monte General Plan would result in an impact on the EMPD's ability to deliver police services in a timely manner. Future projects would be reviewed by the City of El Monte individually and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees); or, if the City determines the impacts of a project to be significant, the project would be required to comply with project-specific mitigation measures.

5.11.2.4 Existing Regulations and Standard Conditions

5.11.2.5 Relevant General Plan Policies and Actions

Land Use Element

- Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts. (Policy 1.5)

Housing Element

- Require adequate provision of public services and facilities, infrastructure, open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety to create highly desirable neighborhoods. (Policy 1.3)
- Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities. (Policy 2.3)

Parks and Recreation Element

- Enhance the safety of parks through incorporation of the latest in playground design, crime prevention technology, and police and community-based patrols. (Policy 1.6)

Public Services and Facilities Element

- Supply the EMPD with adequate staff, state-of-the art equipment, new technology, and resources necessary to provide acceptable response times and support for police services. (Policy 1.1)
- Continue partnerships with residents, community organizations, and schools to encourage neighborhood and community-oriented crime-prevention programs. (Policy 1.3)
- Continue, evaluate, and improve the City's Traffic Safety program, focusing on traffic law enforcement, accident prevention, and safety for motorists, bicyclists, and pedestrians. (Policy 1.5)
- Continue to support, promote and improve the City's neighborhood improvement, citizen volunteer, and crime-prevention programs. (Policy 1.6)
- Improve the safety of Emerald Necklace visitors and residents along the rivers through the coordination of police patrol activities with the Emerald Necklace Safety and Security Task Force. (Policy 1.7)
- Seek to raise additional funds for police services outside of general fund revenues through special assessments, fees, taxes, and other means to allow for permanent revenue sources. (Policy 1.8)
- Establish and maintain response times for fires and emergency response consistent with professional industry standards set forth by the National Fire Protection Association. (Policy 2.1)



Public Health and Safety Element

- Ensure that police and fire stations, emergency operations centers, communications centers, reservoirs, medical facilities, and other essential structures and facilities remain safe and in a state of readiness for seismic events. (Policy 1.5)
- Periodically conduct simulated emergency response drills to hazards, concentrating on interagency coordination needed to ensure that services will be available to the community with minimal delay and overlap of services. (Policy 1.7)
- Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance. (Policy 7.1)
- Coordinate disaster preparedness and recovery with local, state, and federal governmental agencies to ensure cooperative police and fire assistance from other governmental entities during emergencies. (Policy 7.3)
- Continue to maintain and update the City's emergency response organization consisting of representatives from all City departments, local quasi-governmental agencies, private businesses, citizens, and other community partners involved in critical and/or community services. (Policy 7.6)

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5.11.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-2.

5.11.2.7 Mitigation Measures

No mitigation measures are required.

5.11.2.8 Level of Significance After Mitigation

Impacts to police protection would be less than significant, and no significant and unavoidable impacts to police protection would occur.

5.11.3 School Services

5.11.3.1 Environmental Setting

The City of El Monte is presently served by 35 public schools and 10 private schools. As described below, the City is served by three school districts, the Mountain View School District, the El Monte City School District, and the El Monte Union High School District.

Mountain View School District

The Mountain View School District (MVSD) has 12 schools, of which eight elementary and two intermediate schools are in El Monte. Over 8,367 students attend MVSD schools in El Monte and an additional 240 children attend MVSD's Head Start Preschool. MVSD is committed to providing a well-balanced, quality education to all students by: serving their unique needs, providing instructional leadership, and allowing (students) the opportunity to achieve their greatest potential through rigorous academic and extracurricular programs. Additionally, parent classes are offered, which include ESL and college preparation workshops. The district also offers alternative education programs.

Table 5.11-3
Mountain View School District Schools Serving El Monte

<i>School Name and Location</i>	<i>Grades Served</i>	<i>Enrollment, 2008–2009</i>
Baker Elementary School 12043 Exline Street	K–5	851
Cogswell Elementary School 11050 Fineview Street	K–6	574
Kranz Intermediate School 12460 Fineview Street	7–8	1,102
La Primaria Elementary School 4220 Gilman Road	K–3	295
Madrid Middle School 3300 Gilman Road	6–8	1,105
Maxson Elementary School 12380 Felipe Street	K–6	773
Miramonte Elementary School 10620 Schmidt Road	K–6	590
Monte Vista Elementary School 11111 Thienes Avenue	K–6	622
Parkview Elementary School 12044 Elliott Street	K–6	954
Payne Elementary School 2850 Mountain View Road	K–6	651
Twin Lakes Elementary School 3900 Gilman Road	K–5	602
Voorhis Elementary School 3501 Durfee Avenue	K–5	586
Magnolia Learning Center 11919 Magnolia Street	5–8	37
Head Start/State Preschool/Children’s Center 2109 Burkett Street	Pre–K	344
Total Current Enrollment		8,705

Source: CDE 2010.



El Monte City School District

The El Monte City School District (EMCSD) was founded in the 1880s and has 19 schools ranging in grades from K through 8. El Monte is home to 16 schools with an enrollment of 9,700 students. EMCSD’s mission is “to educate all students to develop skills, knowledge, and attitudes to be responsible, productive, and fulfilled individuals able to succeed ethically in a democratic society.” District services include parenting programs, family counseling, student wellness, parent training, and child care and education at four Head Start preschools.

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**Table 5.11-4
El Monte City School District Schools Serving El Monte**

School Name and Location	Grades Served	Enrollment, 2008-2009
Cherrylee Elementary School 5025 Buffington Road	K-6	574
Cleminson Elementary School 5213 N. Daleview Avenue	K-6	396
Columbia Elementary School 3400 N. California	K-8	953
Cortada Elementary School 3111 N. Potrero Avenue	K-6	552
Durfee Elementary School 12233 Star Street	K-8	853
Gidley Elementary School 10226 E. Lower Azusa Road	K-8	647
LeGore Elementary School 11121 Bryant Road	K-6	505
Mulhall Elementary School 10900 Mulhall Street	K-6	357
New Lexington Elementary School 10410 E. Bodger Street	K-6	453
Norwood Elementary School 4520 N. Whistler Avenue	K-6	382
Potrero Elementary School 2611 N. Potrero Avenue	K-8	1,000
Rio Vista Elementary School 4300 N. Esto	K-6	439
Shirpser Elementary School 4020 N. Gibson Road	K-5	514
Thompson Elementary School 4544 Maxson Road	Pre K-8	71
Wilkerson Elementary School 2700 N. Doreen Avenue	K-6	609
Wright Elementary School 11317 E. McGirk Street	K-8	909
Total Current Enrollment		9,214

Source: CDE 2010.

El Monte Union High School District

Established in 1901, the El Monte Union High School District had the first public school in the State of California. El Monte Union High School district serves the communities of El Monte, Rosemead and South El Monte. The District operates six high schools and a community day school. Of these seven schools, six are located in El Monte. The District also operates two Rosemead-El Monte Adult Centers. The District's enrollment for schools within El Monte totals 8,735 high school students.

**Table 5.11-5
El Monte Union High School District Schools Serving El Monte**

<i>School Name and Location</i>	<i>Grades Served</i>	<i>Enrollment, 2008–2009</i>
Arroyo High School 4921 North Cedar Avenue	9–12	2,231
El Monte High School 3048 N. Tyler Avenue	9–12	2,030
Mountain View High School 2900 Parkway Drive	9–12	1,970
Rosemead High School 9063 Mission Dr.	9–12	2,057
Fernando R. Ledesma High School 12347 Ramona Boulevard	11–2	447
Total Current Enrollment		8,735

Source: CDE 2010.

Adult Education

The El Monte/Rosemead Adult Education Center has two established locations, one at 10807 Ramona Boulevard in El Monte and one in Rosemead. The El Monte-Rosemead Adult School’s mission is to “be responsive to the student population and the community that it serves. Classes will be offered to enhance the knowledge and skills necessary to participate effectively as citizens, workers, parents, and family members in a changing society. It is our goal to help students better their quality of life and become life-long learners.” Classes are free of enrollment fees and available for persons over the age of 18. Courses offered include: ESL (English Second Language), GED (High School Level Classes), parental educational programs, and vocational training courses. Business, computer, marketing, manufacturing, cosmetology, campus security, real estate, and teaching are among some of the vocational training courses available.



5.11.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- SS-1 Result in a substantial adverse physical impact associated with the provisions 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 school services.

5.11.3.3 Environmental Impacts

IMPACT 5.11-3: THE PROPOSED PROJECT WOULD GENERATE ABOUT 3,839 NEW STUDENTS WHO WOULD IMPACT THE SCHOOL ENROLLMENT CAPACITIES OF AREA SCHOOLS. [THRESHOLD SS-1]

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Impact Analysis:

Student Generation

The number of students forecast to be generated by buildout of the General Plan Update is shown below in Table 5.11-6.

**Table 5.11-6
Forecast Student Generation, General Plan Buildout
(Net Increase of 5,484 Residential Units)**

	<i>Elementary School (K-6)</i>	<i>Middle School (7-8)</i>	<i>High School (9-2)</i>	<i>Total</i>
Generation Rate ¹	0.4	0.1	0.2	0.7
Total Students Generated	2,194	548	1,097	3,839
New Classrooms Needed	71.1	18.3	36.6	128

Source: Jacobs 2010.

¹ The same generation rates are used for single-family and multi-family units. Student generation rates are from the State Office of Public School Construction, which are used by the demographic consultant for both El Monte Union High School District and El Monte City Schools District, Davis Demographics and Planning.

As shown above in Table 5.11-6, buildout of the General Plan Update is estimated to add about 3,839 students to the school districts serving El Monte, creating a need for roughly 128 new classrooms (at a capacity of 30 students per classroom) with proportional numbers of additional teachers and staff.

Individual developments within the City of El Monte would be required to pay school impact fees under Government Code Section 65995; the amounts of these fees are currently \$2.97 per square foot for residential developments and \$0.47 per square foot for commercial and industrial projects (Becerra 2010). School fees levied by school districts under SB 50 are defined as comprising full mitigation for a project's impacts on public schools.

5.11.3.4 Existing Regulations and Standard Conditions

- **Government Code Section 65995** (SB 50) was enacted in 1998 to address how schools are financed and how development projects may be assessed for associated school impacts. This section provides three ways to determine funding levels for school districts. The default level allows school districts to levy development fees to support school construction necessitated by that development and receive a 50 percent match from state bond money. Based on the current fee structure, any commercial or industrial construction can be assessed a maximum fee of \$0.47 per square foot of chargeable covered and enclosed space. "Chargeable covered and enclosed space" is defined as the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the construction, garage, parking structure, unenclosed walkway, or utility or disposal area. The determination of the chargeable covered and enclosed space within the perimeter of a commercial or industrial structure would be made by the City of El Monte, in accordance with the building standards of the City. Based on the current fee structure for residential developments, construction can be assessed a maximum fee of \$2.97 per square foot. School fees levied by school districts under SB 50 are defined as comprising full mitigation for a project's impacts on public schools.

5.11.3.5 Relevant General Plan Policies and Actions

Parks and Recreation Element

- Support after-school programs that provide educational and recreational activities; coordinate with the school districts to maximize participation in these programs. (Policy 2.2)
- Partner with the community, nonprofits, and schools to provide a wide range of recreation, health, and nutrition programs that foster a healthy lifestyle for residents of all ages. (Policy 2.4)

Public Services and Facilities Element

- Collaborate with El Monte schools to reach youth through high quality after-school/summer programs, child-care programs for parents, diversion programs, and other assistance. (Policy 1.2)
- Continue partnerships with residents, community organizations, and schools to encourage neighborhood and community-oriented crime-prevention programs. (Policy 1.3)
- Support and strengthen gang prevention programs as a means to provide meaningful educational, cultural, vocational, and community service alternatives to young people. (Policy 1.4)
- Continue to expand and improve community outreach and education programs, including bilingual and trilingual outreach, for disaster preparedness, emergency situations, and safety hazards. (Policy 2.4)
- Support private, nonprofit, and public community service organizations that coordinate or provide child care, English translation, after-school programs, recreational activities, and other community services. (Policy 5.1)
- Support the efforts of public and private schools to modernize facilities, provide quality educational materials, and ensure qualified instruction that will equip residents to make productive contributions to society. (Policy 5.4)
- Actively work with school districts to make schools available to the community, including opening ball fields, libraries, auditoriums, and other amenities when school is not in session for recreation and community events. (Policy 5.6)
- Partner with local health service providers, public schools, community service groups, faith-based organizations, and other groups to promote healthy lifestyles and increase the quantity and quality of health care services to residents. (Policy 5.7)
- Seek to expand the role of the Community Services Department so that it is not only a direct service provider, but also a facilitator, collaborator, and coordinator with other social, health, and educational providers within the City. (Policy 5.8)



Public Health and Safety Element

- Prepare residents and business to effectively respond to emergencies by conducting public outreach and educational efforts such as CERT (Community Emergency Response Team) and other efforts. (Policy 7.4)

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5.11.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-3.

5.11.3.7 Mitigation Measures

No mitigation measures are required.

5.11.3.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.11.4 Library Services

5.11.4.1 Environmental Setting

The City of El Monte features two libraries, both operated by the County of Los Angeles Public Library. The El Monte Library, founded in 1890, is at 3224 North Tyler Avenue, near the Cultural Center. The 12,000-square-foot facility presently contains a collection of 100,000 volumes, as well as an extensive collection of publications in English, Spanish, Chinese, and Vietnamese. The Norwood Library is at 4550 North Peck Road in the northeastern part of the City. Norwood library features a 10,000-square-foot facility housing more than 90,000 volumes. Both libraries offer adult and teen programs, summer reading programs for children, meeting rooms, and computer and internet access. Both facilities also boast large selections of job training guides, including the Cesar Chavez Self-Improvement Collection for Job Training and Career Development. Also available are children's computer workstations, internet computer stations, and other learning equipment.

The county library system maintains a standard of 2.75 items (books and other library materials) per capita and 0.50 gross square foot of library facility space per capita. Existing total collection sizes and building areas at the two libraries in the City, compared to County standards for library services, are shown below in Table 5.11-7.

Table 5.11-7
Library Facilities and Collections: Existing Conditions Compared to County Standards

	Existing conditions ¹	County Standards		
		Per Person	Current Population	
			Total	Total Less Existing Conditions
Total building area, square feet	22,000	0.5	62,597	40,597
Total collections, items	Over 190,000	2.75	344,284	Up to 154,284

¹ Existing Conditions describes the two County libraries in the City: El Monte Library and Norwood Library.

As shown in Table 5.11-7, existing library facilities and services in El Monte are substantially below the County's standard for library services.

5.11.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

5.11.4.3 Environmental Impacts

IMPACT 5.11-4: THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL POPULATION INCREASING THE SERVICE NEEDS FOR THE COUNTY'S EL MONTE AND NORWOOD LIBRARIES. [THRESHOLD LS-1]

Impact Analysis:

Buildout of the City of El Monte General Plan would result in an increase in population in the City of El Monte, which is served by the County's El Monte and Norwood libraries. With an anticipated additional population of 24,527 persons in the City, estimated deficiencies in library facilities and collections at General Plan buildout are shown in Table 5.11-8.



Table 5.11-8

Library Facilities and Collections: Existing Conditions compared to General Plan Buildout

	Existing conditions	Per Person	County Standards			
			Current Population		General Plan Buildout	
			Total	Total Less Existing Conditions	Total	Total Less Existing Conditions
Total building area, square feet	22,000	0.5	62,597	40,597	75,418	53,418
Total collections, items	Over 190,000	2.75	344,284	Up to 154,284	414,796	Up to 224,796

As shown in Table 5.11-8, if library facilities and collections in the City are not expanded, buildout of the General Plan Update would increase deficiencies to 53,418 square feet and up to 224,796 items.

There are funding mechanisms in place for new library services. The current sources of revenue for the El Monte and Norwood Libraries are property taxes, County General Fund allocation, special tax, and revenue from fines and fees. The County maintains a library facilities mitigation fee on new residential development projects in all unincorporated areas served by the County of Los Angeles Public Library. Since the fee does not apply to residential development projects in the City, it is recommended that there be discussions regarding future mitigation measures for the impacts of new residential developments on local library services.

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5.11.4.4 Existing Regulations and Standard Conditions

- Los Angeles County Code, Chapter 22.72, Library Facilities Mitigation Fee

5.11.4.5 Relevant General Plan Policies and Actions

Public Services and Facilities Element

- Review development fees, impact fees, and monthly service charges on an annual basis to ensure that adequate revenue is collected to fund the operation and maintenance of existing facilities and construction of new facilities. (Policy 4.4)
- Require the formation of benefit, maintenance or community facilities districts for large projects, specific plan areas, or neighborhood areas that desire or require additional maintenance, facilities, or levels of service. (Policy 4.5)
- Work with the Los Angeles County Library system to upgrade and modernize local libraries to meet the changing needs of residents and the business community. (Policy 5.5)
- Actively work with school districts to make schools available to the community, including opening ball fields, libraries, auditoriums, and other amenities when school is not in session for recreation and community events. (Policy 5.6)

5.11.4.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be significant:

- Impact 5.10-4 Buildout of the General Plan Update would add to existing deficiencies in library facilities and collections in the City.

5.11.4.7 Mitigation Measures

5.11-1 The City shall coordinate with the County of Los Angeles to identify available funding sources to fund expanded or new library facilities necessary to serve existing and future residents associated with implementation of the General Plan Update.

5.11.4.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential impacts associated with library services to a less than significant level.

5.12 RECREATION

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the General Plan Update to impact recreation in the City of El Monte. The potential for adverse impacts on recreational facilities and impacts resulting from the construction of additional recreational facilities is evaluated based on current facilities and their usage.

5.12.1 Environmental Setting

Regulatory Background

Quimby Act (California Government Code 66477)

This State legislation requires the dedication of land and/or payment of fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions. The land and/or fees can be used by the local jurisdictions only for the purposes of developing new or rehabilitating existing park or recreation facilities.

City of El Monte Municipal Code Section 16.034.030 Parkland Dedication

Section 16.034.030 of the City of El Monte Municipal Code requires subdividers to dedicate land, or pay fees, or do both, for park and recreation purposes, including open space purposes, pursuant to the Quimby Act. Quimby Act fees currently charged by the City of El Monte are shown below in Table 5.12-1.



**Table 5.12-1
Quimby Act Fees Charged by the City of El Monte**

<i>Unit Type</i>	<i>Units Per Development</i>	<i>Fees per Unit, \$</i>
Single-Family	1-4	6,032
	5+	8,200
Multi-Family	1-4	5,520
	5+	7,500

Source: Roldan 2010

Existing Conditions

A multitude of recreational opportunities is available within the City of El Monte and in nearby areas. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. The following are existing recreational open space opportunities available to residents within the City of El Monte. Table 5.12-2, *Park and Recreation Facilities in El Monte*, lists existing parklands within the City.

Local Parks

The City of El Monte is regarded as a friendly and family-oriented community with a large portion of its residents in family households. Because it is a dense urban environment, the provision of parks, recreation, and open space is of critical concern to the community. The City of El Monte presently contains 11 local parks covering approximately 50 acres of land. The local park system is anchored by two 10-acre parks—

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Mountain View Park and Pioneer Park. The remaining eight parks are less than five acres in size. The City is pursuing opportunities to work with the local school districts to develop joint public-private parks at or adjacent to local public schools.

Trails and Bikeways

The Los Angeles County Parks and Recreation Department maintains a bike trail along the Rio Hondo Channel corridor in El Monte. The bicycle trail is divided into two sections—Upper Rio Hondo Bike Trail and the San Gabriel River Bike Trail. The Upper Rio Hondo Bike Trail has access locations in El Monte at Pioneer Park and Fletcher Park Way. This trail segment is 8.5 miles and ends at the San Gabriel River Bikeway. The second section of the bike trail, the Los Angeles River – Rio Hondo Channel, continues for 20 miles, arriving in Long Beach. The San Gabriel River Bike Trail offers 28 miles of biking, ending in Long Beach.

Regional Parks

City residents have access to nearby regional parks, including Peck Road Water Conservation Park, Whittier Narrows Recreation Area, and Santa Fe Dam Recreation Area. Peck Road Water Conservation Park is just outside the City's northern boundary; Whittier Narrows Recreation Area is just over one mile south and southwest of the City; and Santa Fe Dam Recreation Area is roughly two miles northeast of the City. El Monte is also participating in a regional planning effort, "the Emerald Necklace," to reclaim and restore open space areas surrounding the San Gabriel and Rio Hondo Rivers. Prior to 1960, lands surrounding the rivers were recreational areas used for swimming, jogging, horse riding, and walking. When the rivers were channelized with concrete to provide flood control, their recreational value was lost. The Sierra Club is partnering with Amigos de los Rios, a nonprofit organization, and cities (including El Monte) to link 1,500 acres of parks and open space surrounding the rivers. The Emerald Necklace will encircle El Monte and South El Monte and provide and link 17 miles of trails, 7 existing parks, and 6 proposed parks.

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**Table 5.12-2
Park and Recreation Facilities in El Monte**

<i>Name and Location</i>	<i>Acres</i>	<i>Park and Recreational Amenities</i>
Arceo Park 3125 North Tyler Ave	3.4	Covered picnic area, two playground areas, wading pool, community band shell, picnic facilities, and public restrooms
Fletcher Park 3404 Fletcher Parkway	2.9	Covered picnic area, picnic tables, outdoor lighted basketball court, playground, and public restrooms.
Pioneer Park 3535 Santa Anita Ave	10.9	Lighted Little League and pony-colt baseball diamonds, picnic tables, playground, meeting facility, and public restrooms.
Rio Vista Park 4275 Ranger Avenue	1.5	Playground, picnic tables, and public restroom. Joint-use agreement with Rio Vista Elementary School.
Baldwin Mini Park 3750 Baldwin Avenue	0.5	Outdoor basketball court, small playground, covered picnic area, and public restrooms.
Lambert Park 11431 McGirk Street	9.3	Community Center with auditorium, meeting rooms, kitchen; indoor gym with basketball court, portable volleyball courts; baseball fields, wading pool, covered picnic shelter, and additional picnic tables. Frank Wright Elementary School, next to the park, uses the park's outdoor sports facilities.
Mountain View Park 12127 Elliott Avenue	10.1	Community Center with auditorium, meeting rooms, kitchen, play area, covered picnic area, wading pool, lighted softball, two lighted outdoor basketball courts, lighted Little League baseball field, and restrooms.
Zamora Park 3820 Penn Mar Avenue	5.2	Community Center building with auditorium, meeting rooms, and kitchen, play area, covered picnic area, wading pool, playground, and public restrooms.
Santa Fe Trail Park 3675 Santa Anita Ave	0.5	Historical Landmark, Official California State Historical Marker, Osmond House from 1800's, and Conestoga Wagon.
Lashbrook Park 3141 Lashbrook St	1.8	Neighborhood park and rest stop for the bike trail on the Rio Hondo River. Part of the Emerald Necklace; opened in 2005.
Gibson Park Gibson Rd	4.3	In progress; once finished, visitors and school children can come to learn about the natural history and resources of this area
Total	50.4	

Sources: City of El Monte 2005



Urban Forest

In our urban environment, trees provide many benefits to communities. They provide shade for residents, reduce air pollutants, beautify neighborhoods, and create a sense of place. El Monte is a highly urbanized area with no native stands of trees. However, the City does have a present inventory of approximately 18,000 parkway trees, which are maintained by City staff.

The City has approved five species of trees for street trees: crape myrtle, ficus, camphor, olive, and weeping willow. Other tree species in El Monte include palm, magnolia, pine, California oak, eucalyptus, Chinese and Japanese elm, silver maple, and several other species. Amigos de Los Rios was awarded an Environmental Enhancement and Mitigation grant for urban forestry projects in El Monte, but the grant funding was temporarily suspended by the governor as part of budget negotiations.

Recreational Programs and Facilities

The City of El Monte places great emphasis on recreation opportunities for residents of all ages. Much of the community-building activities and events in El Monte are sponsored by the City of El Monte Community Services Department. These programs and events promote civic pride, foster community spirit, and help residents get to know one another. El Monte offers a diverse range of recreational programs for youth, adults,

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and seniors. City community facilities provide a focal point for many active sports, culture and history, and senior services as well.

Aquatics

The El Monte Aquatics Center is located at the Cultural Center complex along Tyler. The Aquatic Center complex is a state-of-the-art center that includes four pools (indoor and outdoor), associated facilities, multipurpose room, meeting rooms, and also kitchen facilities. The Aquatic Center hosts a wide range of programs and activities for residents of all ages, including adult swim lessons, children's swim lessons, diving lessons, senior classes, lap swimming, and the El Monte Sharks Aquatics Club, a competitive swim team for children ages six to eighteen.

Children and Youth

The City partners with agencies and businesses to offer sports lessons, classes, and teams for children and teens. Park Pee-Wee Sports offers elementary-age boys and girls leagues for basketball, baseball, indoor soccer, and cheerleading. Other classes for children and teens include acting, vocal music, karate, gymnastics, and tumbling. City Recreation staff also partners with the Mountain View Elementary School District to offer the After School Youth and Playground Programs on weekday afternoons. Supervised activities include soccer, basketball, volleyball, and flag football. The After School Program sponsors an "athletes first, winning second" philosophy and has a no cut policy, encouraging children of all skill levels to join. All residents of El Monte are eligible to attend and participate.

Adult Sports and Activities

Sports and aerobics classes are also offered for adult residents of El Monte. Adult sports teams are organized by the Community Services Department and include softball, golf, soccer, flag football, and basketball. The Aquatic Center offers adult swim lessons, lap swimming, scuba classes, and a variety of aerobic classes.

Older Adults

The Jack Crippen Senior Center has been chosen by the Los Angeles County Department of Senior and Community Services as a station for information regarding aging, health care, and City services available for seniors. The City provides a wide range of support services, activities, and classes for seniors, including financial and legal planning seminars, health care, the AARP Driver Safety Program, and tours. Enrichment and educational classes are also offered in arts and crafts, martial arts, exercise, foreign language, and music.

Special Events

The City sponsors a wide variety of community events for residents to celebrate holidays and El Monte's rich cultural heritage. Favorite holiday events include the Holiday House, a tradition for over 30 years, attracting 15,000 residents each year to a festive winter wonderland at the Community Center. During the summer, the City sponsors its Concerts in the Park series, drawing 2,500 residents at each show. El Monte is committed to youth and for the past 10 years has sponsored a Children's Day Parade and Festival, attended by 10,000 residents each year.

El Monte Historical Museum

This museum documents El Monte's history as a destination for pioneers on the Santa Fe Trail, focusing on important events in El Monte's history since 1849. The El Monte Historical Museum has items from the first pioneers from Independence, Missouri who settled in El Monte and made it the first township in Los Angeles

County. It also focuses on El Monte during World War I and World War II, and showcases Gay's Lion Farm. Centrally located in the Cultural Center, the El Monte Historical Museum is located at 3150 Tyler Avenue in El Monte.

La Historia Society Museum

The La Historia Society Museum, located at 3240 North Tyler Avenue in El Monte, pays tribute to Latino history in of El Monte. This museum commemorates El Monte and South El Monte's nine historical barrios: Canta Ranas, Wiggin's Camp, La Seccion, Las Flores, Chino Camp, Medina Court, La Granada, La Mission, and Hicks Camp. It highlights contributions from the City's diverse present and past cultures, including Latinos, Japanese, Californians, Gabrielino Indians, and the first pioneers. Additional highlights include more than 650 photographs and documents showing the history of segregation, civil rights leaders in the region, and extensive documentation of El Monte residents who fought overseas in various wars.

El Monte Community Center

Situated across Tyler Avenue from Arceo Park, the El Monte Community Center is the cultural centerpiece of the community. The facility is home to the Grace Black Auditorium, City offices, and the new Aquatic Center.

Chinese Cultural Center

In 1992, the Taiwan Economic and Cultural Office of Los Angeles established the Chinese Culture Center in El Monte. The Center is dedicated to assisting the growing Chinese communities in the San Gabriel Valley and to promote Chinese culture and knowledge. The Chinese Cultural Center, located in Flair Business Park, offers a library, Chinese Garden, classes, and many events.



5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- R-1 Would 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.
- R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.12.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.12-1: BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE WOULD GENERATE ADDITIONAL RESIDENTS THAT WOULD INCREASE THE USE OF EXISTING PARK AND RECREATIONAL FACILITIES. [THRESHOLD R-1]

Impact Analysis: Buildout of the proposed General Plan Update is forecast to add about 5,484 residential units and 24,527 residents to the City; the population increase would be about 19.6 percent of the 2009 population of 125,194. Thus, the General Plan Update is expected to increase demands for park and recreational facilities by roughly 20 percent. Developments approved and built pursuant to the General Plan Update would be required to pay Quimby Act fees to the City for parks and recreation purposes. Quimby Act fees may be used for rehabilitating existing parks and recreation facilities.

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IMPACT 5.12-2: IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD GENERATE ADDITIONAL POPULATION, INCREASING THE NEED TO PROVIDE NEW AND/OR EXPANDED RECREATIONAL FACILITIES. [THRESHOLD R-2]

Impact Analysis: The General Plan Update is not a development project, and therefore does not include or require the construction of recreational facilities that would result in any environmental impacts. The implementation of the General Plan Update may result in the construction or expansion of recreational facilities; however, the scope, nature and location of these facilities is unknown at this time. Buildout of the General Plan Update is forecast to result in a roughly 20 percent increase in the City's population and cause a proportional increase in demands for park and recreation facilities.

The existing General Plan, as well as the proposed General Plan Update, contains a standard of two acres of parkland per each 1,000 residents. To meet the standard the City would need to add about 49.05 acres of parkland. As nearly the entire City is built out, it is unlikely that 49 acres of land could be found for development into parkland. Quimby Act fees may be used for rehabilitating existing parks and recreation facilities. The General Plan Update contains goals, policies, and actions to mitigate potential adverse impacts to the environment that may result from buildout of the General Plan, including expansion of parks and recreational facilities. In addition, specific future park and recreation facility development projects would require independent CEQA review.

5.12.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to recreation include:

Community Design Element

- Balance the achievement of the functional, design, pedestrian, and aesthetics goals and policies for commercial corridors as set forth in the Circulation and Parks and Recreation Elements. (Policy 2.1)
- Create an Emerald Necklace of linear trails and parks along the Rio Hondo and San Gabriel Rivers that offers ample greenery, trees, and open space to beautify the city. (Policy 3.6)
- Develop a network of community and neighborhood parks within each residential neighborhood, with smaller green areas in commercial and industrial areas. (Policy 3.7)
- Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statutes, and other features; link the public parks across Telstar or major streets through a series of landscaped paths that allow for pedestrian movement. (Policy 6.10)
- Create signature central parks, equipped with fountains, landscaping, monuments, cultural and historical markers, public art, and pedestrian amenities as a focal point and landmark serving and symbolizing Flair Park's role. (Policy 6.11)
- Consistent with policy direction set forth in the Parks and Recreation Element, provide adequate parks and open space within each neighborhood planning area, with an emphasis on placing parks near to residences through implementation of:
 - Joint use park and school facilities
 - Greenways along key streets
 - Emerald Necklace improvements

- Community forest along public rights-of-way
- Community gardens where possible (Policy 9.6)

Land Use Element

- Provide sufficient quality parks, open space, greenways, trails, and recreational facilities that meet community needs through the implementation of the goals and policies set forth in the Parks and Recreation Element. (Policy 4.3)

Housing Element

- Strengthen neighborhood fabric and identity through parks and recreation services, cultural and historic features, public art, neighborhood events, as well as resident participation in planning and improvement of their neighborhoods. (Policy 1.6)
- Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities. (Policy 2.3)

Parks and Recreation Element

- Ensure that two acres of useable and developed parkland, including an appropriate range of age-appropriate recreational amenities, are provided each 1,000 residents. (Policy 1.1)
- Encourage variety in the design and intended function of park and recreational facilities to reflect the demographics and needs of the community. (Policy 1.2)
- Ensure that each neighborhood has, to the extent feasible, adequate park and recreation resources and that all residences are located within walking distance of a park. (Policy 1.3)
- Partner with the City's local school districts and nonprofit organizations to foster the joint use, development, and maintenance of parks and provision of recreational services. (Policy 1.4)
- Maintain park and recreational facilities to ensure a high quality recreational experience for residents and retrofit and modernize parks as necessary. (Policy 1.5)
- Enhance the safety of parks through incorporation of the latest in playground design, crime prevention technology, and police and community-based patrols. (Policy 1.6)
- Dedicate and raise sufficient funds to finance regular and adequate levels of maintenance, rehabilitation, and modernization of all park and recreation facilities, including the community forest. (Policy 1.7)
- Instill a sense of ownership in parks by engaging residents in the planning, maintenance, development, and enhancement of parks as opportunities arise. (Policy 1.8)
- Incorporate a diversity of public art expressions within parks and open space that reflect the multicultural influences, historical diversity, and heritage of El Monte. (Policy 1.9)



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- Ensure residents have equal opportunities to participate in recreational activities and programs regardless of their age, economic status, disability, or other arbitrary factors. (Policy 2.1)
- Support after-school programs that provide educational and recreational activities; coordinate with the school districts to maximize participation in these programs. (Policy 2.2)
- Ensure recreational program and service fees are charged, to the extent feasible and desirable, that recover an appropriate level of costs for the particular activity. (Policy 2.3)
- Partner with the community, nonprofits, and schools to provide a wide range of recreation, health, and nutrition programs that foster a healthy lifestyle for residents of all ages. (Policy 2.4)
- Define recreational needs, priorities, and programs in El Monte, and the City's optimum role in collaborating and facilitating the provision of recreational programs. (Policy 2.5)
- Provide active recreation facilities (e.g., sports fields) in quantities and types that address the demands of El Monte residents and businesses in the City. (Policy 2.6)
- Ensure adequate maintenance, rehabilitation, and modernization of recreational facilities to ensure their long-term utility through a facility management plan and funding. (Policy 2.7)
- Enhance options for residents to access community centers and other recreational facilities through transit, safe routes, bicycle routes, and walking paths. (Policy 2.8)
- Support and foster opportunities for public art, educational, cultural appreciation as an important recreational activity for residents of all ages and abilities. (Policy 2.9)
- Create a variety of scales of parks, including miniparks, neighborhood parks, joint-use facilities, and other recreational resources linked to the Emerald Necklace. (Policy 3.1)
- Develop Peck Water Conservation Park into an open space resource, with areas for water recreation, open space, habitat, and passive and active recreation. (Policy 3.2)
- Develop an interconnected network of multiuse trails and related facilities for horseback riding, bicycling, hiking, and jogging in the washes and along the rivers of the Emerald Necklace. (Policy 3.3)
- Seek to restore and protect native habitat and landscaping that sustains plants and wildlife species along the banks of rivers, lakes, and washes in the Emerald Necklace. (Policy 3.4)
- Improve the watershed through water conservation, water quality protection and restoration, best management practices, and control of stormwater pollutants. (Policy 3.5)
- Play a leadership role in the Emerald Necklace Accord in implementing projects, securing funding, promoting safety, bringing together partners, and encouraging ongoing support. (Policy 3.6)
- Promote safety of Emerald Necklace visitors and residences along the rivers through the coordination of activities with the Emerald Necklace Safety and Security Task Force. (Policy 3.7)

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- Explore financing means through state and federal grants, City contributions, and donations from individuals, business, the nonprofit sector, and philanthropic community. (Policy 3.8)
- Engage public support for the Emerald Necklace through community stewardship projects, school programs, outdoor classrooms, community events, the arts, and other venues. (Policy 3.9)
- Place green infrastructure along freeways, utility corridors, major roadways, public rights-of-way, near schools, in neighborhoods, and along the Emerald Necklace. (Policy 4.1)
- Create green infrastructure along residential streets and arterials that link residents to schools, parks, neighborhoods, the downtown, and other destinations. (Policy 4.2)
- Create linear parks along the Emerald Necklace and its tributaries through the acquisition, improvement, conversion, and restoration of land along the rivers and washes. (Policy 4.3)
- Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and the community forest. (Policy 4.4)
- Create a network of paths and sidewalks that are safe and accessible to all people, with pedestrian amenities that connect residences to schools, parks, shopping, and public facilities. (Policy 5.1)
- Create a bicycle path network which is consistent with the Circulation Element, Emerald Necklace Vision, and supports the MTA bicycle hub concept. (Policy 5.2)
- Support the enhancement and restoration of the six washes and two natural creeks that flow into the Emerald Necklace with linear parks, trails, and green infrastructure. (Policy 5.3)
- Preserve areas suitable for horseback riding, including the Emerald Necklace, and consider additional public easements for the development of equestrian trails. (Policy 5.4)
- Raise public awareness of the health benefits of walking and bicycling, the safe use of the streets and sidewalks, and the availability of trails, bicycle routes, and greenways. (Policy 5.5)
- Support a circulation plan for Downtown El Monte which links the City Hall, Valley Mall, Fletcher Park, the Emerald Necklace, and surrounding residential areas and businesses. (Policy 5.6)
- Initiate and maintain dialog with Emerald Necklace Coalition members and federal and state governments to coordinate access and maintenance of trails that cross jurisdictional boundaries. (Policy 5.7)
- Seek to develop trails and related facilities for horseback riding, bicycling, hiking, and jogging along the washes that interconnect with open spaces and recreation areas. (Policy 5.8)



Public Services and Facilities Element

- Support private, nonprofit, and public community service organizations that coordinate or provide child care, English translation, after-school programs, recreational activities, and other community services. (Policy 5.1)

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5.12.5 Existing Regulations and Standard Conditions

State

- Quimby Act, Government Code Section 66477

City of El Monte

- Municipal Code Section 16.034.030

5.12.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-1 and 5.12-2.

5.12.7 Mitigation Measures

No mitigation measures have been identified.

5.12.8 Level of Significance After Mitigation

Recreation impacts would be less than significant.

5.13 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the El Monte General Plan Update to result in transportation and traffic impacts in the City of El Monte and its Sphere of Influence (SOI). The analysis in this section is based in part on the following technical reports:

- *El Monte General Plan EIR Traffic Study*, The Mobility Group, March 10, 2010.
- *Proposed El Monte General Plan Update Traffic Impact Analysis*, RBF Consulting, November 2010.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Volume II, Appendices F1 and F2.)

5.13.1 Environmental Setting

Traffic Analysis Methodology

The Mobility Group conducted a traffic analysis (see Appendix F1) to quantify and assess existing and future traffic conditions for roadway segments (see Appendix F1). The traffic study prepared by RBF Consulting (see Appendix F2) assessed existing and future traffic conditions for City intersections, state highway intersections, state highway freeway mainline segments, and state highway on- and off-ramps (see Appendix F2).

Roadway Segment Analysis

The traffic forecasts were based on the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) Regional Travel Model. This model was used as it accounts for adopted regional socioeconomic growth projections and includes all planned regional transportation improvements. Therefore the model reflects the implications of these growth projects on the local and regional transportation network. Lastly, by using the adopted SCAG projects, the proposed General Plan forecasting process would be consistent with the SCAG regional transportation planning process. Traffic forecasts are link-based only and therefore only prepared for roadway segments.

Level of service (LOS) is a measure of the efficiency of a section of roadway. LOS is expressed by a letter designation (A through F) that represents the traffic flow characteristics on a roadway. LOS A represents the best conditions and LOS F the worst conditions. Generally, urban areas use a standard of performance goal of LOS D, or LOS E in certain areas such as in/near downtowns, major commercial centers, along major roadway corridors, and near/at freeway interchanges. The LOS is defined by comparing the volume of traffic on a segment of roadway to the vehicle capacity of that roadway, to obtain a volume-to-capacity (V/C) ratio. Table 5.13-1 defines and describes the levels of service and the corresponding V/C ranges representing each level of service.



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**Table 5.13-1
Roadway Levels of Service**

LOS	Interpretation	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601–0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701–0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801–0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901–1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	>1.001

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and Interim Materials on Highway Capacity, MCHRP Circular 212, 1982.

Table 5.13-2 shows the roadway capacities used in the assessment of traffic conditions in the City of El Monte. These are based on the number of traffic lanes, the typical proportion of green time at key intersections, and the effects of any side friction such as parking and turn lanes, and are similar to practices in other jurisdictions. Capacities are higher for major roadways, as more traffic signal green time is allocated to those roadways. These capacities are used in the evaluation of the adequacy of the roadway system. The level of service for each key roadway segment in the City was calculated by comparing the peak hour traffic volume to the roadway capacity to obtain a volume/capacity ratio and corresponding level of service.

**Table 5.13-2
Roadway Capacities by Type**

Roadway Type	No. of Lanes	Daily Capacity (Vehicles)	Peak Hour Capacity Per Lane (veh/hour)
Major Arterial	6	60,000	800
Major Arterial	4	40,000	800
Secondary Arterial	4	35,000	700
Collector Street	2	15,000	600

Source: HCM 2000.

Intersection Analysis

The Intersection Capacity Utilization (ICU) analysis method is utilized by the City of El Monte, City of South El Monte, City of Rosemead, and City of Temple City to determine the operating LOS of signalized intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding Volume/Capacity (V/C) ratios shown in Table 5.13-3 below. Traffix 8.0 software was utilized to determine the level of service at the study intersections.

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**Table 5.13-3
V/C and LOS Ranges for Signalized Intersections**

<i>Demand/Capacity (D/C) Ratio</i>	<i>Level of Service (LOS)</i>
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Source: RBF 2010.

The City of El Monte utilizes the Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of unsignalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A to LOS F, based on the corresponding stopped delay experienced per vehicle for unsignalized intersections as shown in Table 5.13-4 below. Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

**Table 5.13-4
LOS and Delay Ranges for Unsignalized Intersections**

<i>Level of Service (LOS)</i>	<i>Delay (seconds/vehicle)</i>
	<i>Unsignalized Intersections</i>
A	< 10.0
B	> 10.0 to ≤ 15.0
C	> 15.0 to ≤ 25.0
D	> 25.0 to ≤ 35.0
E	> 35.0 to ≤ 50.0
F	> 50.0

Source: RBF 2010.



State Highway Intersection Analysis

Caltrans advocates the use of HCM intersection analysis methodology to analyze the operation of signalized and unsignalized intersections. HCM analysis methodology describes the operation of an intersection using a range of LOS from A to F based on corresponding stopped delay experienced per vehicle, as shown in Table 5.13-5.

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**Table 5.13-5
State Highway LOS and Delay Ranges**

Level of Service (LOS)	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< 10.0	< 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: RBF 2010.

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach. The Caltrans target for peak hour intersection operation is LOS D or better.

State Highway Freeway Segment Analysis

Caltrans also advocates the use of HCM analysis methodology to analyze the operation of freeway segments. This methodology also describes the operation of freeway segment components LOS A to LOS F; however, the LOS is based on the corresponding density (passenger cars/miles/lane) shown in Table 5.13-6.

**Table 5.13-6
V/C and LOS Ranges for Signalized Intersections**

Level of Service (LOS)	Freeway Segments – Density (pc/mi/ln)	Merge/Diverge Areas – Density (pc/mi/ln)	Weaving Segments – Density (pc/mi/ln)
A	≤ 11	≤ 10	≤ 10
B	11.01 ≤ 18.00	10.01 ≤ 20.00	10.01 ≤ 20.00
C	18.01 ≤ 26.00	20.01 ≤ 28.00	20.01 ≤ 28.00
D	26.01 ≤ 35.00	28.01 ≤ 35.00	28.01 ≤ 35.00
E	35.01 ≤ 45.00	> 35.00	35.01 ≤ 43.00
F	> 45.00	Demand Exceeds Capacity	> 43.00

Source: RBF 2010.

Note: pc/mi/ln = passenger cars per mile per lane

Existing Roadway Network

The City's circulation system is served by three freeways, an airport, one mainline of the Union Pacific Railroad (UPRR), and the Los Angeles County Metropolitan Transportation Authority, a system of arterial roadways and local streets. The three regional freeways include Interstate 10 (I-10), Interstate 605 (I-605) and State Route 60 (SR-60). The principal regional access to the City is by I-10, which traverses east-west through the City. This facility general has five general-purpose lanes in each direction. The I-605 runs in a north-south direction east of the City. The SR-60 is south of the City and runs in an east-west direction. The City's roadway network is shown in Figure 5.13-1, *City Roadway System*.

Roadways

The existing roadway classifications are shown in Figure 5.13-2 and are outlined below. The existing roadway network classifies streets into the following categories:

Major Arterial roadways in the City consist mainly of four-lane roadways, except for a few roadway segments that are six lanes. The following are the major arterial roadways within the City:

- Valley Boulevard – 4-lane east–west roadway
- Garvey Avenue – 4-lane east–west roadway
- Rosemead Boulevard – 4-lane north–south roadway; 6-lane north–south between I-10 and Garvey Avenue
- Baldwin Avenue (north of I-10) – 4-lane north–south roadway
- Santa Anita Avenue – 4-lane north–south roadway; 6-lane north–south roadway between Valley Boulevard and I-10
- Peck Road – 4-lane north–south roadway; 6-lane north–south roadway between Valley Boulevard and Ramona Boulevard.
- Durfee Avenue (south of Valley Boulevard) – 4-lane north–south roadway

Secondary Arterial roadways in the City primarily consist of four-lane roadways except for a couple roadway segments that are two lanes. The following are the secondary arterial roadways within the City:

- Lower Azusa Road – 4-lane east–west roadway
- Ramona Boulevard – 4-lane east–west roadway
- Arden Drive – 4-lane north–south roadway
- Tyler Avenue – 4-lane north–south roadway between Santa Anita Avenue and Garvey Avenue; 2-lane north–south roadway between Ramona Boulevard and between I-10 and Garvey Avenue
- Mountain View Avenue – 4-lane north–south roadway between Valley Boulevard and Peck Road

Collector Streets consist primarily of two lanes except for Durfee Avenue between Ramona Boulevard and Garvey Avenue, which has four lanes. The following are the collector streets within the City:

- Bryant Road – 4-lane east–west roadway
- Stewart Street – 4-lane north–south roadway
- Mildred Street – 2-lane east–west roadway
- Potrero Avenue – 2-lane east–west roadway south of Garvey Avenue



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- Merced Avenue – 2-lane east roadway
- Central Avenue – 2-lane north–south roadway south of Garvey Avenue
- Tyler Avenue – 2-lane north–south roadway south of Garvey Avenue
- Cogswell Road – 2-lane north–south roadway
- Durfee Avenue – 2-lane north–south roadway between Ramona Boulevard and Valley Boulevard; 4-lane north–south roadway between Ramona Boulevard and Garvey Avenue

Rail Lines and Crossings

Two rail lines traverse the City of El Monte. The UPRR Alhambra Subdivision line begins at the Ports of Los Angeles/Long Beach and runs through Los Angeles, Pomona, Colton, and to points farther east; it runs in a northwest to southeast direction and bisects the City diagonally. This subdivision line serves both freight and Metrolink trains. The Metrolink San Bernardino line follows the I-10 until the Rio Hondo River, then heads north and adjoins with the UPRR line.

Existing Intersection Network

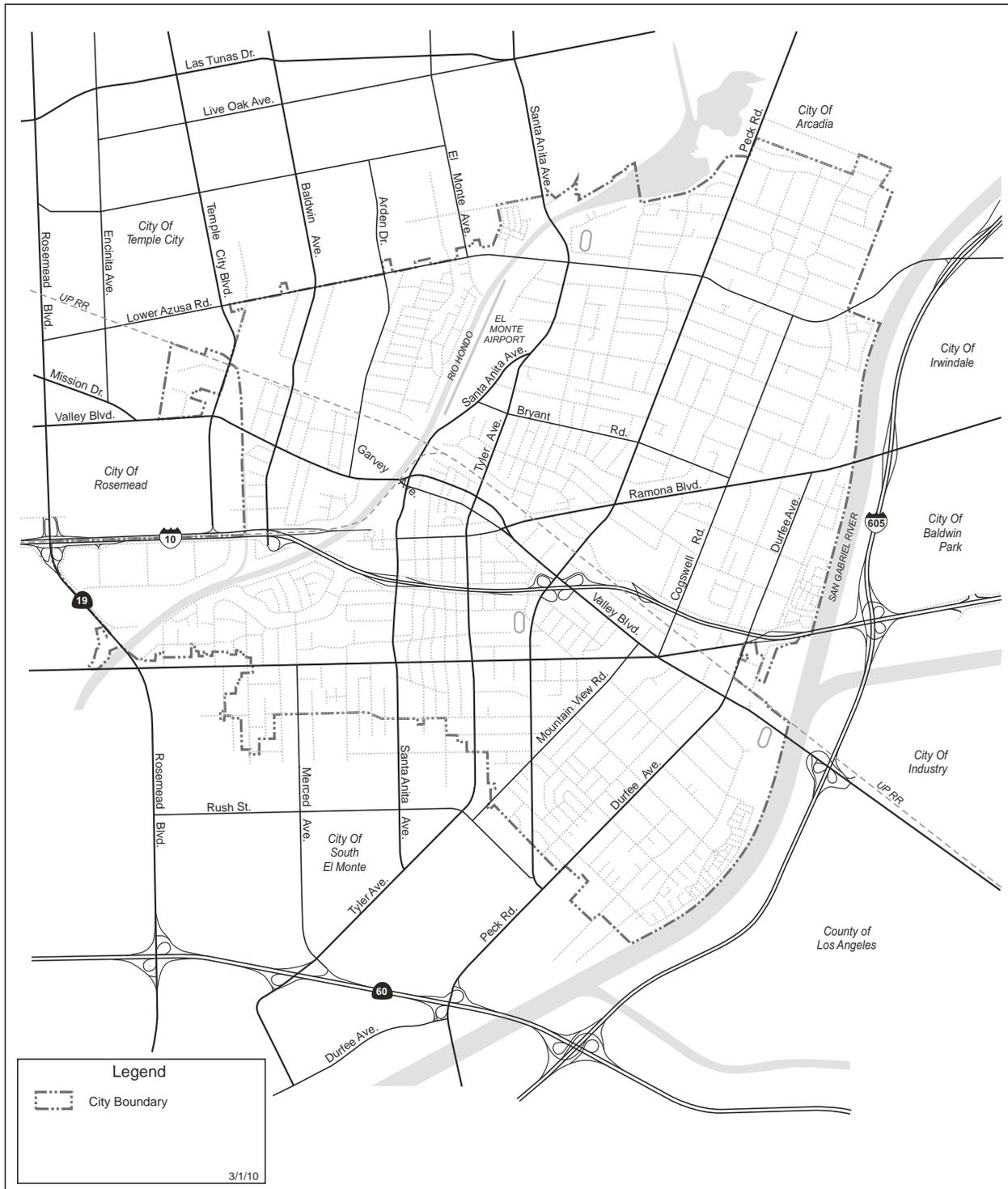
Fifty-five intersections were included in the study area for the purposes of this analysis. The list of intersections can be found in Appendix F2. The locations of the study area intersections are shown on Exhibit 2 in the RBF traffic impact analysis (see Appendix F2). It should be noted that 31 percent of the intersections analyzed are not wholly within the City of El Monte's jurisdiction. One intersection is under the jurisdiction of the City of Temple City, three intersections are under the shared jurisdiction of the City of El Monte and the City of Temple City, one intersection is under the jurisdiction of the City of Rosemead, three intersections are under the jurisdiction of the City of South El Monte, fifteen intersections are under the jurisdiction of Caltrans, and the remaining intersections are under the jurisdiction of the City of El Monte.

Exiting Traffic Conditions

The existing roadway daily traffic volumes are shown in Figure 5.13-3, Existing Daily Traffic Volumes. The most heavily traveled roadway within the City is Rosemead Boulevard, with 53,500 vehicle trips per day between I-10 and Garvey Avenue. Other heavily traveled roadways are Santa Anita Avenue between I-10 and Lower Azusa Road, with 30,000 to 39,000 daily vehicle trips; Peck Road between I-10 and Lower Azusa Road, with 28,000 to 36,000 daily vehicle trips; and Valley Boulevard, with 20,000 to 41,000 vehicle trips. Between the three freeways, SR-60 has the highest average daily traffic volumes, ranging from 243,000 to 244,000 daily vehicle trips. The I-10 averages 213,000 to 237,000 daily vehicle trips while the I-605 averages between 186,000 to 233,000 daily vehicle trips.

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City Roadway System



Source: The Mobility Group 2010

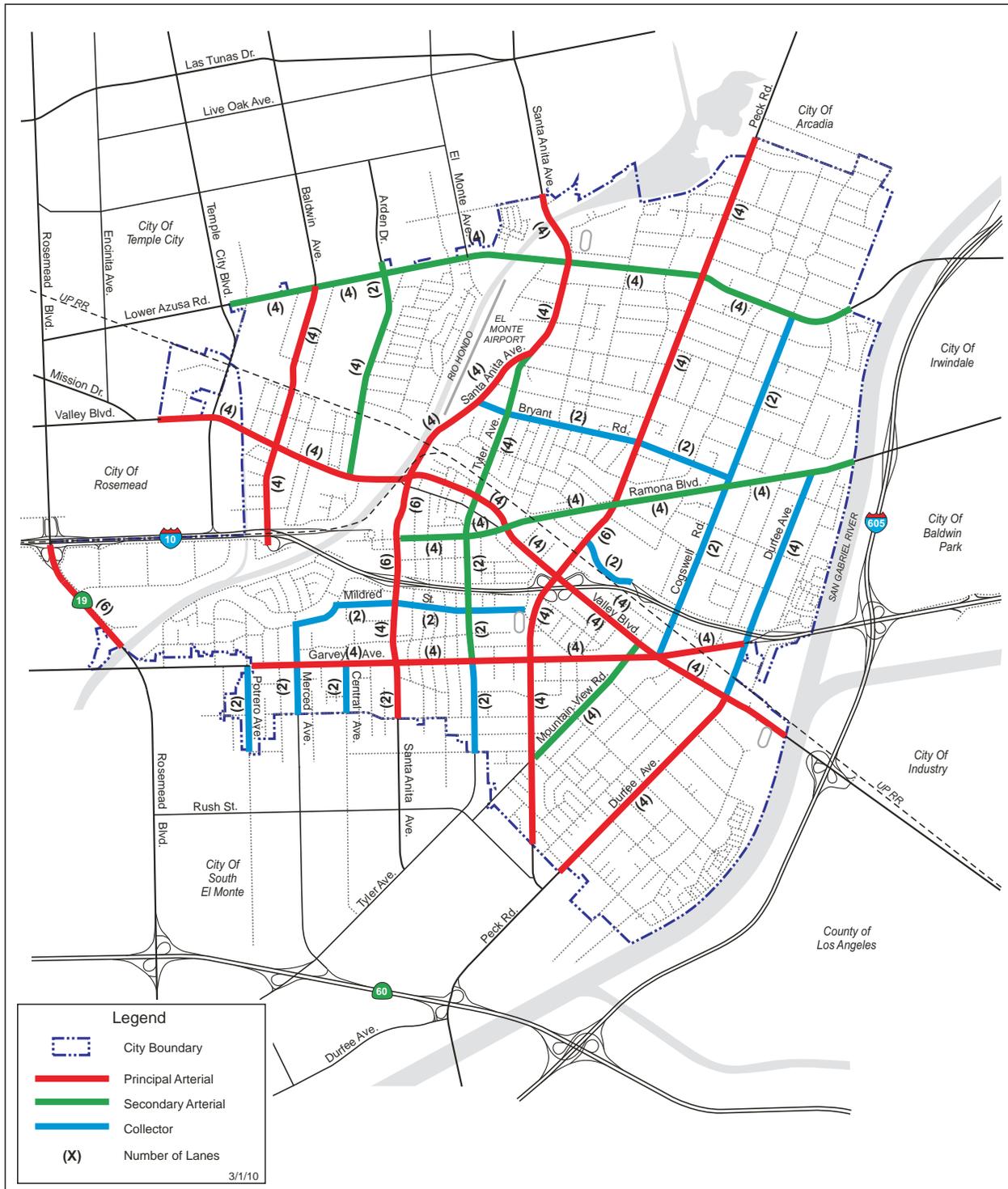
5. *Environmental Analysis*

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Existing Roadway Classifications



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Scale (Feet)



Source: The Mobility Group 2010

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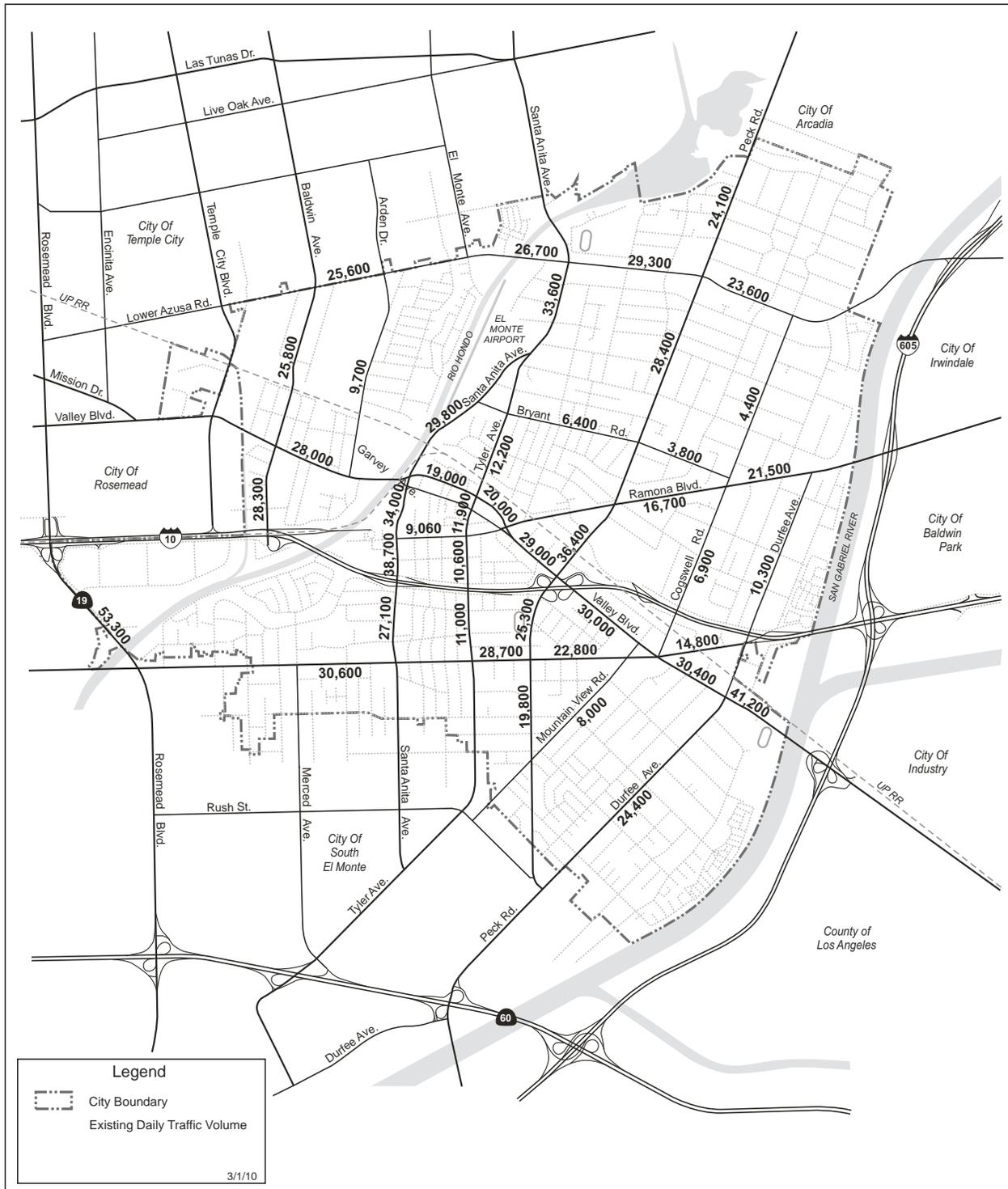
5. *Environmental Analysis*

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Existing Daily Traffic Volumes



Source: The Mobility Group 2010

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Existing Roadway Traffic Level of Service Analysis

The level of service for the AM and PM peak hours are summarized in Table 5.13-7. Figures 5.13-4 and 5.13-5 show those roadway segments with an AM and PM peak hour level of service of LOS D, LOS E, or LOS F.

**Table 5.13-7
Existing Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	AM Peak Hour			PM Peak Hour				
		EB/NB V/C Ratio	LOS ¹	WB/SB V/C Ratio	LOS	EB/NB Volume	LOS	WB/SB Volume	LOS
Lower Azusa Road									
Baldwin Ave to Arden Dr	4	0.564	A	0.864	D	0.929	E	0.546	A
Arden Dr to Santa Anita Ave	4	0.518	A	0.907	E	0.829	D	0.675	B
Santa Anita Ave to Peck Rd	4	0.507	A	1.025	F	0.886	D	0.757	C
Peck Rd to Cogswell Rd	4	0.464	A	0.689	B	0.818	D	0.500	A
Bryant Road									
Tyler Ave to Peck Rd	2	0.383	A	0.575	A	0.683	B	0.350	A
Peck Rd to Cogswell Rd	2	0.200	A	0.250	A	0.383	A	0.275	A
Valley Boulevard									
Baldwin Ave to Arden Dr	4	0.534	A	0.903	E	0.797	C	0.581	A
Santa Anita Ave to Tyler Ave	4	0.341	A	0.609	B	0.528	A	0.441	A
Tyler Ave to Ramona Blvd	4	0.406	A	0.556	A	0.541	A	0.447	A
Ramona Blvd to Peck Rd	4	0.556	A	0.788	C	0.763	C	0.653	B
I-10 Freeway to Garvey Ave/Cogswell Rd	4	0.519	A	0.750	C	0.816	D	0.694	B
Garvey Ave/Cogswell Rd to Durfee Ave	4	0.591	A	0.741	C	0.834	D	0.91	B
Durfee Ave to City Limit (East) - San Gabriel River	4	0.722	C	0.969	E	1.216	F	0.869	D
Ramona Boulevard									
Santa Anita Ave to Tyler Ave	4	0.236	A	0.275	A	0.357	A	0.254	A
Peck Rd to Cogswell Rd	4	0.264	A	0.621	B	0.529	A	0.393	A
Cogswell Rd to Durfee Ave	4	0.436	A	0.700	B	0.704	C	0.489	A
Garvey Avenue									
Merced Ave to Santa Anita Ave	4	0.538	A	0.806	D	0.919	E	0.600	A
Tyler Ave to Peck Rd	4	0.469	A	0.806	D	0.828	D	0.569	A
Peck Rd to Cogswell Rd/Valley Blvd	4	0.363	A	0.622	B	0.728	C	0.484	A
Cogswell Rd/Valley Blvd to Durfee Ave	4	0.491	A	0.241	A	0.313	A	0.428	A
Rosemead Boulevard									
I-10 Freeway to City Limit (South) – Garvey Ave	6	0.731	C	1.071	F	0.763	C	0.902	E



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**Table 5.13-7
Existing Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	AM Peak Hour			PM Peak Hour				
		EB/NB V/C Ratio	LOS ¹	WB/SB V/C Ratio	LOS	EB/NB Volume	LOS	WB/SB Volume	LOS
Baldwin Avenue									
Lower Azusa rd to Valley Blvd	4	0.484	A	0.606	B	0.709	C	0.481	A
Valley Blvd to I-10 Freeway	4	0.513	A	0.781	C	0.763	C	0.606	B
Arden Drive									
Lower Azusa Rd to Valley Blvd	4	0.214	A	0.414	A	0.300	A	0.307	A
Santa Anita Avenue									
Lower Azusa Rd to Tyler Ave	4	0.663	B	0.869	D	0.941	E	0.800	C
Bryant Rd to Valley Blvd	4	0.522	A	0.831	D	0.894	D	0.563	A
Valley Blvd to Ramona Blvd	6	0.431	A	0.558	A	0.571	A	0.492	A
Ramona Blvd to I-10 Freeway	6	0.563	A	0.513	A	0.658	B	0.531	A
Mildred St to Garvey Ave	4	0.516	A	0.703	C	0.831	D	0.553	A
Tyler Avenue									
Bryant Rd to Valley Blvd	4	0.254	A	0.475	A	0.493	A	0.350	A
Valley Blvd to Ramona Blvd	4	0.279	A	0.364	A	0.496	A	0.429	A
Ramona Blvd to I-10 Freeway	2	0.571	A	0.486	A	0.757	C	0.729	C
I-10 Freeway to Garvey Ave	2	0.593	A	0.636	B	0.807	D	0.771	C
Peck Road									
City Limit (North) – Rio Hondo Pkwy to Lower Azusa Rd	4	0.641	B	0.444	A	0.569	A	0.666	B
Lower Azusa Rd to Bryant Rd	4	0.678	B	0.684	B	0.722	C	0.688	B
Ramona Blvd to Valley Blvd	6	0.394	A	0.642	B	0.648	B	0.465	A
I-10 Freeway to Garvey Ave	4	0.447	A	0.788	C	0.656	B	0.675	B
Garvey Ave to Mountain View Rd	4	0.347	A	0.563	A	0.541	A	0.528	A
Cogswell Road									
Lower Azusa Rd to Bryant Rd/Ramona Blvd	2	0.342	A	0.375	A	0.325	A	0.325	A
Ramona Blvd to Valley Blvd/Garvey Ave	2	0.292	A	0.533	A	0.542	A	0.458	A
Mountain View Road									
Garvey Ave to Peck Rd	4	0.186	A	0.239	A	0.300	A	0.200	A

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**Table 5.13-7
Existing Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	AM Peak Hour			PM Peak Hour				
		EB/NB V/C Ratio	LOS ¹	WB/SB V/C Ratio	LOS	EB/NB Volume	LOS	WB/SB Volume	LOS
Durfee Avenue									
Ramona Blvd to Garvey Ave	4	0.329	A	0.446	A	0.479	A	0.279	A
Valley Blvd to City Limit (South) – Fineview St	4	0.434	A	0.516	A	0.784	C	0.466	A

Source: The Mobility Group, March 2010.

Roadway Segment Conditions – AM Peak Hour

As shown in the table, the majority of analyzed roadway segments in the City currently operate at LOS D or better. This indicates that in general City roadways are adequately sized to serve the current levels of traffic in the City. However, there are exceptions in certain areas, for certain roadway segments as follows.

The following roadway segments currently operate at LOS D in the AM peak hour:

- Westbound Lower Azusa Road between Arden Drive and Baldwin Avenue.
- Westbound Garvey Avenue between Santa Anita Avenue and Merced Avenue.
- Westbound Garvey Avenue between Peck Road and Tyler Avenue.
- Southbound Santa Anita Avenue between Lower Azusa Road and Tyler Avenue.
- Southbound Santa Anita Avenue between Bryant Road and Valley Boulevard.



The following roadway segments currently operate at LOS E in the AM peak hour:

- Westbound Lower Azusa Road between Santa Anita Avenue and Arden Drive.
- Westbound Valley Boulevard between Arden Drive and Baldwin Ave.
- Westbound Valley Boulevard between east City Limit and Durfee Ave.

The following roadway segments currently operate at LOS F in the AM peak hour:

- Westbound Lower Azusa Road between Peck Road and Santa Anita Ave.
- Southbound Rosemead Boulevard between I-10 Freeway and south City Limit

Roadway Segment Conditions – PM Peak Hour

As shown in Table 5.13-3, in general, traffic volumes are slightly higher in the PM peak hour, with more segments operating at LOS D or worse. The following are roadway segments currently operating at LOS D or worse.

The following roadway segments currently operate at LOS D in the PM peak hour:

- Eastbound Lower Azusa Road between Arden Drive and Santa Anita Ave.
- Eastbound Lower Azusa Road between Santa Anita Ave. and Peck Rd.
- Eastbound Lower Azusa Road between Peck Rd. and Cogswell Road.
- Eastbound Valley Boulevard between I-10 and Garvey Ave.

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- Eastbound Valley Boulevard between Garvey Ave. and Durfee Ave.
- Westbound Valley Boulevard between east City Limit and Durfee Ave.
- Eastbound Garvey Avenue between Tyler Ave. and Peck Rd.
- Northbound Santa Anita Avenue between Valley Blvd. and Bryant Rd.
- Northbound Santa Anita Avenue between Garvey Ave. and I-10.
- Northbound Tyler Avenue between I-10 Freeway and Garvey Avenue.

The following roadway segments currently operate at LOS E in the PM peak hour:

- Eastbound Lower Azusa Road between Baldwin Ave. and Arden Drive.
- Eastbound Garvey Avenue between Merced Ave. and Santa Anita Avenue.
- Northbound Rosemead Boulevard between south City Limit and I-10 Freeway.
- Northbound Santa Anita Avenue between Tyler Avenue and Lower Azusa Road

One roadway segment currently operates at LOS F in the PM peak hour:

- Eastbound Valley Boulevard between Durfee Ave. and east City limit.

Overall, the vast majority of roadway segments operate at LOS D or better. Only 6 percent of all roadway segments analyzed (Major Arterials, Minor Arterials, and Collector Streets) are currently operating at LOS E or LOS F in the AM peak hours and only 15 percent in the PM peak hours.

Existing Intersection Level of Service Analysis

Table 5.13-8 summarizes the existing intersection AM and PM peak hour LOS of the City study intersections (see Exhibits 3 through 8 in Appendix F2 of the DEIR).

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**Table 5.13-8
Existing Intersection Levels of Service**

<i>Study Intersection</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
	<i>V/C – Delay – LOS</i>	<i>V/C – Delay – LOS</i>
4 – Temple City Blvd/Lower Azusa Road	0.76 – N/A – C	0.71 – N/A – C
5 – Temple City Blvd/Ellis Lane	0.42 – N/A – A	0.38 – N/A – A
6 – Temple City Blvd/Valley Blvd	0.87 – N/A – D	0.83 – N/A – D
7 – Baldwin Ave/Lower Azusa Road	0.85 – N/A – D	0.86 – N/A – D
8 – Baldwin Ave/Valley Blvd	0.84 – N/A – D	0.92 – N/A – E
10 – Potrero Ave/Garvey Ave	0.63 – N/A – B	0.64 – N/A – B
11 – Arden Dr/Lower Azusa Road	0.65 – N/A – B	0.61 – N/A – B
12 – Arden Dr/Valley Blvd	0.75 – N/A – C	0.55 – N/A – A
13 – Merced Ave/Garvey Ave	0.67 – N/A – B	0.70 – N/A – B
14 – Central Ave/Garvey Ave	0.62 – N/A – B	0.67 – N/A – B
15 – Santa Anita Ave/Lower Azusa Rd	0.89 – N/A – D	0.99 – N/A – E
16 – Tyler Ave/Santa Anita Ave	0.54 – N/A – A	0.69 – N/A – B
17 – Santa Anita Ave/Bryant Rd	0.55 – N/A – A	0.54 – N/A – A
18 – Santa Anita Ave/Valley Blvd	0.98 – N/A – E	0.81 – N/A – D
19 – Santa Anita Ave/Ramona Blvd	0.63 – N/A – B	0.68 – N/A – B
22 – Santa Anita Ave/Mildred Ave	0.70 – N/A – B	0.73 – N/A – C
23 – Santa Anita Ave/Garvey Ave	0.93 – N/A – E	0.84 – N/A – D
24 – Santa Anita Ave/Tyler Ave	0.60 – N/A – A	0.52 – N/A – A
28 – Tyler Ave/Bryant Rd	N/A – 9.4 – A	N/A – 10.2 – B
29 – Tyler Ave/Valley Blvd	0.64 – N/A – B	0.65 – N/A – B
30 – Tyler Ave/Ramona Blvd	0.45 – N/A – A	0.53 – N/A – A
31 – Tyler Ave/Mildred Ave	N/A – 10.0 – A	N/A – 15.1 – C
32 – Tyler Ave/Garvey Ave	0.56 – N/A – A	0.71 – N/A – C
33 – Valley Blvd/Ramona Blvd	0.69 – N/A – B	0.77 – N/A – C
34 – Peck Rd/Lower Azusa Rd	0.78 – N/A – C	0.90 – N/A – D
35 – Peck Rd/Bryant Rd	0.56 – N/A – A	0.70 – N/A – B
36 – Peck Rd/Ramona Blvd	0.64 – N/A – B	0.94 – N/A – E
37 – Peck Rd/Stewart St	0.49 – N/A – A	0.70 – N/A – B
39 – Peck Rd/Valley Blvd	0.86 – N/A – D	0.96 – N/A – E
44 – Peck Rd/Garvey Ave	0.73 – N/A – C	0.75 – N/A – C
45 – Peck Rd/Mountain View Rd	0.34 – N/A – A	0.58 – N/A – A
46 – Durfee Ave-Peck Rd/Peck Rd-Rush St	0.83 – N/A – D	0.79 – N/A – C
47 – Mountain View Rd/Valley Blvd	0.63 – N/A – B	0.70 – N/A – B
48 – Mountain View Rd/Garvey Ave	0.40 – N/A – A	0.62 – N/A – B
49 – Cogswell Rd/Lower Azusa Rd	0.47 – N/A – A	0.59 – N/A – A
50 – Cogswell Rd/Bryant Rd	N/A – 10.6 – B	N/A – 10.6 – B
51 – Cogswell Rd/Ramona Blvd	0.53 – N/A – A	0.65 – N/A – B
52 – Garvey Ave/Valley Blvd	0.69 – N/A – B	0.97 – N/A – E
53 – Durfee Ave/Ramona Blvd	N/A – 15.6 – C	N/A – 29.4 – D
55 – Durfee Ave/Valley Blvd	0.84 – N/A – D	1.04 – N/A – F

Source: RBF 2010.

Note: WB = Westbound; EB = Eastbound; V/C = volume to capacity ratio; delay shown in seconds per vehicle; N/A = Not Applicable; deficient intersection operation shown in **bold**.



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As shown in the table, the City study intersections are currently operating at an acceptable LOS with the exception of the following intersection:

- Durfee Avenue/Valley Boulevard (City of El Monte during the PM peak hour)

Existing State Highway Intersection Level of Service Analysis

Table 5.13-9 summarizes the existing AM and PM peak hour LOS of the state highway intersections within the study area (see Exhibit 18 in Appendix F2 of the DEIR).

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1 – Rosemead Blvd (SR-164)/Telstar Ave	14.8 – B	19.8 – B
2 – Rosemead Blvd (SR-164)/Whitmore St	7.3 – A	12.2 – B
3 – Aerojet Ave-I-10 Ramps/Flair Dr	59.6 – F	16.5 – C
9 – Baldwin Ave-I-10 EB Ramps/Flair Dr	60.7 – F	255.4 – F
20 – Santa Anita Ave/I-10 WB On-Ramp-Brockway St	25.7 – C	24.3 – C
21 – Santa Anita Ave/I-10 EB Ramps	26.3 – C	25.3 – C
25 – Santa Anita Ave/Merced Ave-SR-60 WB Ramps	19.8 – B	21.4 – C
26 – Santa Anita Ave/SR-60 EB Ramps	13.9 – B	17.5 – B
27 – I-10 WB Off-Ramp/Brockway St	84.3 – F	19.6 – C
38 – Toyota-Lexus Entrance/Stewart St-I-10 Ramps	10.9 – B	11.6 – B
40 – Peck Rd/I-10 WB Ramps	34.5 – D	21.1 – C
41 – Peck Rd/I-10 EB Off-ramp	31.0 – D	295.3 – F
42 – I-10 WB Ramps/Valley Blvd	17.1 – C	12.0 – B
43 – I-10 EB On-Ramp/Valley Blvd	0.0 – A	0.0 – A
54 – Durfee Ave/Garvey Ave-I-10 Ramps	24.9 – C	30.3 – C

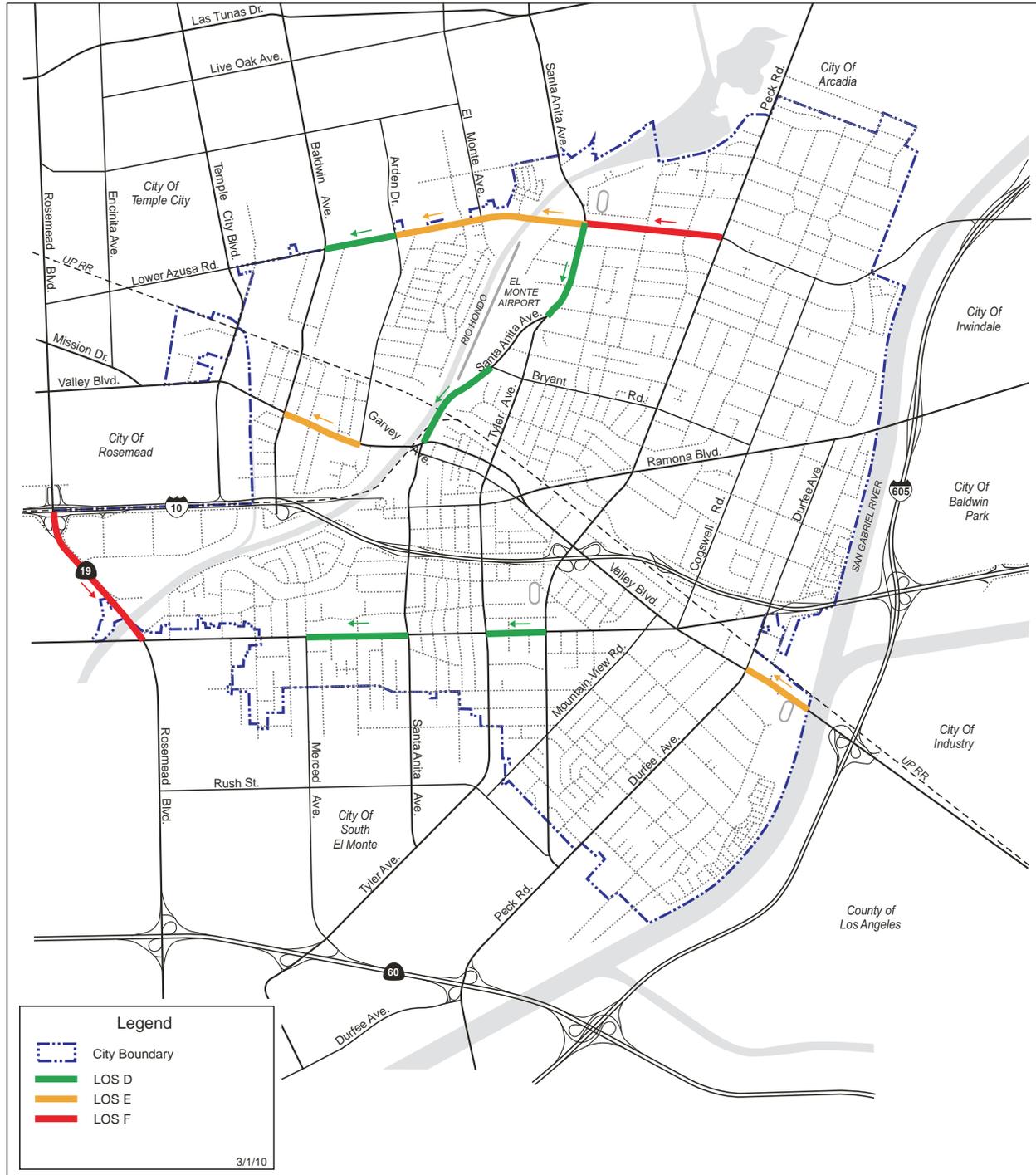
Source: RBF 2010.
Note: EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in bold.

As shown in the table, the following four state highway intersections within the study area currently operate at a deficient LOS (LOS E or worse):

- Aerojet Avenue-I-10 Ramps/Flair Drive (AM peak hour only)
- Baldwin Avenue-I-10 Eastbound Ramps/Flair Drive (both AM and PM peak hours)
- I-10 Westbound Off-Ramp/Brockway Street (AM peak hour only)
- Peck Road/I-10 Eastbound Off-Ramp (both AM and PM peak hours)

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Existing Roadway Segments Operating at D, E, and F - AM Peak Hour



Source: The Mobility Group 2010

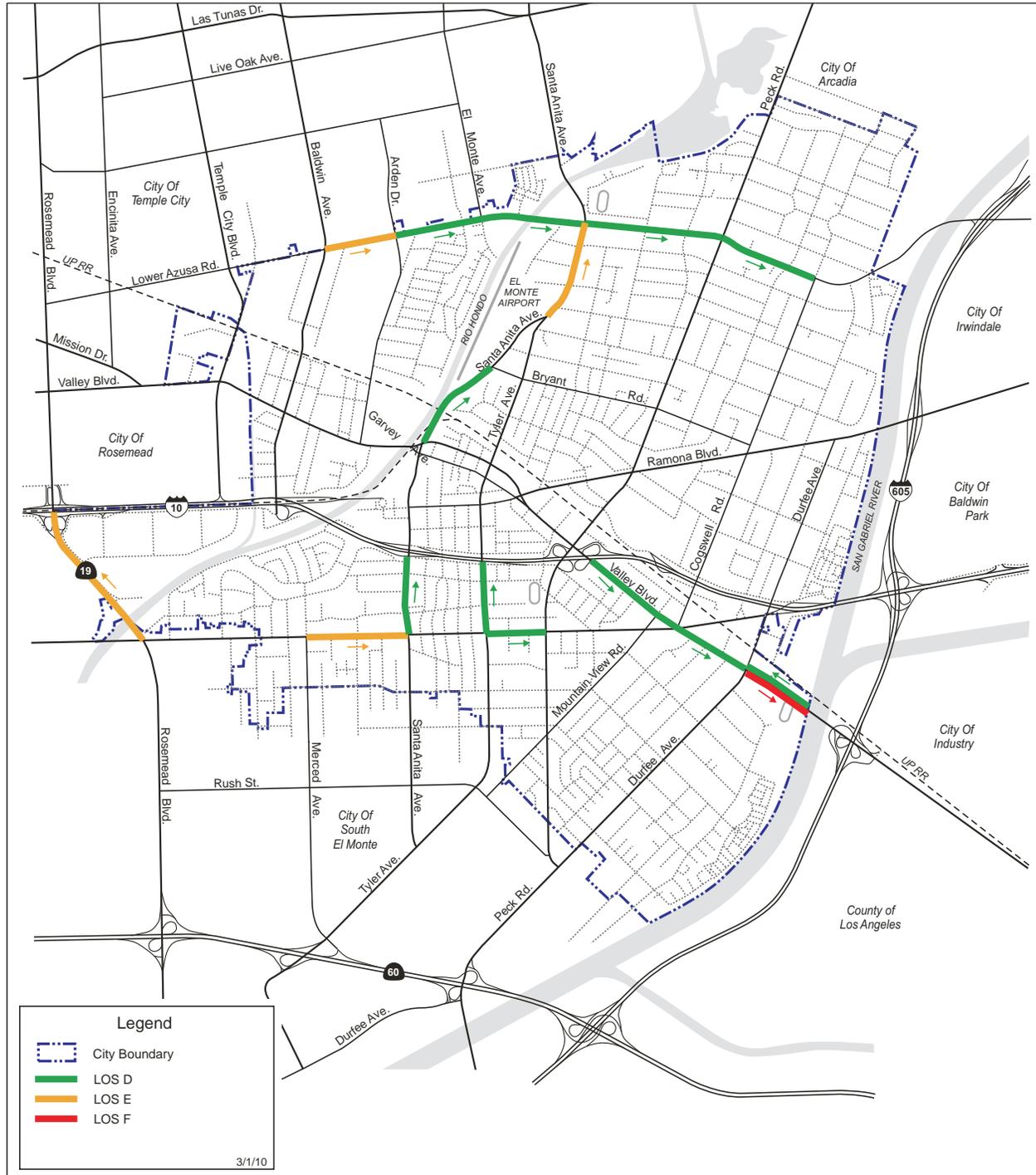
5. *Environmental Analysis*

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Existing Roadway Segments Operating at D, E, and F - PM Peak Hour



Source: The Mobility Group 2010

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Scale (Feet)



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State Highway Mainline Segments

Table 5.13-10 summarizes the existing AM and PM peak hour LOS of the state highway mainline segments within the study area.

**Table 5.13-10
Existing Conditions AM & PM Peak Hour State Highway (Interstate 10)
Freeway Segment LOS**

Study Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Existing Conditions			
			Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS
Interstate 10 Westbound AM						
West of Garvey	Basic	4/0	9,252	N/A	>45.0	F
Garvey Off	Diverge	4/1	8,751	501	37.2	F
Garvey to Peck	Basic	5/0	8,751	N/A	27.3	D
Valley Off	Diverge	4/1	8,514	237	34.7	D
Peck On	Merge	4/1	8,514	450	34.0	F
Peck to Santa Anita	Basic	4/0	8,964	N/A	43.0	E
Santa Anita Off	Diverge	4/1	8,097	867	36.7	E
Santa Anita On	Merge	4/1	8,097	628	32.1	F
Santa Anita to Temple City	Basic	4/0	8,725	N/A	40.2	E
Temple City Off	Diverge	4/1	7,726	999	35.9	E
Temple City On	Merge	4/1	7,726	807	30.6	F
Temple City to Rosemead (SR-164)	Basic	4/0	8,533	N/A	38.2	E
West of Rosemead (SR-164)	Basic	4/0	8,533	N/A	38.2	E
Interstate 10 Westbound PM						
West of Garvey	Basic	4/0	6,038	N/A	22.9	C
Garvey Off	Diverge	4/1	5,342	696	24.8	C
Garvey to Peck	Basic	5/0	5,342	N/A	16.1	B
Valley Off	Diverge	4/1	5,267	75	21.0	C
Peck On	Merge	4/1	5,267	634	25.1	C
Peck to Santa Anita	Basic	4/0	5,901	N/A	22.3	C
Santa Anita Off	Diverge	4/1	5,283	618	24.1	C
Santa Anita On	Merge	4/1	5,283	1,180	29.9	D
Santa Anita to Temple City	Basic	4/0	6,463	N/A	24.7	C
Temple City Off	Diverge	4/1	5,543	920	26.9	C
Temple City On	Merge	4/1	5,543	954	28.8	D
Temple City to Rosemead (SR-164)	Basic	4/0	6,497	N/A	24.9	C
West of Rosemead (SR-164)	Basic	4/0	6,497	N/A	24.9	C
Interstate 10 Eastbound AM						
West of Rosemead (SR-164)	Basic	4/0	5,632	N/A	21.2	C
Rosemead (SR-164) to Baldwin	Basic	4/0	5,632	N/A	21.2	C
Baldwin Off	Diverge	4/1	4,866	766	23.3	C
Baldwin to Santa Anita	Basic	4/0	5,817	N/A	22.0	C
Baldwin On to Santa Anita Off	Weave	4/1	5,817	951/933	>43.0	F
Santa Anita On	Merge	4/1	4,884	670	24.2	C



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**Table 5.13-10
Existing Conditions AM & PM Peak Hour State Highway (Interstate 10)
Freeway Segment LOS**

Study Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Existing Conditions			
			Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS
Santa Anita to Peck	Basic	4/0	5,554	N/A	20.9	C
Peck Off	Diverge	4/1	4,999	555	22.7	C
Valley On	Merge	4/1	4,999	218	20.6	C
Valley to Garvey	Basic	4/0	5,217	N/A	19.6	C
Garvey On	Merge	4/1	5,217	642	25.0	C
West of Garvey	Basic	4/0	5,859	N/A	22.1	C
Interstate 10 Eastbound PM						
West of Rosemead (SR-164)	Basic	4/0	10,022	N/A	>45.0	F
Rosemead (SR-164) to Baldwin	Basic	4/0	10,022	N/A	>45.0	F
Baldwin Off	Diverge	4/1	8,858	1164	41.4	F
Baldwin to Santa Anita	Basic	4/0	9,695	N/A	>45.0	F
Baldwin On to Santa Anita Off	Weave	4/1	9,695	837/1,171	>43.0	F
Santa Anita On	Merge	4/1	8,524	402	33.7	F
Santa Anita to Peck	Basic	4/0	8,926	N/A	42.5	E
Peck Off	Diverge	4/1	8,175	751	36.3	E
Valley On	Merge	4/1	8,175	242	29.4	D
Valley to Garvey	Basic	4/0	8,417	N/A	37.1	E
Garvey On	Merge	4/1	8,417	818	36.4	F
West of Garvey	Basic	4/0	9,235	N/A	>45.0	F

Source: RBF 2010.

Note: On = freeway on-ramp; Off = freeway off-ramp; XX/XX = Onramp volume/Offramp volume; Density = passenger cars per mile per lane; deficient segment operation shown in **bold**.

As shown in the table, all of the state highway mainline segments operate at a deficient LOS (LOS E) for one or both of the peak hours except for the following three mainline segments:

- Westbound I-10 between Garvey Avenue and Peck Road;
- Westbound I-10 off-ramp at Valley Boulevard; and
- Eastbound I-10 on-ramp at Valley Boulevard.

State Highway On-Ramp Existing Conditions

Table 5.13-11 summarizes the existing AM and PM peak hour state highway on-ramp queue operations within the study area.

**Table 5.13-11
Existing Conditions On-Ramp Queue Operations**

Study On-Ramp	Peak Hour	Peak Hour Vehicles Entering Mixed-Flow Lane	Occurrences where On-Ramp Capacity is Exceeded¹
I-10 WB On-Ramp at Santa Anita Ave	7:13 to 8:13 a.m.	408	4
I-10 WB On-Ramp at Peck Rd	7:44 to 8:44 a.m.	422	0
I-10 WB On-Ramp at Valley Blvd	7:16 to 8:16 a.m.	207	5
I-10 EB On-Ramp at Flair Dr	4:58 to 5:58 p.m.	469	25
I-10 EB On-Ramp at Baldwin Ave	4:50 to 5:50 p.m.	524	0
I-10 EB On-Ramp at Santa Anita Ave	4:16 to 5:15 p.m.	300	0
I-10 EB On-Ramp at Valley Blvd	4:18 to 5:18 p.m.	248	0
I-10 EB On-Ramp at Stewart St	4:51 to 5:51 p.m.	215	0
I-10 EB On-Ramp at Garvey Ave	4:46 to 5:46 p.m.	757	4

Source: RBF 2010.

Note: WB = westbound; EB = eastbound. 1 = Maximum of 60 occurrences possible, since on-ramp storage reviewed on a one-minute frequency.

As shown in the table, queuing of vehicles exceeds available storage capacity at the following four state highway study on-ramps:

- I-10 Westbound On-Ramp at Santa Anita Avenue queue is exceeded 4 times out of 60, or approximately 7 percent during the AM peak hour
- I-10 Westbound On-Ramp at Valley Boulevard queue is exceeded 5 times out of 60, or approximately 8 percent during the AM peak hour
- I-10 Eastbound On-Ramp at Flair Drive queue is exceeded 25 times out of 60, or approximately 42 percent during the PM peak hour
- I-10 Eastbound On-Ramp at Garvey Avenue queue is exceeded 4 times out of 60, or approximately 7 percent during the PM peak hour



State Highway Off-Ramp Existing Conditions

The following state highway off-ramps were observed to determine the operational performance during AM and PM peak hour:

- I-10 Westbound Off-Ramp at Garvey Avenue during the a.m. peak period (July 2010 data collection)
- I-10 Westbound Off-Ramp at Toyota-Lexus Driveway during the a.m. peak period (July 2010 data collection)
- I-10 Westbound Off-Ramp at Valley Boulevard during the a.m. peak period (May 2010 data collection)

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- I-10 Westbound Off-Ramp at Peck Road during the a.m. peak period (July 15, 2010 data collection)
- I-10 Westbound Off-Ramp at Santa Anita Avenue during the a.m. peak period (March 2010 data collection)
- I-10 Eastbound Off-Ramp at Flair Drive during the p.m. peak period (July 2010 data collection)
- I-10 Eastbound Off-Ramp at Santa Anita Avenue during the p.m. peak period (March 2010 data collection)
- I-10 Eastbound Off-Ramp at Peck Road during the p.m. peak period (May 2010 data collection)

The existing conditions observed for these state highway off-ramps are shown in Tables 15 through 22 of the traffic impact analysis prepared by RBF Consulting (2010).

5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- | | |
|-----|---|
| T-1 | Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). |
| T-2 | Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. |
| T-3 | 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. |
| T-4 | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). |
| T-5 | Result in inadequate emergency access. |
| T-6 | Result in inadequate parking capacity. |
| T-7 | Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). |

Additional Significance Criteria

City of El Monte, City of Temple City, and City of South El Monte Significance Thresholds

Consistent with previous analyses for projects located in the City of El Monte, the following thresholds of significance are utilized in this analysis.

City of El Monte

Policy P.1-1-3 of the City's existing General Plan Mobility Element indicates that Level of Service D should be maintained at roadways throughout the City except that LOS E may be permitted in the following circumstances:

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- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on Truck Routes
- Intersections/roadways in or adjacent to the Downtown and Major Commercial Districts

To determine whether the addition of project-generated trips at signalized study intersection results in a significant impact, the City of El Monte has established the following significance threshold consistent with the Los Angeles County Congestion Management Plan (CMP):

- A significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by 2 percent or more of capacity ($V/C \geq 0.02$), and causing or worsening LOS F ($V/C > 1.00$).

The City of El Monte has not established thresholds of significance for unsignalized intersections.

Cities of Temple City and South El Monte

City of Temple City and City of South El Monte also utilize the above threshold of significance consistent with the CMP. City of South El Monte and City of Temple City target for peak hour intersection operation is LOS E or better. The City of Rosemead target for peak hour intersection operation is LOS D or better.

City of Rosemead

To determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of Rosemead has established the following threshold of significance:

- A transportation impact for a project is considered significant if the Project increases traffic demand by two percent of capacity ($V/C > 0.02$), and causing LOS "F" ($V/C > 1.00$). If the facility is already at LOS "F", a significant impact occurs when the Project increases traffic demand by two percent of capacity ($V/C > 0.02$).



State Highway Intersection

The following threshold of significance is used to analyze project impacts to state highway intersections:

- A significant project impact occurs at a state highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

State Highway Freeway Mainline Segment

The following threshold of significance is used to analyze project impacts to state highway freeway segments:

- A significant project impact occurs at a state highway study segment when project-generated peak hour trips causes the peak hour level of service of the study segment to change from an acceptable operation (LOS D or better) to deficient operation (LOS E or worse); and
- The project adds at least 50 project-generated peak hour trips to the study freeway segment.

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State Highway Freeway Ramp

The following threshold of significance is used to analyze project impacts to state highway freeway ramps:

- A significant project impact occurs at a state highway ramp with the addition of at least 10 project-generated peak hour trips when the ramp is operating at an deficient condition (queuing exceeds storage capacity).

CMP Designated Roadways

Local Roadways

The following threshold of significance is used to analyze project impacts to local CMP-designated roadways:

- A CMP arterial segment would be significantly impacted by a project if the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$).

State Highways

The threshold of significance used to analyze state highway freeway mainline segments are also utilized for state highways that are CMP-designated roadways.

5.13.3 Environmental Impacts

The roadway system is the backbone of the entire transportation system in the City, as it serves all modes, including autos, transit, bicycles, and pedestrians. The Circulation Element classifies City streets into five key types, as defined below. The classification of key roadways in the City is shown in Figure 5.13-6, *Circulation Element Roadway Classification*.

- **Major Arterial:** These are the major streets in the city, that carry both local and through traffic, and typically connect to the regional highway system. Major Arterials are expected to carry the highest volumes of traffic in the city. They provide limited access to adjacent land uses. They will typically be emergency response routes, and may also serve as truck routes. However, they are not exclusively auto-dominated streets, and function as multimodal streets in many instances as they may also serve as key transit corridors and need to accommodate convenient and safe pedestrian travel.
- **Secondary Arterial:** These are the secondary streets in the city. They connect to Major Arterials. They carry lower traffic volumes and principally local traffic, though may also carry some regional traffic. They serve shorter trips and provide access to adjacent land uses. They are often local transit corridors, serve as bicycle routes in the city and also accommodate pedestrian travel.
- **Collector Street:** Collector Streets connect neighborhoods to each other and to commercial and other districts. They also connect local streets to arterials, and collect traffic from local streets and channel it onto arterials. They may carry local transit service, and also play an important role in bicycle and pedestrian circulation.

Circulation Element Roadway Classifications



- Major Arterial
- Secondary Arterial
- Collector
- Proposed New Connection
- (4) Number of Lanes (Exc. Turn Lanes)
- SA-1 Special Study Area #1
- SA-2 Special Study Area #2

0 3,000
Scale (Feet)



Source: The Mobility Group 2010

City of El Monte General Plan and Zoning Code Update Draft EIR

The Planning Center • **Figure 5.13-6**



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- **Local Road:** Local roads serve local land uses, typically residential neighborhoods but can also serve industrial and/or commercial uses. They carry the lowest traffic volumes, which are exclusively local traffic, and also accommodate bicycle and local pedestrian circulation.

The Circulation Element also includes a plan to improve goods movement within the City. The recommended truck routes are shown in Figure 5.13-7, *Circulation Element Truck Routes*. A network of truck routes in the City will keep trucks on designated key arterial streets and minimize the negative impacts of truck traffic on the remaining City streets. The designated truck routes are:

- Rosemead Boulevard
- Baldwin Avenue
- Santa Anita Avenue
- Peck Road
- Lower Azusa Avenue
- Valley Boulevard
- Ramona Boulevard
- Garvey Avenue

These streets have been selected because of their proximity to the key industrial areas in the City, proximity to I-10, and because they connect to truck routes in adjacent cities. These are the only streets in the City that should be used for truck traffic, except for local deliveries.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.13-1: TRIPS GENERATED AS A RESULT OF BUILDOUT OF THE PROPOSED GENERAL PLAN WOULD CAUSE THE EXISTING AREA ROADWAY SYSTEM TO OPERATE AT AN UNACCEPTABLE LEVEL OF SERVICE. [THRESHOLDS T-1]

Impact Analysis: A total of 33,802 dwelling units (both single and multifamily housing) and 34,397,496 square feet of nonresidential uses (commercial, industrial, and office uses) are projected for buildout of the proposed General Plan. This would be an increase of 5,484 residential units and 12,006,655 square feet of nonresidential uses over existing conditions. The following is the analysis of the impact of the proposed General Plan on roadway LOS.

Proposed General Plan

The following streets are designated as Major Arterials, with the specified number of traffic lanes (excluding turn lanes):

- Rosemead Boulevard – eight lanes
- Baldwin Avenue – five lanes south of Valley Boulevard; three lanes southbound, two lanes northbound
- Santa Anita Avenue – six lanes
- Peck Road – four lanes
- Valley Boulevard – four lanes; six lanes east of Garvey Avenue



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- Garvey Avenue – four lanes

The following streets are designated as Secondary Arterials with the specified number of lanes (excluding turn lanes):

- Arden Drive – four lanes
- Tyler Avenue – four lanes north of Ramona Boulevard, two lanes south of Ramona Boulevard
- Durfee Avenue – four lanes (south of Valley Boulevard)
- Lower Azusa Road – four lanes
- Ramona Boulevard – four lanes

The following streets are designated as Collector Streets, with the specified number of traffic lanes (excluding turn lanes):

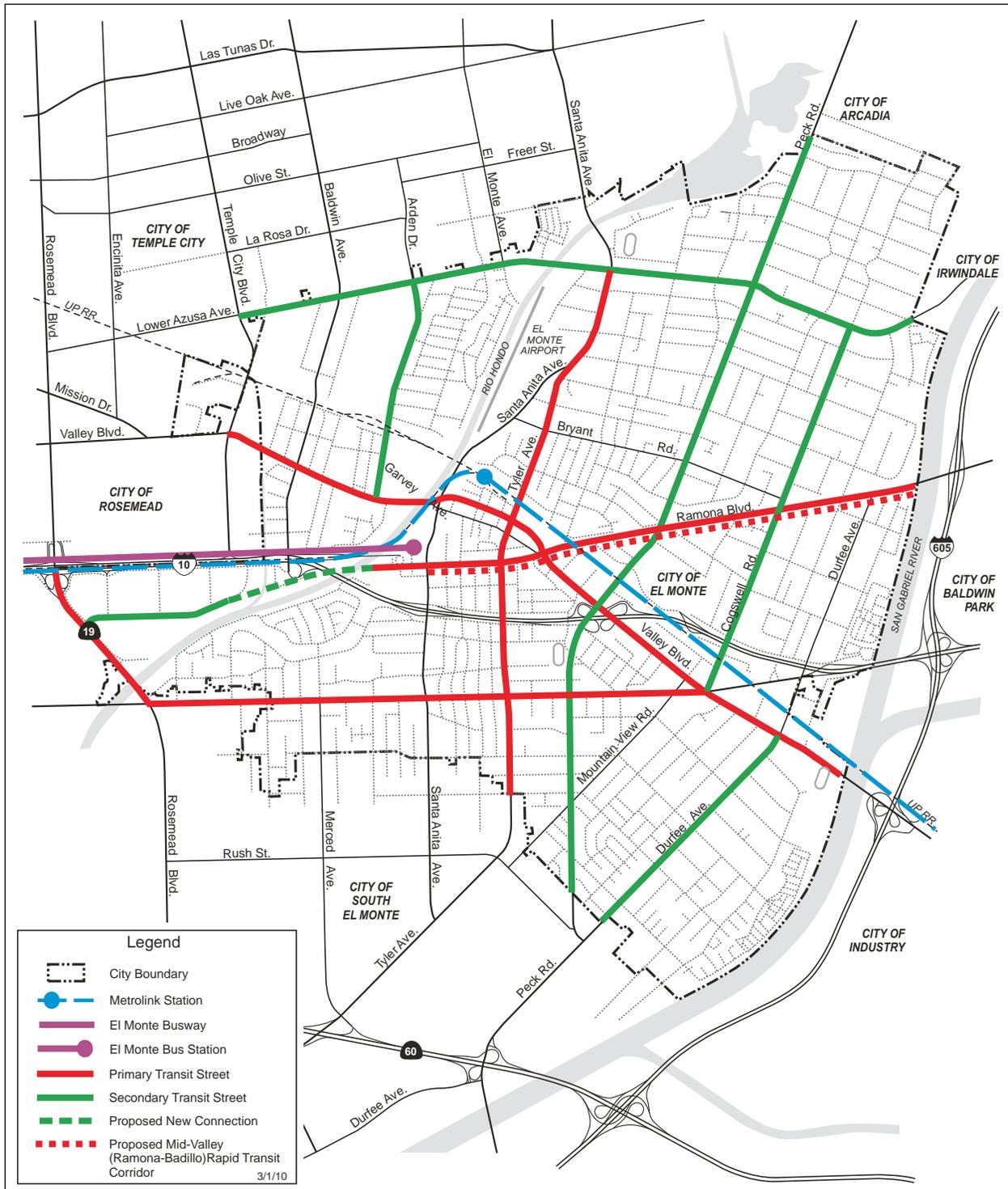
- Potrero Avenue – two lanes (south of Garvey Avenue)
- Merced Avenue – two lanes (Mildred St. to South City Limit)
- Central Avenue – two lanes (south of Garvey Avenue)
- Tyler Avenue – two lanes (south of Garvey Avenue)
- Mountain View Road – two lanes (Valley Blvd. to Peck Road)
- Cogswell Road – two lanes (Lower Azusa Rd. to Valley Blvd.)
- Durfee Avenue – four lanes (Ramona Blvd. to Valley Blvd.)
- Bryant Road – two lanes
- Mildred Street – two lanes (Merced Ave, to Peck Road)

The proposed General Plan also assumes significant transit improvements:

- El Monte Bus Station Improvement Project
- The Metro Gold Line extension from Pasadena to Montclair
- BRT on the Garvey Avenue Corridor from El Monte west to Atlantic Boulevard Corridor
- High speed rail (passenger) from LAX to Ontario to San Bernardino
- High speed rail (freight) from Los Angeles Ports to San Bernardino (I-215)

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Circulation Element Truck Routes



Source: The Mobility Group 2010

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Proposed Circulation Element Roadway LOS

Morning and evening peak-hour LOS were calculated for the study area roadways throughout the City. The forecast peak-hour LOS for the analyzed roadways in future Year 2035 are summarized in Table 5.13-12. Figure 5.13-8 and Figure 5.13-9 depict the roadway segments that are forecast to operate at LOS D, E, and F at buildout of the proposed General Plan for the AM and PM peak hours.

**Table 5.13-12
Proposed General Plan Buildout
AM and PM Peak Hour Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	AM Peak Hour				PM Peak Hour			
		EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS	EB/NB Volume	LOS	WB/SB Volume	LOS
Lower Azusa Road									
Baldwin Ave to Arden Dr	4	0.662	B	0.862	D	0.931	E	0.661	B
Arden Dr to Santa Anita Ave	4	0.528	A	0.966	E	0.887	D	0.733	C
Santa Anita Ave to Peck Rd	4	0.512	A	1.081	F	0.952	E	0.827	D
Peck Rd to Cogswell Rd	4	0.466	A	0.755	C	0.887	D	0.557	A
Bryant Road									
Tyler Ave to Peck Rd	2	0.422	A	0.613	B	0.730	C	0.422	A
Peck Rd to Cogswell Rd	2	0.220	A	0.267	A	0.408	A	0.330	A
Valley Boulevard									
Baldwin Ave to Arden Dr	4	0.690	B	0.988	E	0.919	E	0.815	D
Santa Anita Ave to Tyler Ave	4	0.424	A	0.770	C	0.748	C	0.611	B
Tyler Ave to Ramona Blvd	4	0.510	A	0.751	C	0.806	D	0.657	B
Ramona Blvd to Peck Rd	4	0.670	B	0.876	D	0.924	E	0.849	D
I-10 Freeway to Garvey Ave/Cogswell Rd	4	0.639	B	0.814	D	0.959	E	0.886	D
Garvey Ave/Cogswell Rd to Durfee Ave	4	0.479	A	0.580	A	0.683	B	0.600	A
Durfee Ave to City Limit (East) - San Gabriel River	4	0.525	A	0.745	C	0.928	E	0.667	B
Ramona Boulevard									
Santa Anita Ave to Tyler Ave	4	0.290	A	0.331	A	0.449	A	0.362	A
Peck Rd to Cogswell Rd	4	0.334	A	0.769	C	0.716	C	0.548	A
Cogswell Rd to Durfee Ave	4	0.498	A	0.856	D	0.897	D	0.652	B
Garvey Avenue									
Merced Ave to Santa Anita Ave	4	0.570	A	0.863	D	0.985	E	0.687	B
Tyler Ave to Peck Rd	4	0.489	A	0.856	D	0.880	D	0.634	B
Peck Rd to Cogswell Rd/Valley Blvd	4	0.381	A	0.678	B	0.783	C	0.542	A
Cogswell Rd/Valley Blvd to Durfee Ave	4	0.490	A	0.240	A	0.310	A	0.464	A



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Table 5.13-12
Proposed General Plan Buildout
AM and PM Peak Hour Roadway Segment Level of Service Summary

Roadway Segment	No. of Lanes	AM Peak Hour				PM Peak Hour			
		EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS	EB/NB Volume	LOS	WB/SB Volume	LOS
Rosemead Boulevard									
I-10 Freeway to City Limit (South) – Garvey Ave	6	0.789	C	0.978	E	0.688	B	0.921	E
Baldwin Avenue									
Lower Azusa rd to Valley Blvd	4	0.586	A	0.673	B	0.778	C	0.580	A
Valley Blvd to I-10 Freeway	4	0.618	B	0.699	B	0.900	D	0.477	A
Arden Drive									
Lower Azusa Rd to Valley Blvd	4	0.319	A	0.516	A	0.394	A	0.429	A
Santa Anita Avenue									
Lower Azusa Rd to Tyler Ave	4	0.673	B	0.847	D	0.929	E	0.818	D
Bryant Rd to Valley Blvd	4	0.575	A	0.805	D	0.894	D	0.620	B
Valley Blvd to Ramona Blvd	6	0.698	B	0.633	B	0.735	C	0.710	C
Ramona Blvd to I-10 Freeway	6	0.882	D	0.663	B	0.928	E	0.932	E
Mildred St to Garvey Ave	4	0.669	B	0.783	C	0.955	E	0.755	C
Tyler Avenue									
Bryant Rd to Valley Blvd	4	0.285	A	0.504	A	0.524	A	0.404	A
Valley Blvd to Ramona Blvd	4	0.303	A	0.388	A	0.524	A	0.460	A
Ramona Blvd to I-10 Freeway	2	0.607	B	0.517	A	0.800	C	0.807	D
I-10 Freeway to Garvey Ave	2	0.649	B	0.687	B	0.853	D	0.897	D
Peck Road									
City Limit (North) – Rio Hondo Pkwy to Lower Azusa Rd	4	0.635	B	0.451	A	0.570	A	0.676	B
Lower Azusa Rd to Bryant Rd	4	0.675	B	0.682	B	0.719	C	0.706	C
Ramona Blvd to Valley Blvd	6	0.400	A	0.632	B	0.650	B	0.481	A
I-10 Freeway to Garvey Ave	4	0.480	A	0.796	C	0.655	B	0.702	C
Garvey Ave to Mountain View Rd	4	0.347	A	0.563	A	0.541	A	0.528	A
Cogswell Road									
Lower Azusa Rd to Bryant Rd/Ramona Blvd	2	0.358	A	0.393	A	0.340	A	0.347	A
Ramona Blvd to Valley Blvd/Garvey Ave	2	0.313	A	0.560	A	0.570	A	0.493	A

**Table 5.13-12
Proposed General Plan Buildout
AM and PM Peak Hour Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	AM Peak Hour			PM Peak Hour				
		EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS	EB/NB Volume	LOS	WB/SB Volume	LOS
Mountain View Road									
Garvey Ave to Peck Rd	4	0.419	A	0.506	A	0.629	B	0.426	A
Durfee Avenue									
Ramona Blvd to Garvey Ave	4	0.369	A	0.484	A	0.513	A	0.313	A
Valley Blvd to City Limit (South) – Fineview St	4	0.503	A	0.542	A	0.854	D	0.530	A

Source: The Mobility Group, March 2010.

AM Peak Hour Level of Service

As shown in Table 5.13-4, the majority of roadway segments in the City are forecast to operate at LOS D or better. Several roadway segments are forecast to operate at LOS E. However, these roadways are on major corridors and truck routes and are acceptable per the General Plan standards. These roadways are as follows:

- Westbound Lower Azusa Road between Santa Anita Avenue and Arden Drive
- Westbound Valley Boulevard between Arden Drive and Baldwin Avenue
- Southbound Rosemead Boulevard between I-10 and the south City limit

The following roadway segment is forecast to operate at LOS F and would exceed the General Plan standards of LOS E:

- Westbound Lower Azusa Road between Peck Road and Santa Anita Avenue.

PM Peak Hour Level of Service

As shown in Table 5.13-4, the majority of roadway segments in the City are forecast to operate at LOS D or better. Several roadway segments are forecast to operate at LOS E. However, these roadways are on major corridors and truck routes and are acceptable per the General Plan standards. These are as follows:

- Eastbound Lower Azusa Road between Baldwin Avenue and Arden Drive
- Eastbound Lower Azusa Road between Santa Anita Avenue and Peck Road
- Eastbound Valley Boulevard between Baldwin Avenue and Arden Drive
- Eastbound Valley Boulevard between Ramona Boulevard and I-10 Freeway
- Eastbound Valley Boulevard between I-10 and Garvey Avenue / Cogswell Road
- Eastbound Valley Boulevard between Durfee Avenue and east City limit
- Eastbound Garvey Avenue between Merced Avenue and Santa Anita Avenue
- Northbound Rosemead Boulevard between I-10 and the south City limit
- Southbound Rosemead Boulevard between I-10 and the south City limit
- Northbound and southbound Santa Anita Boulevard between Ramona Boulevard and I-10
- Northbound Santa Anita Avenue between Garvey Avenue and I-10



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No roadway segments are forecast to operate at LOS F in the PM peak hour

Under the proposed Mobility Plan, the roadway segments within the City would operate at acceptable LOS during both the AM and PM peak hours. In addition, the level of service would improve for certain roadway segments such as Rosemead Boulevard between the I-10 and the south City limit (from LOS F to LOS E). However, the proposed Mobility Plan would result in an unacceptable LOS on the roadway segment of Lower Azusa Road between Santa Anita Avenue and Arden Drive during the AM peak hour. Consequently, impacts to area roadway system would be potentially significant.

IMPACT 5.13-2: TRIPS GENERATED AS A RESULT OF BUILDOUT OF THE PROPOSED GENERAL PLAN WOULD CAUSE THE EXISTING STUDY AREA INTERSECTIONS TO OPERATE AT AN UNACCEPTABLE LEVEL OF SERVICE. [THRESHOLDS T-1]

Impact Analysis:

Proposed Circulation Element Intersection LOS

Morning and evening peak-hour LOS were calculated for the study area intersections under the proposed General Plan conditions and are shown in Table 5.13-13 (see Exhibits 3 through 8 in Appendix f2 of the DEIR).

**Table 5.13-13
Proposed General Plan Buildout Conditions AM & PM Peak Hour City Intersection LOS
Summary**

Study Intersection	Existing Conditions		Forecast General Plan Update Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
4 – Temple City Blvd/Lower Azusa Road	0.76 – N/A – C	0.71 – N/A – C	0.73 – N/A – C	0.70 – N/A – B	No
5 – Temple City Blvd/Ellis Lane	0.42 – N/A – A	0.38 – N/A – A	0.35 – N/A – A	0.32 – N/A – A	No
6 – Temple City Blvd/Valley Blvd	0.87 – N/A – D	0.83 – N/A – D	0.84 – N/A – D	0.83 – N/A – D	No
7 – Baldwin Ave/Lower Azusa Road	0.85 – N/A – D	0.86 – N/A – D	0.86 – N/A – D	0.93 – N/A – E	No
8 – Baldwin Ave/Valley Blvd	0.84 – N/A – D	0.92 – N/A – E	1.01 – N/A – F	1.05 – N/A – F	Yes
10 – Potrero Ave/Garvey Ave	0.63 – N/A – B	0.64 – N/A – B	0.57 – N/A – A	0.60 – N/A – A	No
11 – Arden Dr/Lower Azusa Road	0.65 – N/A – B	0.61 – N/A – B	0.61 – N/A – B	0.66 – N/A – B	No
12 – Arden Dr/Valley Blvd	0.75 – N/A – C	0.55 – N/A – A	0.74 – N/A – C	0.65 – N/A – B	No
13 – Merced Ave/Garvey Ave	0.67 – N/A – B	0.70 – N/A – B	0.62 – N/A – B	0.67 – N/A – B	No
14 – Central Ave/Garvey Ave	0.62 – N/A – B	0.67 – N/A – B	0.59 – N/A – A	0.67 – N/A – B	No
15 – Santa Anita Ave/Lower Azusa Rd	0.89 – N/A – D	0.99 – N/A – E	0.89 – N/A – D	1.02 – N/A – F	Yes
16 – Tyler Ave/Santa Anita Ave	0.54 – N/A – A	0.69 – N/A – B	0.49 – N/A – A	0.62 – N/A – B	No
17 – Santa Anita Ave/Bryant Rd	0.55 – N/A – A	0.54 – N/A – A	0.47 – N/A – A	0.50 – N/A – A	No
18 – Santa Anita Ave/Valley Blvd	0.98 – N/A – E	0.81 – N/A – D	1.00 – N/A – E	1.07 – N/A – F	Yes
19 – Santa Anita Ave/Ramona Blvd	0.63 – N/A – B	0.68 – N/A – B	0.84 – N/A – D	0.95 – N/A – E	No
22 – Santa Anita Ave/Mildred Ave	0.70 – N/A – B	0.73 – N/A – C	0.87 – N/A – D	0.94 – N/A – E	No

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**Table 5.13-13
Proposed General Plan Buildout Conditions AM & PM Peak Hour City Intersection LOS
Summary**

<i>Study Intersection</i>	<i>Existing Conditions</i>		<i>Forecast General Plan Update Conditions</i>		<i>Significant Impact?</i>
	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	
	<i>V/C – Delay – LOS</i>	<i>V/C – Delay – LOS</i>	<i>V/C – Delay – LOS</i>	<i>V/C – Delay – LOS</i>	
23 – Santa Anita Ave/Garvey Ave	0.93 – N/A – E	0.84 – N/A – D	0.95 – N/A – E	0.93 – N/A – E	No
24 – Santa Anita Ave/Tyler Ave	0.60 – N/A – A	0.52 – N/A – A	0.55 – N/A – A	0.49 – N/A – A	No
28 – Tyler Ave/Bryant Rd	N/A – 9.4 – A	N/A – 10.2 – B	N/A – 9.7 – A	N/A – 11.0 – B	No
29 – Tyler Ave/Valley Blvd	0.64 – N/A – B	0.65 – N/A – B	0.68 – N/A – B	0.69 – N/A – B	No
30 – Tyler Ave/Ramona Blvd	0.45 – N/A – A	0.53 – N/A – A	0.44 – N/A – A	0.54 – N/A – A	No
31 – Tyler Ave/Mildred Ave	N/A – 10.0 – A	N/A – 15.1 – C	N/A – 10.5 – B	N/A – 18.3 – C	No
32 – Tyler Ave/Garvey Ave	0.56 – N/A – A	0.71 – N/A – C	0.50 – N/A – A	0.65 – N/A – B	No
33 – Valley Blvd/Ramona Blvd	0.69 – N/A – B	0.77 – N/A – C	0.83 – N/A – D	0.91 – N/A – E	No
34 – Peck Rd/Lower Azusa Rd	0.78 – N/A – C	0.90 – N/A – D	0.72 – N/A – C	0.91 – N/A – E	No
35 – Peck Rd/Bryant Rd	0.56 – N/A – A	0.70 – N/A – B	0.50 – N/A – A	0.68 – N/A – B	No
36 – Peck Rd/Ramona Blvd	0.64 – N/A – B	0.94 – N/A – E	0.67 – N/A – B	1.02 – N/A – F	Yes
37 – Peck Rd/Stewart St	0.49 – N/A – A	0.70 – N/A – B	0.44 – N/A – A	0.65 – N/A – B	No
39 – Peck Rd/Valley Blvd	0.86 – N/A – D	0.96 – N/A – E	0.90 – N/A – D	1.04 – N/A – F	Yes
44 – Peck Rd/Garvey Ave	0.73 – N/A – C	0.75 – N/A – C	0.63 – N/A – B	0.74 – N/A – C	No
45 – Peck Rd/Mountain View Rd	0.34 – N/A – A	0.58 – N/A – A	0.40 – N/A – A	0.50 – N/A – A	No
46 – Durfee Ave-Peck Rd/Peck Rd-Rush St	0.83 – N/A – D	0.79 – N/A – C	0.77 – N/A – C	0.72 – N/A – C	No
47 – Mountain View Rd/Valley Blvd	0.63 – N/A – B	0.70 – N/A – B	0.64 – N/A – B	0.75 – N/A – C	No
48 – Mountain View Rd/Garvey Ave	0.40 – N/A – A	0.62 – N/A – B	0.35 – N/A – A	0.59 – N/A – A	No
49 – Cogswell Rd/Lower Azusa Rd	0.47 – N/A – A	0.59 – N/A – A	0.40 – N/A – A	0.56 – N/A – A	No
50 – Cogswell Rd/Bryant Rd	N/A – 10.6 – B	N/A – 10.6 – B	N/A – 10.8 – B	N/A – 11.0 – B	No
51 – Cogswell Rd/Ramona Blvd	0.53 – N/A – A	0.65 – N/A – B	0.54 – N/A – A	0.68 – N/A – B	No
52 – Garvey Ave/Valley Blvd	0.69 – N/A – B	0.97 – N/A – E	0.64 – N/A – B	0.94 – N/A – E	No
53 – Durfee Ave/Ramona Blvd	N/A – 15.6 – C	N/A – 29.4 – D	N/A – 19.3 – C	N/A – 354.5 – F	Yes
55 – Durfee Ave/Valley Blvd	0.84 – N/A – D	1.04 – N/A – F	0.79 – N/A – C	0.94 – N/A – E	No

Source: RBF 2010.

Notes: V/C = volume to capacity ratio; delay shown in seconds per vehicle; N/A = Not Applicable; deficient intersection operation shown in **bold**; significant impact identified in **bold**.



As shown in the table, the following six study area intersections within the City of El Monte would operate at a deficient LOS F and would be significantly impacted under the proposed General Plan conditions:

- Baldwin Avenue/Valley Boulevard (both AM and PM peak hours)
- Santa Anita Avenue/Lower Azusa Road (PM peak hour only)
- Santa Anita Avenue/Valley Boulevard (PM peak hour only)
- Peck Road/Ramona Boulevard (PM peak hour only)
- Peck Road/Valley Boulevard (PM peak hour only)
- Durfee Avenue/Ramona Boulevard (PM peak hour only)

5. Environmental Analysis

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The intersection of Durfee Avenue/Valley Boulevard would be improved to operate at an acceptable LOS under the proposed General Plan conditions due to the City-planned network modifications of Valley Boulevard from Garvey Avenue to the east City limit from a four-lane roadway to a six-lane roadway and the corresponding increased east-west intersection capacity that would result.

IMPACT 5.13-3: TRIPS GENERATED AS A RESULT OF BUILDOUT OF THE PROPOSED GENERAL PLAN WOULD CAUSE EXISTING STATE HIGHWAY MAINLINE SEGMENTS AND INTERSECTIONS WITHIN THE STUDY AREA TO OPERATE AT AN UNACCEPTABLE LEVEL OF SERVICE. [THRESHOLDS T-1]

Impact Analysis:

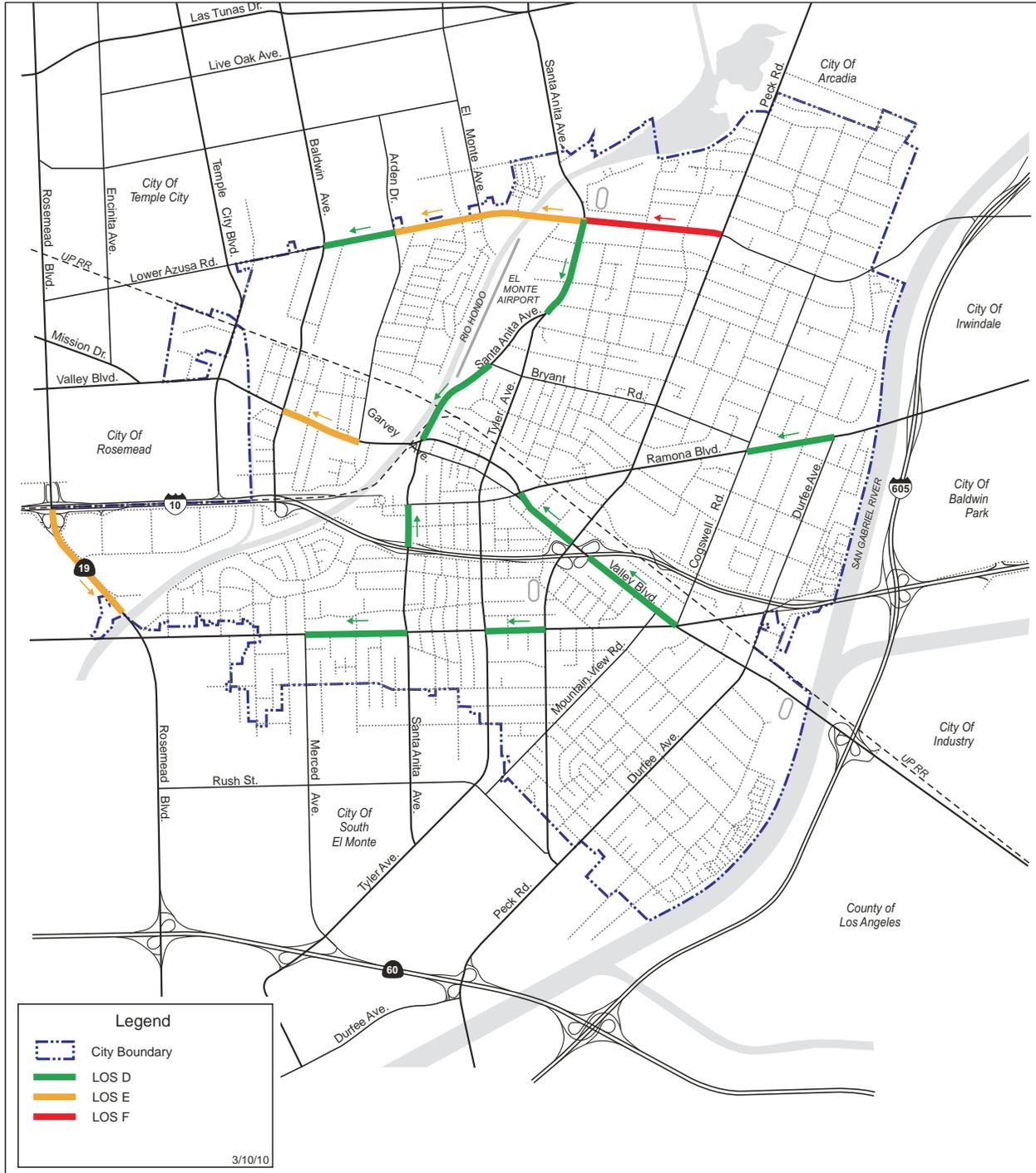
Proposed General Plan

This section analyzes the peak hour operation of the following 15 state highway study intersections, shown in Exhibit 18:

- Rosemead Boulevard (SR-164)/Telstar Avenue
- Rosemead Boulevard/(SR-164)/Whitmore Street
- I-10 Eastbound Ramps-Aerojet Avenue/Flair Drive
- Baldwin Avenue-I-10 Eastbound Ramps/Flair Drive
- Santa Anita Avenue/I-10 Westbound On-Ramp-Brockway Street
- Santa Anita Avenue/I-10 Eastbound Ramps
- Santa Anita Avenue/Merced Avenue-SR-60 Westbound Ramps
- Santa Anita Avenue/SR-60 Eastbound Ramps
- I-10 Westbound Offramp/Brockway Street
- Toyota-Lexus Entrance/Stewart Street-I-10 Ramps
- Peck Road/I-10 Westbound Ramps
- Peck Road/I-10 Eastbound Offramp
- I-10 Eastbound Onramp/Valley Boulevard
- I-10 Westbound Ramps/Valley Boulevard
- Durfee Avenue/Garvey Avenue-I-10 Ramps

5. Environmental Analysis

2035 Roadway Segments Operating at D, E, and F - AM Peak Hour



Source: The Mobility Group 2010

City of El Monte General Plan and Zoning Code Update Draft EIR

The Planning Center • Figure 5.13-8

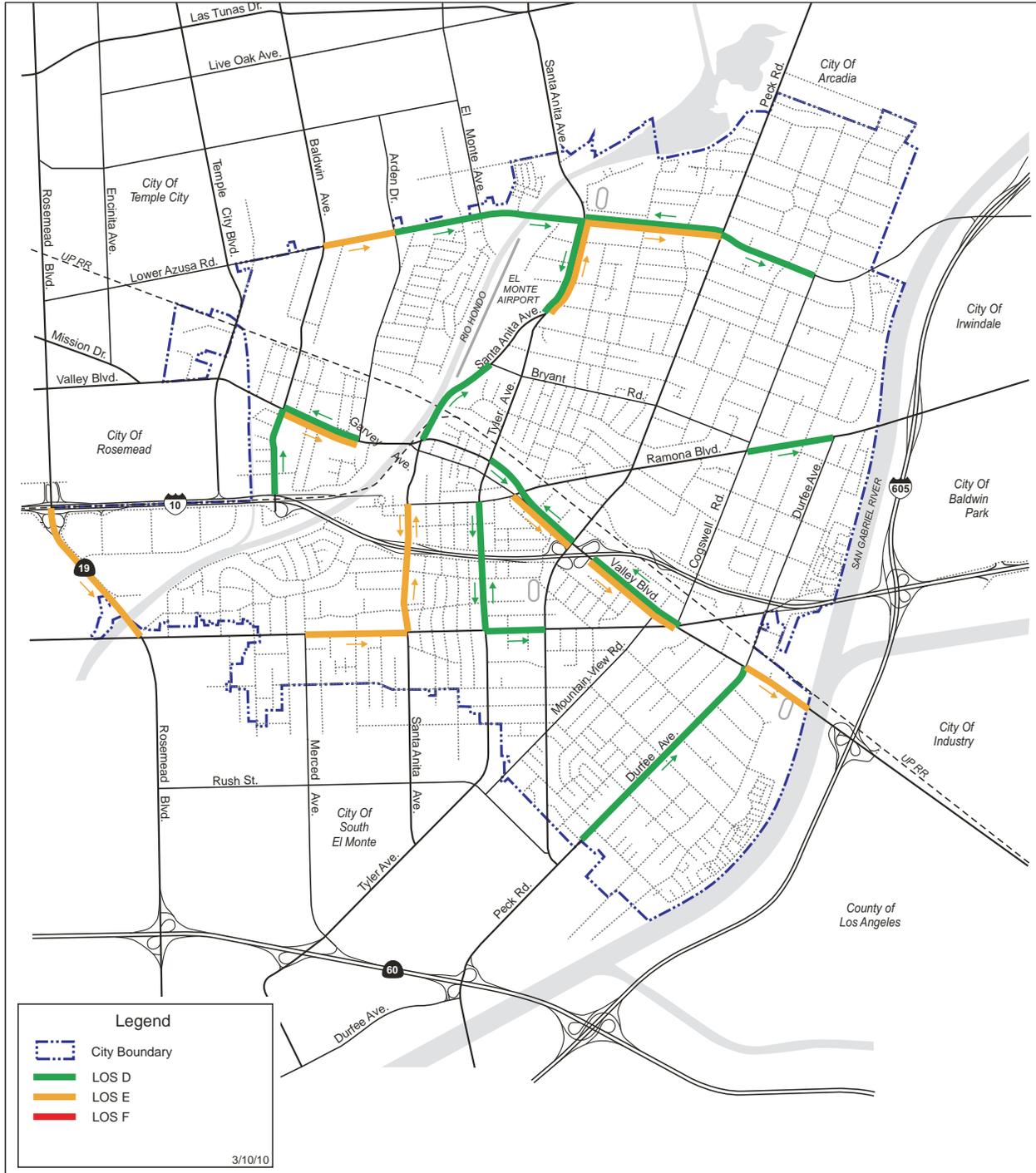
5. Environmental Analysis

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5. Environmental Analysis

2035 Roadway Segments Operating at D, E, and F - PM Peak Hour



Source: The Mobility Group 2010

5. *Environmental Analysis*

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Proposed Circulation Element State Highway Intersection LOS

Morning and evening peak-hour LOS were calculated for the state highway intersections within the study area under the proposed General Plan conditions and are shown in Table 5.13-14.

**Table 5.13-14
Proposed General Plan Buildout Conditions AM & PM Peak Hour State Highway Intersection LOS**

Study Intersection	Existing Conditions		Forecast General Plan Update Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
1 – Rosemead Blvd (SR-164)/Telstar Ave	14.8 – B	19.8 – B	17.0 – B	18.4 – B	No
2 – Rosemead Blvd (SR-164)/Whitmore St	7.3 – A	12.2 – B	3.6 – A	8.7 – A	No
3 – Aerojet Ave-I-10 EB Ramps/Flair Dr	59.6 – F	16.5 – C	98.9 – F	30.0 – D	No
9 – Baldwin Ave-I-10 EB Ramps/Flair Dr	60.7 – F	255.4 – F	304.7 – F	531.1 – F	No
20 – Santa Anita Ave/I-10 WB On-Ramp-Brockway St	25.7 – C	24.3 – C	22.7 – C	18.5 – C	No
21 – Santa Anita Ave/I-10 EB Ramps	26.3 – C	25.3 – C	35.2 – D	22.7 – C	No
25 – Santa Anita Ave/Merced Ave-SR-60 WB Ramps	19.8 – B	21.4 – C	16.9 – B	18.8 – B	No
26 – Santa Anita Ave/SR-60 EB Ramps	13.9 – B	17.5 – B	11.1 – B	14.4 – B	No
27 – I-10 WB Off-Ramp/Brockway St	84.3 – F	19.6 – C	169.1 – F	35.1 – E	Yes
38 – Toyota-Lexus Entrance/Stewart St-I-10 Ramps	10.9 – B	11.6 – B	11.3 – B	12.2 – B	No
40 – Peck Rd/I-10 WB Ramps	34.5 – D	21.1 – C	57.5 – F	28.1 – D	Yes
41 – Peck Rd/I-10 EB Off-ramp	31.0 – D	295.3 – F	57.6 – F	427.4 – F	Yes
42 – I-10 WB Ramps/Valley Blvd	17.1 – C	12.0 – B	29.4 – D	15.5 – C	No
43 – I-10 EB On-Ramp/Valley Blvd	0.0 – A	0.0 – A	0.0 – A	0.0 – A	No
54 – Durfee Ave/Garvey Ave-I-10 Ramps	24.9 – C	30.3 – C	23.3 – C	27.7 – C	No

Source: RBF 2010.

Note: EB = Eastbound; WB = Westbound; delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.



As shown in the table, the following three state highway intersections within the study area would operate at a deficient LOS E or worse and would be significantly impacted under the proposed General Plan conditions:

- I-10 Westbound Off-Ramp/Brockway Street
- Peck Road/I-10 Westbound Ramps
- Peck Road/I-10 Eastbound Off-Ramp

5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

Proposed Circulation Element State Highway Mainline Segment LOS

Morning and evening peak-hour LOS were calculated for the state highway mainline segments within the study area under the proposed General Plan conditions and are shown in Table 5.13-15.

5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

**Table 5.13-15
Proposed General Plan Buildout Conditions Existing Conditions AM & PM Peak Hour State Highway Freeway Segment LOS**

Study Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Existing Conditions				Forecast General Plan Update Conditions				Significant Impact?
			Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	
Westbound AM											
West of Garvey	Basic	4/0	9,252	N/A	>45.0	F	11,270	N/A	>45.0	F	No
Garvey Off	Diverge	4/1	8,751	501	37.2	F	10,776	494	50.9	F	No
Garvey to Peck	Basic	5/0	8,751	N/A	27.3	D	10,776	N/A	39.1	E	No
Valley Off	Diverge	4/1	8,514	237	34.7	D	10,469	307	48.1	F	Yes
Peck On	Merge	4/1	8,514	450	34.0	F	10,469	450	50.1	F	No
Peck to Santa Anita	Basic	4/0	8,964	N/A	43.0	E	10,919	N/A	>45.0	F	No
Santa Anita Off	Diverge	4/1	8,097	867	36.7	E	9,869	1,010	44.7	F	No
Santa Anita On	Merge	4/1	8,097	628	32.1	F	9,869	628	46.7	F	No
Santa Anita to Temple City	Basic	4/0	8,725	N/A	40.2	E	10,497	N/A	>45.0	F	No
Temple City Off	Diverge	4/1	7,726	999	35.9	E	9,337	1,160	43.2	F	No
Temple City On	Merge	4/1	7,726	807	30.6	F	9,337	937	45.0	F	No
Temple City to Rosemead (SR-164)	Basic	4/0	8,533	N/A	38.2	E	10,274	N/A	>45.0	F	No
West of Rosemead (SR-164)	Basic	4/0	8,533	N/A	38.2	E	10,274	N/A	>45.0	F	No
Westbound PM											
West of Garvey	Basic	4/0	6,038	N/A	22.9	C	7,617	N/A	30.9	D	No
Garvey Off	Diverge	4/1	5,342	696	24.8	C	6,906	711	31.1	D	No
Garvey to Peck	Basic	5/0	5,342	N/A	16.1	B	6,906	N/A	20.8	C	No
Valley Off	Diverge	4/1	5,267	75	21.0	C	6,803	103	27.2	C	No
Peck On	Merge	4/1	5,267	634	25.1	C	6,803	634	30.2	D	No
Peck to Santa Anita	Basic	4/0	5,901	N/A	22.3	C	7,437	N/A	29.8	D	No
Santa Anita Off	Diverge	4/1	5,283	618	24.1	C	6,704	733	30.4	D	No
Santa Anita On	Merge	4/1	5,283	1,180	29.9	D	6,704	1,071	24.5	C	No
Santa Anita to Temple City	Basic	4/0	6,463	N/A	24.7	C	7,775	N/A	32.0	D	No
Temple City Off	Diverge	4/1	5,543	920	26.9	C	6,707	1,068	32.3	D	No
Temple City On	Merge	4/1	5,543	954	28.8	D	6,707	1,108	24.9	C	No

5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

**Table 5.13-15
Proposed General Plan Buildout Conditions Existing Conditions AM & PM Peak Hour State Highway Freeway Segment LOS**

Temple City to Rosemead (SR-164)	Basic	4/0	6,497	N/A	24.9	C	7,815	N/A	32.3	D	No
West of Rosemead (SR-164)	Basic	4/0	6,497	N/A	24.9	C	7,815	N/A	32.3	D	No
Eastbound AM											
West of Rosemead (SR-164)	Basic	4/0	5,632	N/A	21.2	C	6,707	N/A	25.9	C	No
Rosemead (SR-164) to Baldwin	Basic	4/0	5,632	N/A	21.2	C	6,707	N/A	25.9	C	No
Baldwin Off	Diverge	4/1	4,866	766	23.3	C	5,809	898	27.8	C	No
Baldwin to Santa Anita	Basic	4/0	5,817	N/A	22.0	C	6,998	N/A	27.3	D	No
Baldwin On to Santa Anita Off	Weave	4/1	5,817	951/933	>43.0	F	6,998	1,189/1,174	>43.0	F	No
Santa Anita On	Merge	4/1	4,884	670	24.2	C	5,824	649	27.1	C	No
Santa Anita to Peck	Basic	4/0	5,554	N/A	20.9	C	6,473	N/A	24.8	C	No
Peck Off	Diverge	4/1	4,999	555	22.7	C	5,847	626	26.4	C	No
Valley On	Merge	4/1	4,999	218	20.6	C	5,847	231	23.5	C	No
Valley to Garvey	Basic	4/0	5,217	N/A	19.6	C	6,078	N/A	23.0	C	No
Garvey On	Merge	4/1	5,217	642	25.0	C	6,078	648	27.9	C	No
West of Garvey	Basic	4/0	5,859	N/A	22.1	C	6,726	N/A	26.0	C	No
Eastbound PM											
West of Rosemead (SR-164)	Basic	4/0	10,022	N/A	>45.0	F	11,805	N/A	>45.0	F	No
Rosemead (SR-164) to Baldwin	Basic	4/0	10,022	N/A	>45.0	F	11,805	N/A	>45.0	F	No
Baldwin Off	Diverge	4/1	8,858	1164	41.4	F	10,520	1285	48.6	F	No
Baldwin to Santa Anita	Basic	4/0	9,695	N/A	>45.0	F	11,663	N/A	>45.0	F	No
Baldwin On to Santa Anita Off	Weave	4/1	9,695	837/1,171	>43.0	F	11,663	1,143/1,307	>43.0	F	No
Santa Anita On	Merge	4/1	8,524	402	33.7	F	10,356	405	48.7	F	No
Santa Anita to Peck	Basic	4/0	8,926	N/A	42.5	E	10,761	N/A	>45.0	F	No
Peck Off	Diverge	4/1	8,175	751	36.3	E	9,893	868	43.7	F	No
Valley On	Merge	4/1	8,175	242	29.4	D	9,893	257	43.7	F	Yes
Valley to Garvey	Basic	4/0	8,417	N/A	37.1	E	10,150	N/A	>45.0	F	No
Garvey On	Merge	4/1	8,417	818	36.4	F	10,150	952	51.8	F	No
West of Garvey	Basic	4/0	9,235	N/A	>45.0	F	11,102	N/A	>45.0	F	No

Source: RBF 2010.

Note: On = freeway on-ramp; Off = freeway off-ramp; XX/XX = Onramp volume/Offramp volume; Density = passenger cars per mile per lane; deficient segment operation shown in **bold**.

5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

As shown in the table, the following two state highway mainline segments within the study area would be significantly impacted under the proposed General Plan conditions:

- Westbound I-10 freeway in the vicinity of the Valley Boulevard off-ramp during the AM peak hour
- Eastbound I-10 freeway in the vicinity of the Valley Boulevard on-ramp during the PM peak hour

IMPACT 5.13-4: TRIPS GENERATED AS A RESULT OF BUILDOUT OF THE PROPOSED GENERAL PLAN WOULD SIGNIFICANTLY IMPACT EXISTING STATE HIGHWAY ON-RAMP QUEUE OPERATIONS WITHIN THE STUDY AREA. [THRESHOLDS T-1]

Impact Analysis:

Proposed Circulation Element State Highway On-Ramp Analysis

Table 5.13-16 summarizes the AM and PM peak hour state highway on-ramp queue operations within the study area under the proposed General Plan conditions.

Study On-Ramp	Study Peak Period Operation	Peak Hour Vehicles Added by Proposed Project	Significant Impact?
I-10 WB On-Ramp at Santa Anita Ave	AM – Deficient	0	No
I-10 WB On-Ramp at Peck Rd	AM – Acceptable	0	No
I-10 WB On-Ramp at Valley Blvd	AM – Deficient	0	No
I-10 EB On-Ramp at Flair Dr	PM – Deficient	60	Yes¹
I-10 EB On-Ramp at Baldwin Ave	PM - Acceptable	364	No ²
I-10 EB On-Ramp at Santa Anita Ave	PM – Acceptable	49	No ²
I-10 EB On-Ramp at Valley Blvd	PM – Acceptable	0	No
I-10 EB On-Ramp at Stewart St	PM – Acceptable	45	No ²
I-10 EB On-Ramp at Garvey Ave	PM – Deficient	134	Yes¹

Source: RBF 2010.

Note: WB = westbound; EB = eastbound; significant impact identified in **bold**.

¹ Significant impact since 10 or more peak hour trips are added to deficiently operating on-ramp.

² No significant impact since 10 or more peak hour trips added to acceptably operating on-ramp.



As shown in the table, the following two state highway study on-ramps would be significantly impacted under the proposed General Plan conditions:

- I-10 Eastbound On-Ramp at Flair Drive (PM peak hour)
- I-10 Eastbound On-Ramp at Garvey Avenue (PM peak hour)

5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

Proposed Circulation Element State Highway On-Ramp Analysis

Table 5.13-17 summarizes the AM and PM peak hour state highway off-ramp operations within the study area under the proposed General Plan conditions.

Table 5.13-17
Proposed General Plan Buildout Conditions I-10 Off-Ramp Queue Operations

Study Off-Ramp	Study Peak Period Operation	Peak Hour Vehicles Added by Proposed Project	Significant Impact?
I-10 WB Off-Ramp at Garvey Ave	AM – Acceptable	0	No
I-10 WB Off-Ramp at Toyota-Lexus Ave	AM – Acceptable	23	No ¹
I-10 WB Off-Ramp at Valley Blvd	AM – Acceptable	53	No ¹
I-10 WB Off-Ramp at Peck Rd	AM – Acceptable	56	No ¹
I-10 WB Off-Ramp at Santa Anita Ave	AM – Acceptable	237	No ¹
I-10 EB Off-Ramp at Flair Dr	PM – Acceptable	72	No ¹
I-10 EB Off-Ramp at Santa Anita Ave	PM – Acceptable	136	No ¹
I-10 EB Off-Ramp at Peck Rd	PM – Acceptable	117	No ¹

Source: RBF 2010.
Note: WB = westbound; EB = eastbound.
¹ No significant impact since 10 or more peak hour trips are added to acceptably operating off-ramp.

As shown in the table, no significant impact at the state highway study off-ramps would occur under the proposed General Plan conditions.

IMPACT 5.13-5: TRIPS GENERATED AS A RESULT OF BUILDOUT OF THE PROPOSED GENERAL PLAN WOULD CAUSE THE CMP-DESIGNATED INTERSTATE 10 TO EXCEED COUNTY CONGESTION MANAGEMENT AGENCY SERVICE STANDARDS. [THRESHOLD T-2]

Impact Analysis: Rosemead Boulevard and I-10 are the only two roadways identified in the CMP within the City of El Monte. The following are the designated roadway segments identified in the CMP that would be impacted by project traffic:

- Rosemead Boulevard between I-10 and South City Limits (near Garvey Avenue)
- I-10 between Rosemead Boulevard and East City Limits (near Durfee Avenue)

CMP Designated Local Roadway (Rosemead Boulevard)

The LOS for the roadway segment of Rosemead Boulevard between I-10 and Garvey Avenue is shown in Table 5.13-18.

**Table 5.13-18
AM and PM Peak Hour Roadway Level of Service Summary,
Rosemead Boulevard Roadway Segment**

Analysis Year	No. of Lanes	AM Peak Hour			PM Peak Hour				
		EB/NB V/C Ratio	LOS ¹	WB/SB V/C Ratio	LOS ¹	EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹
Rosemead Boulevard									
Existing	6	0.731	C	1.071	F	0.763	C	0.902	E
Future Year 2035	6	0.789	C	0.978	E	0.688	B	0.921	E

Source: The Mobility Group, March 2010.

As shown in the table, the roadway segment of Rosemead Boulevard between the I-10 Freeway and Garvey Avenue under future year 2035 would not operate at LOS F. Under the proposed General Plan buildout, the southbound direction during the AM peak hour would improve from LOS F to LOS E. The project would increase the V/C ratio of the northbound direction during the AM peak hour by 0.058; however, it would not cause the level of service to lower to LOS F. As these values are below the CMP significance criteria, the project would not result in a significant impact at the CMP designated local roadway.

CMP-Designated Freeway Mainline (Interstate 10)

As shown previously in Table 5.13-15, buildout of the proposed General Plan would result in various mainline segments of I-10 operating at a deficient LOS that would result in a significant impact. Therefore, the project would result in a significant impact for the CMP-designated freeway mainline segment.



IMPACT 5.13-6: THE PROPOSED GENERAL PLAN WOULD NOT RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS THAT WOULD RESULT IN SUBSTANTIAL SAFETY RISKS. [THRESHOLD T-3]

Impact Analysis: The El Monte Airport is located along the Rio Hondo River in the north-central portion of the City of El Monte. It encompasses 103 acres and is owned and managed by the County of Los Angeles. The airport includes a control tower and aircraft parking to accommodate 500 airplanes. The airport operates on a 24-hour basis, seven days a week and generates an annual of 188,000 trips per year. Ascension and descension patterns are from north to south. During take-off, aircrafts follow the Rio Hondo Channel until altitude is gained. The Los Angeles County Airport Land Use Commission has established runway protection zones (RPZ) on either end of the airport, the areas most likely to experience an airplane crash. Within this zone, the Federal Aviation Administration (FAA) recommends restrictions to development height and type, events that gather people, or activities that could cause or contribute to damages of airplane crashes. The runway protection zones do not extend outside the airport property.

The El Monte Airport’s role is to provide general aviation services to El Monte and the surrounding communities. Within this overall role, the airport serves five general purposes: 1) personal and recreational flying; 2) aviation-related business; 3) business and corporate aviation; 4) flight training; and 5) public safety purposes, such as police services and emergency access to the community. The Airport Master Plan (1995) envisions that these purposes will remain over its buildout. In addition, the airport is considered a “core airport,” or one that utilizes the complex air space above Los Angeles. Therefore, growth is limited.

The El Monte Airport Master Plan proposes plans to accommodate existing and future needs. The adopted airport land use plan (ALUP) for the El Monte Airport, however, has remained unchanged since 1983. As

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stated, the master plan anticipates that the airport's core functions would remain largely unchanged, though flight distribution may change. With the development of Flair Park as an international finance district, El Monte Airport can bring employers and customers directly to El Monte and the San Gabriel Valley. However, the Los Angeles County's Airport Land Use Compatibility Plan (ALUCP) designates airport influence zones and provides a series of proposed policies and compatibility criteria to ensure that both aviation and surrounding uses may continue. The Airport Land Use Commission Law requires cities and counties to amend their general plans to conform to adopted airport land use plans. The El Monte General Plan land use plan would be consistent with the ALUP, which is consistent with the ALUCP. It would maintain the RPZ identical to the FAA's zones and prohibit land uses, structures, intensification of current land uses, or other activities within the RPZ that present potential hazards under FAA guidelines. Therefore, it is not anticipated that land uses would conflict with ongoing aviation operations and impacts to air traffic patterns would be less than significant.

IMPACT 5.13-7: CIRCULATION IMPROVEMENTS UNDER THE CIRCULATION ELEMENT OF THE PROPOSED GENERAL PLAN WOULD BE DESIGNED TO ADEQUATELY ADDRESS POTENTIALLY HAZARDOUS CONDITIONS (SHARP CURVES, ETC.), POTENTIAL CONFLICTING USES, AND EMERGENCY ACCESS. [THRESHOLDS T-4 AND T-5]

Impact Analysis: Buildout of the proposed General Plan would result in changes to the circulation network, but would not increase hazards due to design features. The proposed roadway classification standards include roadway design standards as part of the City's Mobility Plan that would preclude the construction of any unsafe features. Additionally, a review of emergency access is included as part of the City's Design Review process and would be evaluated at the project-specific level. Therefore, there would be no impacts to the circulation system or to emergency access as a result of the proposed project.

IMPACT 5.13-8: THE PARKING REQUIREMENTS PROVIDED IN THE CITY OF EL MONTE'S MUNICIPAL CODE WOULD ENSURE ADEQUATE PARKING IS PROVIDED UNDER THE PROPOSED GENERAL PLAN. [THRESHOLD T-6]

Impact Analysis: New and modified residential, commercial, and industrial developments would be required to provide adequate onsite parking to meet the parking demand generated, as required under Chapter 17.08, *Parking Requirements*, of Title 17 of the City's Municipal Code. Additionally, the Circulation Element would seek to implement parking districts and construct parking structures in the downtown, Flair Business Park, and other appropriate areas. Other strategies include allowing for joint-use parking. Therefore, impacts to parking would be less than significant.

IMPACT 5.13-9: THE CIRCULATION ELEMENT OF THE PROPOSED GENERAL PLAN WOULD COMPLY WITH ADOPTED POLICIES, PLANS, AND PROGRAMS FOR ALTERNATIVE TRANSPORTATION. [THRESHOLD T-7]

Impact Analysis: The Circulation Element would introduce and implement various strategies and approaches to accommodate multiple modes of travel. The plan accounts for improvements and enhancements to roadways (for passenger cars, trucks, buses, and bicycles), rail lines (for freight and passenger rail), and trails and walkways (for bicycles and pedestrians). The strategies and approaches to improvements to public transit and nonmotorized transportation listed below would ensure that this impact would be less than significant.

Transit

The Mobility Plan is focused on providing expanded local and regional transit service within the City. Policies identified include expanding the regionally significant infrastructure projects, promoting intermodal use by linking the Metrolink with the El Monte Transit Station, implementing future busway improvements along I-10, and providing transit routes within a quarter mile of residents and activity nodes. The City is undertaking feasibility studies for the Mid Valley Transit Corridor, a proposed bus rapid transit line connecting the Transit Station to communities in the east San Gabriel Valley via Ramona Boulevard. Additionally, the City is currently under efforts to renovate and expand the transit station into a mixed-use “transit village” that will integrate public transit, housing, parks/open space, retail, business, and entertainment. Part of this effort will consist of improving connections to Metrolink to the western edge of the Transit Village.

Additionally, the Circulation Element anticipates that many arterial and collector streets within the City will also function as transit corridors that would be served by either local or regional transit service. A primary transit street is expected to carry the highest levels of transit service, particularly regional service, with the most bus routes and highest frequency of service. A secondary transit street is expected to carry lower levels of transit service mainly for local rather than regional bus routes. The City’s transit corridors are shown on Figure 5.13-10, *Circulation Element Transit Corridors*.

Nonmotorized Transportation

The Mobility Plan would promote and develop an integrated network of bicycle routes and multi-use trails throughout the City that connect neighborhoods, schools, open space, and major employment, civic, and recreational destinations. The City’s goal is to provide an off-street multipurpose pedestrian and bicycle trail (Class I) system, Class II on-street striped bicycle system, and a Class III on-street signed bicycle system. The Class II bike lanes are proposed along collector and secondary arterials. As part of the Emerald Necklace Vision Plan, the City’s goal is for a new east–west corridor that will include a Class I bike path. Figure 5.13-11, *Circulation Element Bicycle Plan*, shows the planned bicycle routes and lane class throughout the City. The Emerald Necklace Visions Plan calls for the development of a 17-mile loop of parks, greenways, and trails along the Rio Hondo and San Gabriel Rivers that connect 16 cities. The Emerald Necklace would provide trails and paths for walking, biking, hiking, and equestrian use.



The recommended strategies and approaches for transit and nonmotorized transportation would expand alternative transportation options in the City of El Monte. Development of mixed-use areas such as the transit village and Downtown El Monte would provide more walkable communities and would require infrastructure improvements that encourage both walking and bicycle trips. Furthermore, mixed-used developments would reduce the distance traveled between services and amenities, and higher density areas would better utilize public transit and nonmotorized transportation due to the critical mass required to make these viable options for people. Overall, integrating these two approaches to transit and nonmotorized transportation in conjunction with the development of mixed-use areas would contribute to reducing vehicle miles traveled in the City of El Monte. Therefore, the proposed General Plan would not interfere with or obstruct the implementation and usage of alternative transportation.

Assembly Bill 1358: Complete Streets

On September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. These networks should allow all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. OPR

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recommends that local jurisdictions view all transportation projects, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize pedestrian, bicycle, and transit modes as integral elements of their transportation system (OPR 2010).

The proposed General Plan is consistent with AB 1358 because Complete Streets is one of the major themes under the proposed General Plan vision. Under Theme 3, *Convenient Transportation Choices*, it states, “El Monte will be a City where people can easily and safely access community facilities and services by convenient transportation choices that efficiently connect El Monte to the region.” This vision embraces the complete-streets notions that 1) streets should be pedestrian and bicycle friendly, fully accessible to people with disabilities, and safe for walking to schools, commercial centers, neighborhoods, and parks; 2) that traffic should be effectively managed to reduce impacts to neighborhoods and improve public safety; 3) that public transit choices should increase the availability of and use of transit; and 4) that pedestrian and bicycle paths should encourage walking, bicycling, and connections to amenities. Policies and elements within the Circulation Element—in addition to the other elements of the proposed General Plan—support the creation of a balanced, integrated, multimodal transportation system.

5.13.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to transportation include:

Circulation Element

Connecting El Monte to the Region

- **Freeway Improvements.** Support implementation of the high-occupancy toll lane and congestion pricing plan along I-10 to improve mobility, reduce traffic congestion, and improve air quality in and around El Monte. (Policy C-1.1)
- **Access to Downtown.** Support implementation of the Mid Valley Transit Corridor and associated improvements along Ramona Boulevard and improve connection to the Transit Station to increase ridership and coordinate transit services. (Policy C-1.2)
- **Access to Flair Park.** Improve roadway and transit access to Flair Park through the reconfiguration of the Baldwin Interchange, extension of Ramona Boulevard to Telstar, and an interconnected bus route with the El Monte Transit Station. (Policy C-1.3)
- **Access to Northwest Industrial District (West Side).** Support improvement of access to and from I-10 through the reconfiguration of the Baldwin Interchange, elimination of at-grade crossings, and widening of Baldwin Avenue. (Policy C-1.4)
- **Access to the Auto District.** Work with Caltrans to improve freeway access to and from I-10, including a reconstruction of the Durfee/Garvey Avenue ramps and the freeway ramps at Valley Boulevard and I-605. (Policy C-1.5)
- **Freight Movement.** Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors and eliminating at-grade railroad crossings in El Monte, wherever feasible, to facilitate access to I-10. (Policy C-1.6)

Circulation Element Transit Corridors



-  Metrolink/Station
-  El Monte Busway/Station
-  Primary Transit Street
-  Secondary Transit Street
-  Proposed New Connection
-  Proposed Mid Valley (Ramona-Badillo) Rapid Transit Corridor

0 3,000
Scale (Feet)



Source: The Mobility Group 2010

City of El Monte General Plan and Zoning Code Update Draft EIR

The Planning Center • **Figure 5.13-10**

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Circulation Element Bicycle Plans



- Class I Bikeway/Trail
- Class II Bike Lane
- Class III Bike Boulevard
- ⋯ Requires New Connection
- ⊙ Existing Connection to River Bike Path
- ⊘ New Connection to River Bike Path (Feasibility to be Determined)
- Bicycle Hub



Source: The Mobility Group 2010

City of El Monte General Plan and Zoning Code Update Draft EIR

The Planning Center • **Figure 5.13-11**

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- **Interjurisdictional Cooperation.** Work with neighboring cities to support an I-10 working group, fund studies, and lobby county, state, and federal government for improvements to I-10. (Policy C-1.7)

Local Roadway Network

- **Balance the Roadway System and Land Uses.** Provide a safe and efficient street system to support the City's mobility goals for all transportation modes and the General Plan goals. (Policy C-2.1)
- **Roadway Performance Standards.** Maintain roadway standards in Table C-3 except in extraordinary circumstances that require City Council approval for an exception. (Policy C-2.2)
- **Fully Developed Street System.** Fully develop the street system in the City by adding to the missing street grid or reconfiguring the existing street grid in the west-central part of the City, Study Area #1. Consider long-range solutions that will: (Policy C-2.3)
 - Connect Flair Business Park to the transit village
 - Reconstruct/relocate the Baldwin Avenue interchange
 - Create a secondary access across the Rio Hondo Channel
 - Improve internal circulation in the Northwest District
 - Work with neighboring cities and governments
- **Context-Sensitive Street Standards.** Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate. (Policy C-2.4)
- **Roadway Sizing.** Provide the appropriate roadway sizing in the City. Where roadways are wider than traffic requires, consider converting surplus roadway space to other uses, such as landscaped medians, bike lanes, and wider sidewalks, to make the roadway more pedestrian and bicycle friendly. (Policy C-2.5)
- **Cost of Traffic Mitigations.** Require the cost of transportation mitigations and improvements necessitated by new development to be borne by applicants. For mitigations required for regionally significant projects, developers shall pay a fee to help fund a project-specific report. (Policy C-2.6)
- **Maintain Infrastructure.** Develop and maintain adequate funding sources and maintenance programs for the ongoing maintenance and upkeep of the City's transportation infrastructure. (Policy C-2.7)



Traffic Management

- **Operational Efficiency.** Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians. (Policy C-3.1)
- **Traffic Flow Management.** Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns. (Policy C-3.2)

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- **Neighborhood Traffic.** Work with community representatives, neighborhood groups, businesses, and residents to develop creative strategies to address traffic, congestion, and transportation issues unique to neighborhoods or districts. (Policy C-3.3)
- **Safe Routes to Schools.** Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours. (Policy C-3.4)
- **Through Traffic.** Work with adjacent cities, the County of Los Angeles, and other government entities to minimize the adverse traffic impacts on El Monte streets from traffic originating outside the City and passing through the City. (Policy C-3.5)

Transit Alternatives

- **Transit Service Coverage.** Provide transit routes that more directly serve residential neighborhoods, and improve transit service to Flair Park that connects to the El Monte Transit Center. Seek to provide transit within a quarter mile of residents and activity nodes. (Policy C-4.1)
- **Regional Bus Transit.** Work with LACMTA and Foothill Transit to enhance regional transit connections in the City, through additional routes and increased service frequency. Support LACMTA expansion of rapid bus service in the region and particularly on routes serving the City. (Policy C-4.2)
- **Enhanced Local Bus Transit.** Continue to adjust and enhance the local transit circulator service in the community, particularly to serve local neighborhoods, schools and parks, key commercial districts, and the regional bus and rail transit stations. (Policy C-4.3)
- **Regional Transit Stations.** Support the continued efficient operation of the El Monte Transit Station and the Metrolink Station and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to gain the maximum potential for transit ridership. (Policy C-4.4)
- **Improved Bus Transit Amenities.** Improve amenities at bus stops, including attractive and convenient stops with shade/weather protection, seats, transit information, bus shelters, landscaping, etc., as appropriate. (Policy C-4.5)
- **Regional Transit Improvements.** Support the planning, design, and implementation of the proposed Mid Valley Transportation Corridor along Ramona Boulevard, and coordinate with LACMTA regarding improvements to the Transit Station. (Policy C-4.6)
- **Metrolink Improvements.** Support the improvement of connections from the Metrolink Station to the transit village and Flair Business Park through service improvements, relocation of the Metrolink station, or other strategy. (Policy C-4.7)

Multiuse Path System

- **Citywide Bicycle Network.** Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace. (Policy C-5.1)

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- **Regional Coordination.** Coordinate development of the City's bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity. (Policy C-5.2)
- **Bicycle Hubs.** Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes. (Policy C-5.3)
- **Bicycle Amenities.** Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists. (Policy C-5.4)
- **Citywide Pedestrian Network.** Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions. (Policy C-5.5)
- **Pedestrian Amenities.** Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks. (Policy C-5.6)
- **Equestrian Trails.** Provide equestrian trails and/or paths in the northeast and southeast areas of the City where feasible and where equestrian ownership, use, and demand warrant. Such improvements should facilitate access to the San Gabriel River. (Policy C-5.7)

Integration of Land Use and Transportation Planning

- **Transportation Demand Management.** Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase the vehicle occupancy rate, and better utilization of the circulation system through TDM. (Policy C-6.1)
- **New and Substantially Rehabilitated Development.** Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate. (Policy C-6.2)
- **Parking Districts.** Encourage parking districts in the downtown, Flair Business Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures. (Policy C-6.3)
- **Parking Supply.** Require residential, commercial, industrial, and other land uses within the community to provide adequate on-site parking for their respective uses; allow for joint-use parking provided parking needs of individual uses are satisfied. (Policy C-6.4)
- **Land Use Strategies.** Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations. (Policy C-6.5)
- **Project Mitigation.** Require appropriate mitigation measures be implemented by projects that have a significant or potentially significant impact on the transportation network. (Policy C-6.6)



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Community Design Element

- Ensure roadways are appropriately sized with adequate traffic management devices to allow for the smooth and safe flow of traffic consistent with the function and performance standards set forth by the Circulation Element. (Policy 2.4)
- Parking and garages should be designed to fulfill their function without detracting from the aesthetic quality of the building face viewed by the public. (Policy 4.8)
- Establish a stronger link between the cultural center, Valley Mall, transit district, civic center, and surrounding neighborhoods of the El Monte downtown by incorporating unifying streetscape improvements along key roadways, an interconnected and coordinated system of walkways, and improvements to the Emerald Necklace of trails. (Policy 5.6)
- Create a downtown pedestrian master plan, as specified in the Circulation Element, which is designed to improve the walking experience of pedestrians, shoppers, and residents. The plan should provide well-defined pathways with ample pedestrian amenities and wayfaring signage to encourage walking. (Policy 5.9)
- Establish a stronger link between the various districts within Flair Park by visually denoting Telstar Avenue as the major spine and incorporating unifying streetscape improvements along Flair Drive, Rio Hondo Avenue, Aerojet Avenue, and Fletcher Avenue. (Policy 6.12)
- Coordinate with CalTrans to beautify on-ramps and off-ramps to Interstate 10 with coordinated and thematic presentation, evidenced by lush landscaping, carefully placed trees, rock features, and other landscape amenities. (Policy 6.13)
- Parking and paved areas should not be the dominant view of the industrial site; encourage employee and truck parking be placed to the side or behind the facility so that the dominant feature is the building architecture and landscaping frontage. (Policy 7.14)
- For internal parking areas, provide ample landscaping using landscaped bays, shade trees, and clearly delineated pedestrian routes with shade trees and landscaping along walkways that allow easy and safe passage to retail uses. (Policy 8.4)
- Encourage internal adjoining and shared access points between adjacent commercial properties in order to minimize the number of curb cuts along major thoroughfares and numerous unnecessary entry points along streets. (Policy 8.5)

Land Use Element

- Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits. (Policy 4.7)
- Facilitate transit-oriented developments with a range of residential, commercial, hotel, and recreational uses in the downtown that serve as destination points for the region and catalyst for the revitalization of and investment in downtown. (Policy 5.2)

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- Support the installation of roundabouts, reduced road widths, and pedestrian improvements in the downtown area pursuant to a feasibility study of Special Study Area 2 consistent with recommendations in the Circulation Element. (Policy 5.5)
- Support additional improvements to regional transportation infrastructure in the downtown pursuant to a feasibility study of Special Study Area 2 consistent with recommendations in the Circulation Element. (Policy 5.6)
- Implement streetscape improvement program to enhance the visual character of streets, improve pedestrian activity, and link the Valley Mall, transit village, civic center, and residential subdistricts. (Policy 5.7)
- Support additional improvements to the regional transportation infrastructure in Flair Park pursuant to a feasibility study of Special Study Area 1 consistent with recommendations in the Circulation Element. (Policy 6.7)
- Improve access to and within Flair Park and provide transit service from the El Monte Downtown, Transit Village, and Metrolink Station through direct shuttles consistent with recommendations in the Circulation Element. (Policy 6.8)
- Improve streetscape and internal access through the enhancement of primary roadways with trees and sidewalks, extension of roadways where necessary to ease mobility and transit access, and distinctive wayfaring system. (Policy 6.9)
- Improve the internal circulation system within the Northwest Planning District—namely, Baldwin Avenue, Arden Avenue, and Lower Azusa Road and smaller access streets—in accordance with the Circulation Element; consider measures to separate residential and nonresidential traffic to eliminate public health, safety, and mobility impacts. (Policy 7.5)
- In concert with Caltrans, support improvements to the regional transportation infrastructure in Northwest Industrial District pursuant to a feasibility study of Special Study Area 1 consistent with recommendations in the Circulation Element. (Policy 7.6)
- Improve circulation throughout the Auto District with wayfaring and pedestrian signage, shuttle or transit access moving from the north to southern subdistricts, kiosks, and differentiated pavement colorings to inform visitors. (Policy 7.5)
- Work with Caltrans to improve the intersection of Durfee Avenue, Garvey Avenue, and the I-10, with preference for reconstructing on–and off–ramps to allow for both easterly and westerly egress and ingress into the auto district. (Policy 7.7)
- Convert Durfee Avenue, from the southern City limits to Valley Boulevard, from a principal arterial to a secondary arterial and discourage heavy truck through–traffic, to allow for the right–of–way needed to make it a green corridor. (Policy 9.4)
- Create Class 2 bicycle lane along Durfee Avenue, from the south City limits to Ramona to provide an exclusive or semi–exclusive use of bicycles; also line the street with complete sidewalks to encourage pedestrian activity. (Policy 9.5)



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Parks and Recreation Element

- Enhance options for residents to access community centers and other recreational facilities through transit, safe routes, bicycle routes, and walking paths. (Policy 2.8)
- Support a circulation plan for downtown El Monte which links the City Hall, Valley Mall, Fletcher Park, the Emerald Necklace, and surrounding residential areas and businesses. (Policy 5.6)

Public Services and Facilities Element

- Continue, evaluate, and improve the City's traffic safety program, focusing on traffic law enforcement, accident prevention, and safety for motorists, bicyclists, and pedestrians. (Policy 1.5)

5.13.5 Existing Regulations and Standard Conditions

City of El Monte Municipal Code, Title 17, Zoning, Chapter 17.08, Parking Requirements

5.13.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-6, 5.13-7, 5.13-8, and 5.13-9.

Without mitigation, the following impacts would be potentially significant:

- Impact 5.13-1 Trips generated as a result of buildout of the proposed General Plan would cause the existing area roadway system to operate at an unacceptable level of service.
- Impact 5.13-2 Trips generated as a result of buildout of the proposed General Plan would cause the existing study area intersections to operate at an unacceptable level of service.
- Impact 5.13-3 Trips generated as a result of buildout of the proposed General Plan would cause existing State Highway mainline segments and intersections within the study area to operate at an unacceptable level of service.
- Impact 5.13-4 Trips generated as a result of buildout of the proposed General Plan would significantly impact existing state highway on-ramp queue operations within the study area.
- Impact 5.13-5 Trips generated as a result of buildout of the proposed General Plan would result in the designated Interstate 10 Freeway exceeding County Management Agency service standards.

5.13.7 Mitigation Measures

Impact 5.13-1

13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified on **[pending]**. All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.

Impacts 5.13-2, 5.13-3, 5.13-4, and 5.13-5

13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.

5.13.8 Level of Significance After Mitigation

Impact 5.13-1: City Roadway Segments

Mitigation Measure 13-1 would result in various improvements to roadways within the City of El Monte. However, planned roadway improvements would not result in the roadway segment on Lower Azusa Road between Santa Anita Avenue and Peck Road operating at LOS E or better. There is no additional right-of-way to widen to roadway segment and restriping would not increase capacity on this segment. Therefore, impacts to Lower Azusa Road between Santa Anita Avenue and Peck Road during the AM peak hour would remain significant and unavoidable.

Impacts 5.13-2: City Intersections

As shown in Table 5.13-19, Mitigation Measure 13-2 would result in City intersections operating at acceptable levels of service at buildout of the proposed General Plan. With implementation of this mitigation measure, Impact 5.13-2 would be reduced to less than significant.

**Table 5.13-19
Mitigated Proposed General Plan Buildout Conditions AM & PM
Peak Hour City Intersection LOS Summary**

Study Intersection	Existing Conditions		Mitigated Forecast General Plan Update Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
8 – Baldwin Ave/Valley Blvd	0.84 – N/A – D	0.92 – N/A – E	0.92 – N/A – E	0.94 – N/A – E	No
15 – Santa Anita Ave/Lower Azusa Rd	0.89 – N/A – D	0.99 – N/A – E	0.84 – N/A – D	0.94 – N/A – E	No
18 – Santa Anita Ave/Valley Blvd	0.98 – N/A – E	0.81 – N/A – D	1.00 – N/A – E	0.91 – N/A – E	No
36 – Peck Rd/Ramona Blvd	0.64 – N/A – B	0.94 – N/A – E	0.67 – N/A – B	0.92 – N/A – E	No
39 – Peck Rd/Valley Blvd	0.86 – N/A – D	0.96 – N/A – E	0.89 – N/A – D	0.96 – N/A – E	No
53 – Durfee Ave/Ramona Blvd	N/A – 15.6 – C	N/A – 29.4 – D	0.51 – N/A – A	0.63 – N/A – B	No

Source: RBF 2010.

Note: V/C = volume to capacity ratio; delay shown in seconds per vehicle; N/A = Not Applicable.



Impact 5.13-3: State Highway Intersections and Mainline Segments

State Highway Intersections

As shown in Table 5.13-20, implementation of Mitigation Measure 13-2 would result in state highway intersections operating at acceptable levels of service at buildout of the proposed General Plan. However,

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any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented. Consequently, Impact 5.13-3 as it pertains to state highway intersections would remain significant and unavoidable.

**Table 5.13-20
Mitigated Proposed General Plan Buildout Conditions
AM & PM Peak Hour State Highway Intersection LOS**

Study Intersection	Existing Conditions		Mitigated Forecast General Plan Update Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
27 – I-10 WB Off-Ramp/Brockway St	84.3 – F	19.6 – C	11.5 – B	9.8 – A	No
40 – Peck Rd/I-10 WB Ramps	34.5 – D	21.1 – C	0.0 – A	0.0 – A	No

Source: RBF 2010.

Note: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

Freeway Mainline Segments

Implementation of Mitigation 13-2 would reduce impacts to freeway mainline segments, but it would not eliminate the significant impact. As stated, facilities under the jurisdiction of Caltrans would be outside the jurisdiction of the City and therefore the timing for implementation of any physical improvements that may be available would be uncertain. Consequently, Impact 5.13-3 as it pertains to state highway freeway mainline segments would remain significant and unavoidable.

Impact 5.13-4: State Highway Ramp Operations

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2), it cannot be guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway on-ramp operations, identified traffic impacts would remain. Consequently, Impact 5.13-4 would remain significant and unavoidable.

Impact 5.13-5: County Congestion Management Plan

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2), it cannot be guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway mainline segments, identified traffic impacts would remain. Consequently, Impact 5.13-5 as it relates to I-10 would remain significant and unavoidable.

5.14 UTILITIES AND SERVICE SYSTEMS

The El Monte General Plan update was evaluated for its potential impacts on utilities and service systems serving the City. The potential for adverse impacts on public services was evaluated based on information concerning current service levels and the ability of service providers to accommodate the increased demand that would be created by the general plan update. Service correspondence is in Appendix B of this DEIR.

5.14.1 Environmental Setting

Water Supply and Distribution Systems

Water agencies, districts, and suppliers in the San Gabriel Basin generally obtain their water from groundwater extraction. Some agencies and jurisdictions replenish this water supply by groundwater recharge through spreading grounds located along the San Gabriel and Rio Hondo rivers. Imported water purchased from the Metropolitan Water District of Southern California (MWD) and recycled water from Whittier, Pomona, and San Jose water reclamation plants are also used for recharge. The Main San Gabriel Basin Watermaster is responsible for administering water rights allocations, including water spreading activities, within the Main San Gabriel Basin.

The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The City's water system serves 20 percent of the city's land area, comprising 3,342 connections and 22,446 residents. The City's Water Department does not import water nor is it connected to a transmission pipeline of any water wholesaler. Six deep wells, one 200,000-gallon elevated tank, and one million-gallon ground-level tank serve this water supply. Potable water is delivered through 42 miles of pipeline, reservoirs, booster pumps, water wells, disinfection facilities, carbon filters, and emergency connections with neighboring water purveyors. According to the City's 2004 Annual Consumer Confidence Report, drinking water provided by the City meets or surpasses all federal and state drinking water standards.

The City of El Monte holds water rights to roughly 1.4 percent of the Operating Safe Yield of the Main San Gabriel Valley Groundwater Basin (Basin). The Operating Safe Yield, the amount that can be withdrawn without depleting the Basin, was established at 170,000 acre-feet¹ in 2003–04; therefore, the City's water rights to Basin water that year were about 2,395 acre-feet.

Water supplies and demands in the City Water Department's service area are shown below in Table 5.14-1.

¹ One acre-foot is about 325,851 gallons.



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**Table 5.14-1
City of El Monte Water Department: Water Supplies and Demands, Acre-Feet**

	<i>2003-04 (actual)</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>
Supplies	2,785	3,014	3,102	3,189	3,272
Demands					
Residential	1,481	1,603	1,650	1,697	1,741
Commercial	847	916	943	970	995
Industrial	265	286	295	303	311
Irrigation	53	57	59	61	62
Total Demands	2,646	2,862	2,947	3,031	3,109
Surplus, Supplies less Demands	139	152	155	158	163

Source: City of El Monte 2005.

The San Gabriel Valley Water Company (SGVWC) is based in El Monte and serves a population of more than 210,000 in Los Angeles and San Bernardino Counties. The source of water provided to SGVWC's customers (with the exception of portions of Montebello, Whittier, and Santa Fe Springs) is groundwater from the Main San Gabriel Basin. Groundwater is treated and/or disinfected prior to entry into the distribution system (SGVWC 2005). The SGVWC provides water service to approximately 9,800 customers in El Monte. SGVWC water supplies meet all state and federal safe drinking water standards (SGVWC 2009).

In 2004 the SGVWC provided about 41,811 acre-foot of water to its customers. As SGVWC's service area within the Upper San Gabriel Basin is built out, it does not anticipate that water demands in that service area will increase substantially in the near future. Water demands in that service area between 2010 and 2025 are expected to remain steady at about 39,194 acre-foot per year. The SGVWC has reserve water production, storage, treatment, and distribution capacity that can accommodate increased demands in this service area; however, the amount of reserve capacity is not specified in its 2005 Urban Water Management Plan (SGVWC 2005).

California American Water (Cal-Am) provides water service to approximately 956 customers in El Monte in a large area west of the Rio Hondo Channel. The areas covered include the northwest industrial area as well as Flair Business Park. This service area is served entirely by groundwater sources from the Main San Gabriel Basin. The water supply is disinfected and distributed for residential, commercial, and industrial use. Per the 2004 Cal Am Water Annual Consumer Confidence Report, Cal-Am water supplies meet all federal and state drinking water standards promulgated by the U.S. EPA and California Health Department.

In addition to the three major water suppliers, nine smaller water companies serve the remainder of the community in El Monte. These companies include the following: West State Water Company, Hemlock Mutual Water Company, Richwood Mutual Water Company, Rurban Homes Mutual Water Company, Mutual Water Company, Champion Mutual Water Company, Del Rio Mutual Water Company, Sterling Mutual Water Company, and Golden State Water.

Groundwater Recharge

The Los Angeles County Department of Public Works (DPW) recharges the Main San Gabriel Groundwater Basin with stormwater runoff, and with imported water from northern California and the Colorado River purchased from the Metropolitan Water District of Southern California. Between October 2007 and

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September 2008 DPW recharged 53,495 af of stormwater runoff and 1,813 af of imported water, for a total of 53,308 af, into the Basin (LADPW 2009).

Existing Water Demands

Estimated existing water demands in El Monte are shown below in Table 5.14-2, *Estimated Water Demand, Existing Conditions*. Note that the land use data used in the table is from 2001.

**Table 5.14-2
Estimated Water Demand, Existing Conditions**

<i>Land Use</i>	<i>Units or Square Feet</i>	<i>Water Generation, Gallons per Day</i>		
		<i>Per Unit or Square Foot¹</i>	<i>Land Use²</i>	<i>Total</i>
Residential: Low Density (0–6 units/acre) and Medium Low Density (6.1–8 units/acre)	13,505	325	Single Family Home	4,389,125
Residential: Medium Density (8.1-14 units/acre)	12,077	243.75	Condominium	2,943,769
Residential: High Density (14.1–25 units/acre) and Downtown Core (0–25 units/acre)	1,420	195	Residential, 5+ units/parcel	276,900
Commercial: General Commercial, Neighborhood Commercial, and Downtown Core	8,178,264	0.1875	Supermarket	1,533,425
Office Commercial	314,105	0.25	Office building	78,526
Industrial	11,605,734	0.25	Manufacturing	2,901,434
Public Facilities: Government, Schools, Churches	1,469,913	0.25	Private School	367,479
Public Facilities – Parks	55 acres	161.25	Recreation/Open Space	8,869
Total		Not applicable	Not applicable	12,499,525

¹ 125 percent of estimated wastewater generation.

² Closest land use in LACSD' Wastewater Loading Factors to General Plan land use designations.



Wastewater Treatment and Collection

Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City's present wastewater system includes a total of 135 miles of pipeline, six pump stations, and 2,697 manholes. A limited number of residences are also on septic tanks. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement. The agreement provides for a regional interconnected system of facilities and an interjurisdictional agreement to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the Joint Outfall System.

Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants described below in Table 5.14-3, all of which provide tertiary treatment. 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.

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**Table 5-14-3
Wastewater Treatment Facilities Serving El Monte**

<i>Facility</i>	<i>Location</i>	<i>Capacity (million gallons per day [mgd])</i>	<i>Wastewater Flows, mgd</i>	<i>Residual Capacity, mgd</i>
Tertiary Treatment Facilities				
San Jose Creek WRP	1965 Workman Mill Road, near intersection of I-605 and SR-60	100 ¹	75 ¹	25
Whittier Narrows WRP	301 N. Rosemead Boulevard, City of El Monte	15 ²	8 ²	7
Los Coyotes WRP	16515 Piuma Avenue, City of Cerritos	37.5 ³	23.3 ³	14.2
Total	Not applicable	152.5	106.3	46.2
Ocean Discharge Facility				
Joint Water Pollution Control Plant	24501 South Figueroa Street, Carson	400 ⁴	275 ⁴	125

Sources:

¹ Mahinda 2009.

² Avila 2010.

³ Frazen 2008.

⁴ LACSD 2010.

Existing Wastewater Generation

Estimated wastewater generation under existing conditions in El Monte is shown below in Table 5.14-4, *Wastewater Generation, Existing Conditions*.

**Table 5.14-4
Wastewater Generation, Existing Conditions**

<i>Land Use</i>	<i>Units or Square Feet</i>	<i>Wastewater Generation, Gallons per Day</i>		
		<i>Per Unit or Square Foot¹</i>	<i>Land Use</i>	<i>Total</i>
Residential: Low Density (0–6 units/acre) and Medium Low Density (6.1–8 units/acre)	13,505	260	Single Family Home	3,511,300
Residential: Medium Density (8.1–4 units/acre)	12,077	195	Condominium	2,355,015
Residential: High Density (14.1–25 units/acre) and Downtown Core (0–25 units/acre)	1,420	156	Residential, 5+ units/parcel	221,520
Commercial: General Commercial, Neighborhood Commercial, and Downtown Core	8,178,264	0.15	Supermarket	1,226,740
Office Commercial	314,105	0.2	Office building	62,821
Industrial	11,605,734	0.2	Manufacturing	2,321,147
Public Facilities: Government, Schools, Churches	1,469,913	0.2	Private School	293,983
Public Facilities – Parks	55	129 ²	Recreation/Open Space	7,095
Total		Not applicable	Not applicable	9,999,620

¹ Source: LACSD 2007.

² Source: Orange County Sanitation District 2009.

Storm Drainage Systems

Drainage for the region and El Monte is primarily provided by the San Gabriel River and Rio Hondo River, two major flood control channels that flow northeast to southwest through the basin. Other, smaller flood control channels are tributary to both rivers and provide drainage for the areas surrounding El Monte. Throughout the City, stormwater drainage is carried by surface flow in the streets. Surface flows are carried to a series of interceptor storm drains to convenient discharge points on the Rio Hondo and San Gabriel River channels. The Los Angeles County Flood Control District maintains the primary drainage channels that traverse El Monte.

The City's local storm drainage system consists of 233 storm drains and 6 underpass pumps that are essential in alleviating flooding during periods of heavy rains. The City maintains the local drainage system and is also called on to assist in cleaning up hazardous spills on City streets so spills do not enter the storm drains or percolate into groundwater. As in most cities, minor local drainage problems are common, particularly where stormwater runoff enters culverts or goes underground into storm drains. Inadequate maintenance can also contribute to drainage problems and minor flood hazards.

Solid Waste

Solid Waste Generation

During 2008 about 115,931 tons of disposed solid waste were collected in El Monte (CalRecycle 2010).

Solid Waste Diversion

A new regulatory environment has profoundly impacted waste management practices for jurisdictions in California. In 1989, California passed historic legislation that sought to significantly decrease the amount of materials deposited in landfills. Assembly Bill 939 mandated that cities reduce 50 percent of their trash going to landfills by 2005. As a result, the City developed an extensive waste management program to achieve these objectives. The City operates 35 solid waste management and solid waste diversion programs, including composting, recycling, public education, and household hazardous waste programs (CalRecycle 2010).

Compliance with AB 939 is measured by the Department of Resources Recycling and Recovery in terms of goals for solid waste disposal in units of pounds per day (ppd) per resident and per employee. Actual disposal rates per resident and per employee must be at or below goals for a city or county to be in compliance with AB 939. In 2008 the target disposal rate in ppd per person was 6.8, and the actual disposal rate was 5.1 ppd; the target disposal rate per employee was 29.5 ppd and the actual rate was 21.2 ppd per employee (CalRecycle 2010). Thus, El Monte was meeting AB 939 goals in 2008.

In the past, improper waste disposal from industrial and manufacturing activities has resulted in the designation of many areas of the San Gabriel Valley as Superfund sites. Regulations to protect public health and the environment continue to change as our understanding improves. Many common products used every day contain potentially hazardous ingredients that, if released into the environment, can lead to groundwater contamination or air pollution. These items include electronic or e-waste (e.g., computer monitors, televisions, radios, and other similar products), u-waste (e.g., batteries, fluorescent bulbs), and various other household hazardous wastes (e.g., paints, solvent, cleaners, aerosols). Nine certified recycling centers collect used oil.



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Solid Waste Collection

El Monte is served by four waste management companies through nonexclusive franchise agreements.

All four waste haulers—American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management—provide waste collection and recycling services for the commercial sector. Valley Vista and Phoenix Waste provide curbside residential collection and recycling services. American Reclamation and Phoenix Waste collect and recycle trash from the multiple family residential (apartments, townhomes, etc.) sector. Valley Vista and Waste Management provide temporary roll-off services.

Solid Waste Disposal

All franchise waste haulers use the Puente Hills Landfill to dispose approximately 90 percent of the waste stream. Puente Hills Landfill is located near the intersection of SR-60 and I-10. Recyclable materials are delivered to the Puente Hills Materials Recovery Facility in unincorporated Los Angeles County next to the landfill, where they are recovered. The Puente Hills Landfill has a remaining capacity of approximately 49,348,500 cubic yards, a maximum daily disposal rate of 13,200 tons, and is scheduled to close in October 2013. The City of Industry has approved a proposal by the LACSD for a waste-by-rail project that will ship up to 8,000 tons of solid waste per day to the Mesquite Regional Landfill in Imperial County, which has a 100-year capacity at 8,000 tons per day. The waste-by-rail system is scheduled to begin operation in 2012 (LACSD 2010).

Utilities

Electricity

Southern California Edison provides electricity to El Monte's citizens and businesses within the City and SOI. Electricity is transmitted through high-voltage power lines and step-down transformers.

Estimated existing electricity demand in El Monte is shown below in Table 5.14-5.

**Table 5.14-5
Existing Electricity Use in El Monte (Estimated)**

Land Use	Quantity	Annual Electricity Use, kWh		
		Rate per Capita/ Square Foot ¹	Land Use	Total
Residential				
Residential	125,194 residents	2,379 per capita	Residential	297.8 million
Nonresidential				
Commercial: General Commercial, Neighborhood Commercial, and Downtown Core	8,178,264	14.06 per SF	Retail	115 million
Office Commercial	314,105	16.08 per SF	Office	5.1 million
Industrial	11,605,734	4.45 per SF	Unrefrigerated Warehouse	51.6 million
Public Facilities: Government, Schools, Churches	1,469,913	7.46 per SF	Schools	11.0 million
Subtotal (Nonresidential)				182.7 million
Total				480.5 million

Sources: rate for residential uses: USDOE 2008, rates for nonresidential uses: Itron 2006

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Natural Gas

The Southern California Gas Company provides natural gas service to El Monte’s citizens and businesses within the City and SOI. The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. As a public utility, the Gas Company is under the jurisdiction of the Public Utilities Commission and federal regulatory agencies. Should these agencies take any action that affects gas supply, or the conditions under which service is available, gas service would be provided in accordance with revised conditions.

Existing natural gas usage in El Monte is estimated in Table 5.14-6 below.

**Table 5.14-6
Existing Natural Gas Use in El Monte (Estimated)**

<i>Land Use</i>	<i>Quantity</i>	<i>Annual Natural Gas Use, BTU</i>		
		<i>Rate per Capita/ Square Foot</i>	<i>Land Use¹</i>	<i>Total</i>
Residential				
Residential	125,194 residents	13.7 million per capita	Residential	1.715 trillion
Nonresidential				
Commercial: General Commercial, Neighborhood Commercial, and Downtown Core	8,178,264	4,620 per SF	Retail	37.8 billion
Office Commercial	314,105	17,900 per SF	Office	5.6 billion
Industrial	11,605,734	3,070 per SF	Unrefrigerated Warehouse	35.6 billion
Public Facilities: Government, Schools, Churches	1,469,913	15,970 per SF	Schools	23.5 billion
Subtotal (Nonresidential)				102.5 billion
Total				1.818 trillion

Sources: rate for residential uses: USDOE 2008, rates for nonresidential uses: Itron 2006

¹ Closest land uses for generation rates in Itron 2006 to General Plan land use designations.



Telecommunications

Telephone service to the City of El Monte is provided by AT&T. Local cable franchises, including Adelphia Cable, provide cable television service to the City of El Monte. There are currently adequate telecommunication facilities available to serve the needs of the City.

Regulatory Setting

Wastewater Discharged to Surface Water or Groundwater

Treatment requirements for wastewater discharged to surface water or groundwater, for example, industrial discharges or discharges from dewatering operations, are set forth in two permits: the Statewide General Construction Activity Permit (NPDES CAS000002), issued by the State Water Resources Control Board in 2001, and Order No. 01-182, as amended on December 10, 2009, issued by the Los Angeles Regional Water Quality Control Board. Each of these two permits were issued pursuant to National Pollution Discharge Elimination System (NPDES) regulations, and require compliance with best management practices (BMPs)

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for minimizing water pollution. NPDES regulations are issued by the US Environmental Protection Agency (EPA) pursuant to the federal Clean Water Act. Regulations for protecting water quality are discussed further in Section 5.7, *Hydrology and Water Quality*.

Solid Waste

Federal

The Resource Conservation and Recovery Act (RCRA) of 1976 and the Solid Waste Disposal Act of 1965 govern solid waste disposal. The EPA administers these laws.

State

Assembly Bill 939. AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county to prepare a Source Reduction and Recycling Element (SRRE) for its unincorporated areas, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, in addition to a countywide siting element specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting that best meets the needs of their residents while achieving the diversion requirements of the act. Cities and counties also have the flexibility to work cooperatively toward the 50 percent goal by forming a regional agency.

Assembly Bill 1327. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, added Chapter 18 to Part 3 of Division 30 of the Public Resources Code. Chapter 18 required the California Integrated Waste Management Board (CIWMB) to develop a model ordinance requiring adequate areas for the collection and loading of recyclable materials in development projects. Local agencies were then required to adopt and enforce either the model ordinance, or an ordinance of their own by September 1, 1993.

5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- U-2 Would 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.
- U-3 Would 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.

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- U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.
- U-5 Would result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.14.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.14-1: PROJECT-GENERATED WASTEWATER COULD BE ADEQUATELY TREATED BY THE WASTEWATER SERVICE PROVIDER FOR THE PROJECT. [THRESHOLDS U-1, U-2 (PART), AND U-5]

Impact Analysis:

Project Wastewater Generation

Estimated wastewater generation for existing conditions in the City is shown below in Table 5.14-4, while forecast wastewater generation at General Plan buildout is shown below in Table 5.14-7. The estimates in Table 5.14-4 were made using generation factors per acre, as the existing land use data is in acres; while the estimate of wastewater generation at general plan buildout was made using generation factors per square foot or unit, from a different agency. Therefore, there is some uncertainty in the comparison of the two estimates. Estimated wastewater generation at general plan buildout is 13,220,668 gallons per day (gpd), as shown in Table 5.14-7; while wastewater generation under existing conditions is estimated at 9,999,620 gpd, as shown in Table 5.14-4—an increase of roughly 3,221,048 gpd.



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**Table 5.14-7
Wastewater Generation, General Plan Buildout**

Land Use	Units/Square Feet	Wastewater Generation, Gallons per Day		
		Per Unit/Square Foot ¹	Land Use ³	Total
Residential				
Low-Density and Medium-Low Density	13,638	260	Single-Family Home	2,888,860
Medium Density	12,559	195	Condominium	2,941,770
High Density	1,420	156	5+ DU/parcel	221,520
Downtown Core, Mixed/Multi-Use, and El Monte Transit Village	6,185	156	5+ DU/parcel	964,860
Commercial				
Neighborhood and General Commercial	1,023,723	0.1	Store	102,372
General Commercial	2,631,004	0.2	Office Building	526,201
Regional Commercial	3,985,287	0.15	Regional Mall	597,793
Downtown Core, Mixed/Multi-Use, and El Monte Transit Village	5,361,213	0.1	Store	536,121
Office and Professional Office Park	9,580,617	0.2	Office Building	1,916,123
Industrial				
Industrial Business Park	10,362,074	0.2	Manufacturing	2,072,415
Public Facilities				
Government, Schools, Churches, Airport	1,420,605	0.2	Private School	284,121
Parks	33 acres	129 ²	Recreation/Open Space	4,257
Total	Not applicable	Not applicable	Not applicable	13,220,668

¹ Source: LACSD 2007.

² Source: Orange County Sanitation District 2009.

³ Closest land use in LACSD' Wastewater Loading Factors to General Plan land use designations.

Wastewater Treatment Capacity

The three wastewater reclamation plants serving El Monte have total residual capacity of roughly 46 mgd (see Table 5.14-3 above). There is sufficient wastewater treatment capacity in the region for the increase in wastewater generation forecast to result from the proposed project, about 3.22 mgd.

Regulations for Water Quality Protection

Operations in the City of El Monte discharging wastewater to surface waters or groundwater are required to comply with both the Statewide General Construction Activity Permit and Order No. 01-182. Compliance with these two NPDES permits is required by the federal Clean Water Act and enforced by the City of El Monte Environmental Services Division.

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IMPACT 5.14-2: WATER SUPPLY AND DELIVERY SYSTEMS ARE ADEQUATE TO MEET PROJECT REQUIREMENTS. [THRESHOLDS U-2 (PART) AND U-4]

Impact Analysis:

Estimated Water Demand at General Plan Buildout

Forecast water demand in the City of El Monte at General Plan buildout is shown below in Table 5.14-8, *Forecast Water Demand, General Plan Buildout*.

**Table 5.14-8
Forecast Water Demand, General Plan Buildout**

Land Use	Units/Square Feet	Wastewater Generation, Gallons per Day		
		Per Unit/Square Foot ¹	Land Use ²	Total
Residential				
Low-Density and Medium-Low Density	13,638	325	Single-Family Home	4,432,350
Medium Density	12,559	243.75	Condominium	3,061,256
High Density	1,420	195	5+ DU/parcel	276,900
Downtown Core, Mixed/Multi-Use, and El Monte Transit Village	6,185	195	5+ DU/parcel	1,206,075
Commercial				
Neighborhood and General Commercial	1,023,723	0.125	Store	127,965
General Commercial	2,631,004	0.25	Office Building	657,751
Regional Commercial	3,985,287	0.1875	Regional Mall	747,241
Downtown Core, Mixed/Multi-Use, and El Monte Transit Village	5,361,213	0.125	Store	670,151
Office and Professional Office Park	9,580,617	0.25	Office Building	2,395,154
Industrial				
Industrial Business Park	10,362,074	0.25	Manufacturing	2,590,519
Public Facilities				
Government, Schools, Churches, Airport	1,420,605	0.25	Private School	355,151
Parks	33 acres	161.25	Recreation/Open Space	5,321
Total	Not applicable	Not applicable	Not applicable	16,525,835

¹ Estimated as 125 percent of wastewater generation.

² Closest land use in LACSD¹ Wastewater Loading Factors to General Plan land use designations.



As shown in the above table, total water demands in El Monte at General Plan buildout are estimated at roughly 16.53 mgd, an increase of about 4.03 mgd above existing demands.

There are sufficient water supplies in the San Gabriel Valley Main Groundwater Basin, including recharging of the Basin by DPW, to supply the City of El Monte at General Plan buildout.

While there is some residual water distribution capacity in the City, General Plan buildout could require the construction of some expanded or new water distribution infrastructure. Since the City is very nearly completely developed, it is expected that any future construction of expanded or new infrastructure would

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occur in public streets or in other developed areas where the construction would not have substantial adverse environmental affects.

IMPACT 5.14-3: EXISTING AND/OR PROPOSED STORM DRAINAGE SYSTEMS ARE ADEQUATE TO SERVE THE DRAINAGE REQUIREMENTS THAT WOULD RESULT FROM BUILDOUT OF THE PROPOSED GENERAL PLAN. [THRESHOLD U-3]

Impact Analysis: Buildout of the El Monte General Plan would result in the alteration or intensification of land uses throughout the City, primarily in the Northwest Business District, Flair Park, and Downtown El Monte. Such changes in land uses could add sources of polluted runoff to the City, and increases in impervious surfaces could add to existing drainage flow rates and volumes. The City's local storm drainage system consists of 233 storm drains and 6 underpass pumps that are essential in preventing and minimizing flooding during periods of heavy rains. The City maintains the local drainage system and is also called on to assist in cleaning up hazardous spills on City streets so spills do not enter the storms drains or percolate into underground water aquifers. As in most cities, minor local drainage problems are common, particularly where stormwater runoff enters culverts or goes underground into storm drains. Inadequate maintenance can also contribute to drainage problems and minor flood hazards.

While much of the City is connected to existing stormwater drainage channels, new development areas would require infrastructure to connect to the existing stormwater drainages. In addition, connection to these existing stormwater drainages within the City may require expansion of existing stormwater lines to prevent flooding during peak storm events.

IMPACT 5.14-4: THERE IS SUFFICIENT SOLID WASTE DISPOSAL CAPACITY FOR PROJECT SOLID WASTE GENERATION. [THRESHOLD U-6]

Estimated Solid Waste Generation

Estimated solid waste generation in El Monte is shown below in Table 5.14-9, *Estimated Solid Waste Generation, General Plan Buildout*.

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**Table 5.14-9
Estimated Solid Waste Generation, General Plan Buildout**

Land Use	Units/Square Feet	Solid Waste Generation, Pounds per Day		
		Per Unit/Square Foot ¹	Land Use ²	Total
Residential				
Low-Density and Medium-Low Density	13,638	10	Single-Family Home	136,380
Medium-Low Density, Medium Density, and High Density	13,979	5.32	Multifamily residential	74,368
Downtown Core, Mixed/Multi-Use, and El Monte Transit Village	6,185	5.32	Multifamily residential	32,904
Commercial				
Neighborhood Commercial	1,023,723	0.018	Commercial Retail	18,427
General Commercial	2,631,004	0.009	Commercial	23,679
Regional Commercial	3,985,287	0.025	Shopping Center	99,632
Downtown Core and Mixed/Multi-Use	4,238,213	0.009	Commercial	38,144
El Monte Transit Village	1,123,000	0.018	Commercial Retail	20,214
Office and Professional Office Park	9,580,617	0.024	Office	229,935
Industrial				
Industrial Business Park	10,362,074	0.019	Manufacturing	196,879
Public Facilities				
Government, Schools, Churches, Airport	1,420,605	0.007	Public/Institutional	9,944
Parks	33 acres	No rate	Not applicable	unknown
Total	Not applicable	Not applicable	Not applicable	880,506

Rates for each category of land use are averages of all of the relevant rates on the CIWMB list. Rates in the list in units of tons/(square foot or unit)/year are converted to pounds/(square foot or unit)/day and included in the averages.

¹ CIWMB 2009.

² Closest land use in CIWMB generation rate to corresponding General Plan land use designation



As shown above in Table 5.14-9, estimated solid waste generation at General Plan buildout is roughly 880,506 pounds per day, equivalent to 440.3 tons per day or 160,692 tons per year. After diversion of solid waste by recycling and other methods per AB 939 goals, the amount of solid waste generated in the City that would require disposal would be half or less of that figure; that is, no more than 220.2 tons per day or 80,346 tons per year. It is unknown whether diversion is accounted for in the existing amount of solid waste collection; therefore, no estimate of net increase in solid waste generation is provided here. Solid waste from the El Monte that could not be recycled or otherwise diverted would be disposed of via LACSD's waste-by-rail system, with a capacity of 8,000 tons per day. There is adequate solid waste disposal capacity for solid waste generated by the project.

IMPACT 5.14-5: THE PROPOSED GENERAL PLAN UPDATE WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS RELATED TO SOLID WASTE. [THRESHOLDS U-6 AND U-7]

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Impact Analysis:

AB 939

The proposed General Plan Update contains policies supporting diversion of solid waste through source reduction and recycling:

- Divert waste from the landfill in levels that meet or exceed state mandates and support sustainability practices through a comprehensive program of source reduction and recycling. (Public Services and Facilities Element, Policy 3.1)
- Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte. (Public Services and Facilities Element, Policy 3.2)
- Encourage the proper reduction of household hazardous waste and disposal through comprehensive public education, recycling efforts, and collection programs. (Public Health and Safety Element, Policy 5.3)

The City is currently complying with AB 939 goals. Existing programs in the City for source reduction and recycling of solid waste include recycling, composting, household hazardous waste programs, public education, source reduction, special waste materials programs (for instance, for tires and for concrete/asphalt/rubble), and a waste-to-energy program.

The proposed General Plan Update does not contain policies that would block continued compliance with AB 939 goals.

AB 1327

The proposed General Plan Update contains policies supporting recycling, and implementation of the General Plan Update would not interfere with continued compliance with AB 1327.

IMPACT 5.14-6: EXISTING AND/OR PROPOSED FACILITIES WOULD BE ABLE TO ACCOMMODATE UTILITY DEMANDS FROM BUILDOUT OF THE PROPOSED GENERAL PLAN. [NO SPECIFIC THRESHOLD]

Impact Analysis:

Estimated Electricity Demand

Forecast electricity and natural gas demands in El Monte for existing conditions, proposed General Plan Update buildout, and net changes are shown below in Table 5.14-10.

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**Table 5.14-10
Electricity Use in El Monte, General Plan Buildout (Estimated)**

<i>Land Use</i>	<i>Quantity</i>	<i>Annual Electricity Use, kWh</i>		
		<i>Rate per Capita/ Square Foot</i>	<i>Land Use</i>	<i>Total</i>
Residential				
Residential	149,721 residents	2,379 per capita	Residential	356.2 million
Nonresidential				
All commercial uses except for office and office park	13,001,227	14.06 per SF	Retail	182.8 million
Office and Professional Office Park	9,580,617	16.08 per SF	Office	154.1 million
Industrial	10,362,074	4.45 per SF	Unrefrigerated Warehouse	46.1 million
Public Facilities: Government, Schools, Churches	1,420,605	7.46 per SF	Schools	10.6 million
Subtotal (Nonresidential)				393.6 million
Total				749.8 million

Source: Rate for residential uses: USDOE 2008; Rates for nonresidential uses: Itron 2006
 1 Closest land uses in generation rates in Itron 2006 to General Plan land use designations



As shown in previous Table 5.14-5, estimated annual existing electricity use in the City is roughly 480.5 million kWh. Thus, the net increase in electricity use that would result from General Plan buildout would be about 269.3 million kWh per year. Estimated electricity sales in SCE's service area are estimated to increase from 103,666 gWh, or roughly 103.7 billion kWh, in 2010 to 115,781 gWh in 2018 (CEC 2007). There are sufficient planned electricity supplies in the region to meet the increase in demand that would result from General Plan Update buildout.

Estimated Natural Gas Demand

Natural gas use in El Monte at General Plan buildout is forecast below in Table 5.14-11.

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**Table 5.14-11
Natural Gas Use in El Monte, General Plan Buildout (Estimated)**

Land Use	Quantity	Annual Electricity Use, BTU		
		Rate per Capita/ Square Foot ¹	Land Use ¹	Total
Residential				
Residential	149,721 residents	13.7 million per capita	Residential	2.05 trillion
Nonresidential				
All commercial uses except for office and office park	13,001,227	4,620 per SF	Retail	60.1 billion
Office and Professional Office Park	9,580,617	17,900 per SF	Office	171.5 billion
Industrial	10,362,074	3,070 per SF	Unrefrigerated Warehouse	31.8 billion
Public Facilities: Government, Schools, Churches	1,420,605	15,970 per SF	Schools	22.7 billion
Subtotal (Nonresidential)				286 billion
Total				2.34 trillion

Sources: Rate for residential uses: USDOE 2008; Rates for nonresidential uses: Itron 2006.

¹ Closest land uses for generation rates in Itron 2006 to General Plan land use designations

Forecast natural gas use in the City of El Monte at buildout of the proposed General Plan Update is roughly 2.34 trillion BTU per year, a net increase of about 520 billion BTU over current usage. Total annual natural gas usage in SCGC's service area is estimated to increase from about 773 trillion BTU in 2008 to 804 trillion BTU in 2016 (CEC 2007). There are sufficient existing and forecast supplies of natural gas in the region to meet the net increase in natural gas demand that would result from General Plan buildout.

5.14.4 Relevant General Plan Update Policies and Programs

The proposed General Plan Update policies and programs related to utilities and service systems include:

Land Use Element

- Establish and maintain an ongoing liaison with Caltrans, the railroads, utility companies, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations. (Policy 1.3)
- Cooperate with the San Gabriel Water Quality Authority to expedite cleanup and remediation of groundwater pollution in the El Monte Operable Unit; require implementation of best management practices of all businesses in the Northwest Planning District to avoid future contamination. (Policy 5.9)
- Create and implement comprehensive master plans for sewer, drainage, water, transportation, and other associated infrastructure systems in compliance with applicable state law requirements to incentivize business relocation and protect the City's financial investment in its infrastructure. (Policy 5.12)

Housing Element

- Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities. (Policy 2.3)

Parks and Recreation Element

- Design green infrastructure that conserves water, reduces and filters water pollutants, and contributes to the City's green waste program. (Policy 4.5)

Public Services and Facilities Element

- Divert waste from the landfill in levels that meet or exceed state mandates and support sustainability practices through a comprehensive program of source reduction and recycling. (Policy 3.1)
- Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte. (Policy 3.2)
- Continue to require and enforce the implementation of best management practices for existing public and private entities and new development to minimize stormwater runoff. (Policy 3.3)
- Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions. (Policy 3.4)
- Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water, replenish the aquifer, and implement best practices. (Policy 3.5)
- Continue to provide sufficient quantity of municipal water service that meets or exceeds state and federal health standards for drinking water. (Policy 3.6)
- Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies. (Policy 3.7)
- Ensure that adequate investments continue to be made in repairing, rehabilitating, and upgrading City infrastructure to serve current and future customers. (Policy 3.8)
- Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services. (Policy 3.9)
- Require 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. (Policy 4.3)



Public Health and Safety Element

- Encourage Caltrans, Southern Pacific Railroad, and local utility companies to regularly inspect and strengthen (if needed) bridges, elevated roadways, freeways, utilities, and other infrastructure susceptible to failure during an earthquake. (Policy 1.4)

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- Ensure that police and fire stations, emergency operations centers, communications centers, reservoirs, medical facilities, and other essential structures and facilities remain safe and in a state of readiness for seismic events. (Policy 1.5)
- Improve in-stream water quality through best management practices to meet or exceed Regional Water Quality Control Board standards and National Pollutant Discharge Elimination Systems permitting requirements. (Policy 2.2)
- Continue to ensure water resource protection through the cleanup of the El Monte Superfund site, cleaning of waters within and entering into the Peck Water Conservation Park, and activities to reduce non-point resource pollutants. (Policy 2.3)
- Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, mini parks, etc.) to help filter stormwater runoff, improve water resources, and restore the health of our watershed. (Policy 2.5)
- Participate in the Emerald Necklace Accord for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, water protection, and protection of water resources. (Policy 2.7)
- Encourage the proper reduction of household hazardous waste and disposal through comprehensive public education, recycling efforts, and collection programs. (Policy 5.3)

5.14.5 Existing Regulations and Standard Conditions

Federal

- Federal Communications Act

State

- AB 939
- AB 1327

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1, 5.14-2, 5.14-3, 5.14-4, 5.14-5, and 5.14-6.

5.14.7 Mitigation Measures

No mitigation measures are required.

5.14.8 Level of Significance After Mitigation

All impacts to utilities and service systems would be less than significant, and no significant and unavoidable impacts would occur.

6. *Significant Unavoidable Adverse Impacts*

Chapter 1, *Executive Summary*, contains Table 1-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

6.1 **AIR QUALITY**

- *Impact 5.2-1.* The project would not be consistent with the air quality management plan (AQMP) because air pollutant emissions associated with buildout of the City of El Monte General Plan Update would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SoCAB). Furthermore, buildout of the proposed land use plan would exceed the Southern California Association of Governments' estimates of employment and vehicle miles traveled for El Monte and therefore these emissions are not included in the current regional emissions inventory for the SoCAB. As both criteria must be met in order for a project to be considered consistent with the AQMP, the project would be considered inconsistent with the AQMP. Consequently, Impact 5.2-1 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.
- *Impact 5.2-2.* Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}; cumulatively contribute to the SoCAB's nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}; and potentially elevate concentrations of air pollutants at sensitive receptors. Impact 5.2-2 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.
- *Impact 5.2-3.* Buildout of the El Monte General Plan Update would generate long-term emissions that exceed SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}, and cumulatively contribute to the SoCAB's nonattainment designations for O₃, NO_x, PM₁₀, and PM_{2.5}. Consequently, Impact 5.2-3 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.
- *Impact 5.2-5.* Approval of residential and other sensitive land uses within proximity to I-10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or other toxic air contaminants. Consequently, Impact 5.2-5 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

6.2 **NOISE**

- *Impact 5.9-2.* Noise-sensitive uses could be exposed to elevated noise levels from transportation sources. Any siting of new sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion would result in a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Consequently, Impact 5.11-2 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.



6. Significant Unavoidable Adverse Impacts

- *Impact 5.9-3.* Construction activities associated with buildout of the individual land uses associated with the proposed land use plan would expose sensitive uses to strong levels of groundborne vibration. Consequently, Impact 5.9-3 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.
- *Impact 5.9-5.* Construction activities associated with buildout of the individual land uses associated with the proposed land use plan would substantially elevate noise levels in the vicinity of sensitive land uses. Consequently, Impact 5.9-5 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

6.3 **TRANSPORTATION AND TRAFFIC**

- *Impact 5.13-1.* The development of enhanced intersections along Lower Azusa Road that could enhance capacities at the intersections and improve the level of service would not result in the roadway segment being able to operate at LOS E or better. Furthermore, there is no additional right-of-way to widen this roadway segment and restriping would not increase capacity on this segment of Lower Azusa Road between Santa Anita Avenue and Peck Road. Therefore, Impact 5.13-1 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

7. *Alternatives to the Proposed Project*

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- “The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (15126.6[b]).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (15126.6[e][1]).
- “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (15126.6[e][2]).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” (15126.6[f]).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[f][1]).
- “For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (15126.6[f][2][A]).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (15126.6[f][3]).



7. Alternatives to the Proposed Project

For each development alternative, this analysis:

- Describes the alternative,
- Analyzes the impact of the alternative as compared to the proposed project,
- Identifies the impacts of the project that would be avoided or lessened by the alternative,
- Assesses whether the alternative would meet most of the basic project objectives, and
- Evaluates the comparative merits of the alternative and the project.

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

- To provide a comprehensive update to the City's General Plan and Zoning Code that establishes the efficient use of land and promotes the use of infill development.
- Create and/or enhance concentrated nodes of activity within the City through the intensification and mix of uses to stimulate activity in key areas of the City.
- Provide a sustainable mix of complementary land uses through the designation and development of focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- Strengthen districts through the application of new General Plan land use designations, comprehensive planning, and design techniques that build on assets of different strategic areas in El Monte.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this Draft EIR (EIR).

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use/planning, noise, population/ housing, public services, recreation, transportation/traffic and utilities/service systems. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality and mineral resources cannot be evaluated.

7. Alternatives to the Proposed Project

Since the proposed project consists of a General Plan Update that encompasses the entire City of El Monte, an alternative site analysis is not appropriate. However, areas proposed for development or intensification were reviewed to determine if development could be redirected to less sensitive areas. Since the City of El Monte is primarily built out, there are very few undeveloped areas. As a result, shifting development intensities, while feasible, would not result in a reduction of significant impacts. Thus, alternative development areas were rejected and are not analyzed in detail in this document.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Alternative Circulation Plan
- Reduced Intensity Alternative

An EIR must identify an “environmentally superior” alternative and, where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Only the impacts involving air quality, noise, and traffic were found to be significant and unavoidable. Section 7.7 identifies the Environmentally Superior Alternative.

The Proposed Land Use Alternative (proposed General Plan and Zoning Code Update) is analyzed in detail in Chapter 5 of this DEIR.

Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the four land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the differences between the alternatives analyzed in the DEIR. Table 7-1 identifies City-wide information regarding dwelling unit, population, and employment projections, and also provides the jobs-to-housing ratio for each of the alternatives.

**Table 7-1
Build-out Statistical Summary**

	Proposed Project	No Project/Existing General Plan Alternative	Alternative Circulation Plan	Reduced Intensity Alternative
Dwelling Units	33,802	28,318	33,802	27,732
Population	149,721	125,194	149,721	127,263
Employment	58,807	35,848	58,807	49,986
Jobs-to-Housing Ratio	1.74	1.27	1.74	1.80



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7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the no project alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project/Existing General Plan Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the City's existing General Plan. This alternative assumes the existing General Plan remains as the adopted long-range planning policy document for the City. Development would continue to occur within the City in accordance with the existing General Plan, zoning code, and specific plans. Buildout pursuant to the existing General Plan would allow current development patterns to remain.

The existing General Plan land use map consists of various land use designations. Broad categories of these designations include residential, commercial, industrial, public/quasi-public/open space, and airport.

7.4.1 Aesthetics

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the existing General Plan would result in 5,484 fewer dwelling units and 24,527 fewer residents than the proposed project.

Under the existing as well as the proposed General Plan, impacts to visual resources are regulated primarily through the land use and community design elements. These elements include policies concerning open space, streetscape, hardscape, street trees, and lighting. Although commercial and industrial square footage is increased under the proposed General Plan, no additional land is proposed for development, as the City is primarily built out. Therefore, the No Project/Existing General Plan Alternative would be considered similar to the proposed project regarding aesthetic impacts.

7.4.2 Air Quality

Under the No Project/Existing General Plan Alternative, the City would be developed consistent with the existing General Plan. Buildout under the existing General Plan would result in 5,484 fewer dwelling units, 24,527 fewer residents, and 12,006,655 less square footage of nonresidential uses than the proposed project. A reduction in development would reduce short-term emissions related to project construction activities. Although this alternative would reduce both long- and short-term pollutant emissions generated in the City of El Monte, it would not eliminate significant short- and long-term criteria pollutant contributions of VOC, CO, NO_x, PM₁₀, PM_{2.5}, and O₃ emissions; would not be consistent with the air quality management plan, as criteria pollutant thresholds would be exceeded; and would cumulatively contribute to the SoCAB nonattainment designations for NO_x, PM₁₀, PM_{2.5}, and O₃.

Implementation of the Proposed Land Use Plan was found to have significant and unavoidable impacts to short- and long-term air quality. In comparison to the Proposed Land Use Plan, this alternative would reduce, but not eliminate short- and long-term air quality impacts, and would be considered environmentally superior to the proposed project.

7.4.3 Cultural Resources

Under the No Project/Existing General Plan Alternative, the City would continue to develop in a manner consistent with the existing General Plan. Both the existing General Plan and the proposed General Plan contain policy guidance concerning areas of cultural and historical significance within the City. Since the City

7. Alternatives to the Proposed Project

is primarily built out, and areas of the City would likely intensify already existing development, the proposed project would likely have similar impacts to cultural resources as the current General Plan. Therefore, this alternative would be considered environmentally neutral.

7.4.4 Geology and Soils

Buildout under the existing General Plan would result in 5,484 fewer dwelling units and 24,527 fewer residents than the proposed project. Therefore, development under the existing General Plan would expose fewer people to impacts related to geology and soils, including earthquakes, ground shaking, liquefaction, and erosion. As such, the No Project/Existing General Plan Alternative would be considered environmentally superior to the proposed project with regard to geology and soils.

7.4.5 Greenhouse Gas Emission

Under the No Project/Existing General Plan Alternative, the City would continue development consistent with the existing General Plan. Buildout under the existing General Plan would result in 5,484 fewer dwelling units, 24,527 fewer residents, and 12,006,655 less square footage of nonresidential uses. Although this alternative would reduce daily trips generated in the City of El Monte, it would lose the potential benefits derived from more mixed-use and higher density developments proposed in the General Plan Update. These types of developments could reduce per-capita vehicle miles traveled and average daily trips by reducing the distance between employment, services and amenities, and residences, in addition to supporting higher utilization of alternative modes of transportation (ULI 2008).

Since the reduction of greenhouse gas emissions due to mixed-use development cannot be quantified at time, this alternative would be considered environmentally superior to the proposed project.



7.4.6 Hazards and Hazardous Materials

This alternative would slightly decrease impacts concerning hazards and hazardous materials as compared to the proposed project because the General Plan Update allows for more commercial and industrial development. Consequently, impacts related to the routine transport, use, or disposal of hazardous materials, and those related to reasonably foreseeable upset conditions, would be slightly decreased under this alternative. However, development under the existing General Plan would continue to expose people to hazardous substances that may be present in soil or groundwater, and demolition activities could expose workers and the environment to asbestos-containing materials and/or lead-based paint and residues. Development under both this alternative and the proposed project would be held to federal, state, and local policies protecting humans and the environment from exposure to hazards and hazardous materials. Compliance with the provisions of hazardous materials policies in the City's Municipal Code and implementation of the existing regulations related to hazardous materials would reduce this impact to a less-than-significant level. Consequently, this alternative would be considered slightly environmentally superior compared to the proposed project due to the increased amount of allowable commercial and industrial land uses proposed in the General Plan Update.

7.4.7 Hydrology and Water Quality

Implementation of the No Project/Existing General Plan Alternative would have similar hydrology and water quality impacts to those of the proposed project. Although the total amount of development could differ from the proposed project under this alternative, similar alterations to drainage and hydrological patterns would occur. Similar to the proposed project, the runoff would be subject to National Pollutant Discharge Elimination System (NPDES) permit standards. If necessary, treatment would be employed to remove excess

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pollutants from runoff during the construction and operational phases of development. Runoff would be expected to be treated to the maximum extent practicable. In terms of water quality, this alternative would be considered environmentally neutral to the proposed project.

Since designated Open Space areas remain essentially the same, depletion of groundwater and percolation of pollutants into groundwater aquifers would be considered similar to the proposed project. Hydrology and water quality impacts overall would be similar to the proposed project and this alternative would be considered environmentally neutral.

7.4.8 Land Use and Relevant Planning

Under this alternative, the City would continue to function under the direction of the existing General Plan. The General Plan Update does not introduce significant land use changes; however, it does provide new guidance opportunities and policy direction. Consequently, this alternative would not implement all of the objectives of the General Plan Update. No land use development would occur that would physically divide an established community, and no conflicts with adopted plans and policies would occur. As a result, this alternative would be environmentally inferior to the proposed project.

7.4.9 Noise

The No Project/Existing General Plan Alternative would reduce short-term construction-related noise impacts associated with the proposed land use plan. Under this alternative, there would be fewer residential units and less nonresidential development built, thereby eliminating potential short-term noise impacts from construction of these projects. Additionally, the reduction of residential and nonresidential development and construction activities would also reduce potential short-term vibration impacts to sensitive receptors. This alternative would also reduce long-term noise impacts from mobile and stationary sources. The reduction of planned land use developments would reduce the number of vehicle trips generated by new developments and would reduce the number of stationary sources of noise. Overall, this alternative would reduce short- and long-term noise impacts of the proposed project. However, buildout of the existing General Plan would continue to expose sensitive receptors to elevated noise levels and strong vibration from construction and result in an increase in traffic on the local roadways, which would substantially increase noise levels. Consequently, this alternative would reduce, but not eliminate the short- and long-term noise and vibration significant and unavoidable impacts of the proposed project.

7.4.10 Population and Housing

Under the No Project/Existing General Plan Alternative, the City would be developed in a manner consistent with the existing General Plan buildout, which would result in 5,484 fewer dwelling units, 24,527 fewer residents, and 12,006,655 less total nonresidential square footage than under the proposed General Plan Update. The benefits of the proposed plan include introducing a substantial number of additional jobs into the City. As shown in Table 7-1, the jobs/housing ratio under the existing General Plan is 1.27; under the proposed General Plan Update, the jobs/housing ratio is anticipated to be 1.74, adding numerous job opportunities to a City that is currently housing-rich. Therefore, this alternative would be considered environmentally inferior to the proposed project.

7.4.11 Public Services

Under the No Project/Existing General Plan Alternative, the City would be developed consistent with the existing General Plan. Buildout under the existing General Plan would result in 5,484 fewer residential units, and 24,527 fewer residents than under the proposed General Plan Update. The higher level of population

7. Alternatives to the Proposed Project

growth projected in the proposed General Plan would result in increased impacts to public services within the City. Therefore, the No Project/Existing General Plan Alternative would be considered environmentally superior to the proposed project.

7.4.12 Recreation

Under this alternative, the City would be developed in a manner consistent with the existing General Plan. Due to smaller levels of population growth projected under buildout conditions of the General Plan, the demands on existing recreational facilities would be slightly reduced in comparison to the proposed project. As a result, less parkland/open space would be required to serve the project population, and the No Project/Existing General Plan Alternative would be considered environmentally superior to the proposed project.

7.4.13 Transportation and Traffic

The City would be developed consistent with the existing General Plan under the No Project/Existing General Plan Alternative. Buildout under the existing General Plan would result in 5,484 fewer dwelling units, 24,527 fewer residents, and 12,006,655 less total nonresidential square footage. The proposed General Plan is estimated to generate approximately 82,219 additional daily trips; therefore, this alternative would be considered environmentally superior to the proposed project.

7.4.14 Utilities and Service Systems

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the existing General Plan would result in 5,484 fewer dwelling units, 24,527 fewer residents, and 12,006,655 less total nonresidential square footage. Impacts to utilities and service systems would be reduced in comparison with the proposed project; therefore, this alternative would be considered environmentally superior to the proposed project.

7.4.15 Conclusion

The No Project/Existing General Plan Alternative would be considered environmentally superior as compared to the proposed project in the areas of air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems.

The adoption of the No Project/Existing General Plan Alternative would not be compatible with the goals and objectives identified by the City for growth through the next 20 years. The No Project/Existing General Plan Alternative fails to accomplish the project objectives in the City's vision and would still result in significant air quality and noise impacts.

7.5 ALTERNATIVE CIRCULATION PLAN

One roadway segment was found to cause a significant and unavoidable traffic impact—the segment of Lower Azusa Road between Santa Anita Avenue and Peck Road would operate at level of service (LOS) F as a result of the buildout of the General Plan Update. This alternative would propose widening the road to increase roadway capacity and lower the LOS to a less than significant level, thus eliminating the significant and unavoidable impact. The implementation of this alternative would require the taking of numerous residential units, primarily multifamily, in addition to businesses.



7. Alternatives to the Proposed Project

7.5.1 Aesthetics

As this alternative would only affect one roadway segment in the City, there would be no change in aesthetic impacts in comparison with the proposed project. This alternative would be considered environmentally neutral.

7.5.2 Air Quality

The Alternative Circulation Plan would involve the widening of one segment of roadway on Lower Azusa Road between Peck Road and Santa Anita Avenue to improve the segment's LOS to a less than significant level. An intensive construction effort would be involved in this alternative due to the demolition of the structures that currently line the roadway, in addition to the actual construction involved in the widening of the roadway. Any additional vehicle trips made on this segment of roadway would be trips that already existed within the City.

Due to the intensive construction effort involved in the implementation of this alternative, this alternative would be considered environmentally inferior to the proposed project.

7.5.3 Cultural Resources

Since the Alternative Circulation Plan would involve solely the widening of one segment of roadway within the City, and this stretch of area is already highly developed and disturbed, this alternative would be considered environmentally neutral to the proposed project.

7.5.4 Geology and Soils

Impacts concerning geology and soils would be considered environmentally neutral in comparison to the proposed project due to the fact that the alternative would affect a relatively small roadway segment within the City. This area has already been disturbed and developed, and all applicable regulations would need to be adhered to during completion of the roadway widening.

7.5.5 Greenhouse Gas Emissions

Under the Alternative Circulation Plan, a segment of Lower Azusa Road would be widened in order to improve the LOS to a less than significant level. Vehicle trips on this segment of road may increase due to the widening and improvement of LOS; however, these trips would have already existed in the City, so there would be no reduction of GHGs involved. Implementation of this alternative would result in increased greenhouse gas emissions due to the scale of demolition and construction involved. Therefore, this alternative would be considered environmentally inferior to the proposed project.

7.5.6 Hazards and Hazardous Materials

Under the Alternative Circulation Plan, a segment of Lower Azusa Road would be widened in order to improve the LOS to a less than significant level. Impacts related to the routine transport, use, or disposal of hazardous materials, as well as those related to reasonably foreseeable upset conditions, would be not be changed from the proposed project. While the widening of the road may increase trips, these trips already existed in the City on different roadways. Development under both the proposed project and this alternative would be held to federal, state, and local policies protecting humans and the environment from exposure to hazards. Overall, this alternative would be considered environmentally neutral to the proposed project.

7. Alternatives to the Proposed Project

7.5.7 Hydrology and Water Quality

While this alternative would likely involve the relocation of storm drains, it would be a minute amount in comparison to the citywide drainage system, and would not result in any significant impacts. Permeable surface would remain essentially the same, as would pollutant load. Therefore, this alternative would be considered environmentally neutral in comparison to the proposed project.

7.5.8 Land Use and Relevant Planning

No land use designations or zoning would be changed under the Alternative Circulation Plan, and all other facets of the proposed project would remain unchanged as well. This alternative would involve only the roadway segment of Lower Azusa Road between Santa Anita Avenue and Peck Road. While the project would involve the taking of multifamily units and some businesses, the amount would be too small to change the overall jobs/housing ratio of the City. Additionally, while this large amount of take would occur, it is not considered to be dividing an existing neighborhood; therefore, no significant impact would result. Therefore, this alternative would be considered environmentally neutral to the proposed project with regard to land use and planning.

7.5.9 Noise

The Alternative Circulation Plan would involve the widening of the roadway segment of Lower Azusa Road between Peck Road and Santa Anita Avenue. Construction activity associated with this alternative would result in an increase in noise. Additionally, once the widening of the roadway is completed, increased traffic flow would likely result in a small increase in noise. However, these trips would not be additional trips, they would already exist and be accounted for within the City. The General Plan Update would result in significant and unavoidable noise impacts due to construction and increased traffic volume and this alternative would not account for a substantial portion of the increased noise; therefore, this alternative would be considered environmentally neutral to the proposed project.



7.5.10 Population and Housing

The Alternative Circulation Plan, which would entail the widening of Lower Azusa Road between Peck Road and Santa Anita Avenue, would involve the taking of multiple multifamily residential units and businesses. A Relocation Plan would need to be completed, the goal of which would be to relocate all affected residents and businesses within the City of El Monte. Since the project would affect a number of large multifamily residential units, it is likely that at some point, additional housing would need to be constructed within the City to accommodate these residents. Therefore, due to these factors, this alternative would be considered environmentally inferior to the proposed project.

7.5.11 Public Services

The Alternative Circulation Plan would involve the widening of one segment of Lower Azusa Road in order to improve the LOS of that segment. While the alternative would involve construction to complete the widening, the impacts to public services would be negligible. Therefore, this alternative would be considered environmentally neutral to the proposed project.

7.5.12 Recreation

The Alternative Circulation Plan would involve the widening of one segment of Lower Azusa Road in order to improve the LOS of that segment. While the alternative would involve construction to complete the widening,

7. Alternatives to the Proposed Project

the impacts to recreation would not be affected. Therefore, this alternative would be considered environmentally neutral to the proposed project.

7.5.13 Transportation and Traffic

The intent of this alternative is to reduce the significant and unavoidable transportation and traffic impact concerning the roadway segment of Lower Azusa Road between Peck Road and Santa Anita Avenue. Under the proposed General Plan Update, this roadway segment would operate at LOS F, resulting in a significant and unavoidable impact. The Alternative Circulation Plan would widen this roadway segment, in turn reducing the LOS to a less than significant level. Therefore, this alternative would be considered environmentally superior to the proposed project and result in the removal of a significant and unavoidable impact.

7.5.14 Utilities and Service Systems

The Alternative Circulation Plan would involve the widening of one segment of Lower Azusa Road in order to improve the LOS of that segment. Overall, impacts to utilities and service systems would not be impacted. This alternative would be considered environmentally neutral to the proposed project.

7.5.15 Conclusion

The Alternative Circulation Plan would be considered environmentally neutral in comparison with the proposed project in the areas of aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, recreation, and utilities and service systems. This alternative would remove a significant and unavoidable transportation and traffic impact, but impacts to air quality, greenhouse gas emissions, and population and housing would be greater.

This alternative would meet all of the project objectives and would be compatible with the goals and objectives identified by the City for growth over the next 20 years. While a significant and unavoidable transportation impact would be removed, significant air quality and noise impacts would still remain, and in some cases, be worsened.

7.6 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce the remaining growth potential associated with the proposed General Plan Update by 15 percent. The 15 percent reduction was based on the total amount of intensity at buildout as compared to the proposed General Plan and was applied on a Citywide basis. This alternative would result in a total of 27,732 dwelling units, a population of 127,263, 49,986 jobs, and 29,237,872 total square feet of nonresidential uses at buildout. Land use designations would remain the same, although allowable intensities would be reduced. Other components of the project would remain the same as presented in the proposed General Plan Update.

7.6.1 Aesthetics

Aesthetics impacts would be similar to the proposed project under this alternative. Although densities would be decreased, the focus areas proposed for development within the City would be the same. This alternative would be considered environmentally neutral in comparison to the proposed project.

7. Alternatives to the Proposed Project

7.6.2 Air Quality

The air pollutant emissions generated by the project-related traffic would be reduced by approximately 15 percent under the Reduced Intensity Alternative. This alternative would reduce the projected exceedance of the threshold criteria for project-generated VOC, CO, NO_x, PM₁₀, PM_{2.5}, and O₃ emissions, although the thresholds would still be exceeded and considered significant. Therefore, this alternative would be considered environmentally superior to the proposed project.

7.6.3 Cultural Resources

Development intensities would be decreased throughout the City under this alternative, but the areas proposed for development would remain unchanged. Therefore, potential impacts on cultural resources would be generally the same as with the proposed project. This alternative would be considered environmentally neutral.

7.6.4 Geology and Soils

Since this alternative would reduce the development intensity and not the development area, areas of disturbance would remain similar to the proposed project. As a result, geology and soils impacts would be considered environmentally neutral in comparison to the proposed project.

7.6.5 Greenhouse Gas Emissions

Under this alternative, overall development would be reduced by approximately 15 percent, resulting in a decrease in residential units, residents, jobs, and nonresidential square footage. This reduction would subsequently reduce the amount of greenhouse gas emissions by the City. As a result, this alternative would be considered environmentally superior to the proposed project.



7.6.6 Hazards and Hazardous Materials

Under the Reduced Intensity Alternative, development intensities would be decreased throughout the City, including commercial and industrial uses. Since there would be fewer industrial and commercial uses allowed, and since these land use designations are typically the primary users of hazardous materials, impacts from hazards and hazardous materials would be reduced. Therefore, the Reduced Intensity Alternative would be environmentally superior to the proposed project.

7.6.7 Hydrology and Water Quality

Since this alternative would reduce the number of units and not the development area, hydrology impacts would be similar to the proposed project and this alternative would be considered environmentally neutral.

7.6.8 Land Use and Relevant Planning

Under the Reduced Intensity Alternative, residential, commercial, and industrial development throughout the city would be reduced by approximately 15 percent. Since the development areas would generally be the same as with the proposed project, and no land use designation changes are proposed, land use impacts would remain the same, and this alternative would be considered environmentally neutral in comparison with the proposed project.

7. Alternatives to the Proposed Project

7.6.9 Noise

Construction-related noise impacts would be reduced in comparison to the proposed project, but not to the point where the significant and unavoidable impact would be eliminated. Due to the reduction in associated traffic volumes, this alternative would result in slight reductions in noise volumes on arterials within the City. As a result, the Reduced Intensity Alternative would be considered environmentally superior to the proposed project; however it would not eliminate a significant and unavoidable noise impact.

7.6.10 Population and Housing

Buildout under the Reduces Intensity Alternative would result in 6,070 fewer residential units, 22,458 fewer persons, and 8,821 fewer jobs than buildout conditions under the proposed project. By comparison, the proposed project allows for a greater variety of employment opportunities in a currently housing-rich area. Therefore, the Reduced Intensity Alternative is considered environmentally inferior to the proposed project.

7.6.11 Public Services

Under the Reduced Intensity Alternative, the demand for public services and facilities, including schools, libraries, police and fire services, and other public services, would be reduced by approximately 15 percent. This would reduce the amount of infrastructure necessary to serve future growth in accordance with the proposed General Plan Update. Therefore, the Reduced Intensity Alternative is considered environmentally superior to the proposed project with regard to public services.

7.6.12 Recreation

Buildout under the Reduced Intensity Alternative would result in 6,070 fewer units and 22,458 fewer persons than buildout conditions under the proposed project. This would reduce demands on existing recreational facilities by approximately 15 percent. As a result, less parkland would be required to serve the projected population. Therefore, the Reduced Intensity Alternative would be considered environmentally superior to the proposed project.

7.6.13 Transportation and Traffic

Buildout under the Reduced Intensity Alternative would result in 6,070 fewer units, 22,458 fewer residents, and 8,821 fewer jobs than buildout conditions under the proposed project. The Reduced Intensity Alternative would reduce projected traffic growth by approximately 15 percent. As a result, the Reduced Intensity Alternative would generate fewer vehicle trips and would have fewer traffic-related impacts than the proposed project. Therefore, the Reduced Intensity Alternative would be considered environmentally superior to the proposed project.

7.6.14 Utilities and Service Systems

Buildout under the Reduced Intensity Alternative would result in 6,070 fewer units, 22,458 fewer residents, and 8,821 fewer jobs than buildout conditions under the proposed project. As a result, the Reduced Intensity Alternative would result in fewer utilities and service systems impacts than the proposed project. Therefore, the Reduced Intensity Alternative would be considered environmentally superior in comparison to the proposed project.

7. Alternatives to the Proposed Project

7.6.15 Conclusion

The Reduced Intensity Alternative would lessen impacts associated with air quality, greenhouse gases, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. The remaining impacts, except for land use and planning, would be considered similar to the proposed project. Impacts to land use and planning would be considered greater under this alternative in comparison to the proposed project. Although the Reduced Intensity Alternative does not fully achieve all of the City's objectives established for the proposed project, it would reduce many environmental impacts and is considered environmentally superior to the proposed project.

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts" (Guidelines Sec. 15126.6[c]).

The Reduced Intensity Alternative has been identified as the environmentally superior alternative. This alternative would have the greatest effect on reducing the significant air quality, noise, and traffic impacts associated with the proposed project; however, it would not eliminate the significant and unavoidable impacts. It would also reduce impacts associated with hazards and hazardous materials, public services, recreation, and utilities and service systems by approximately 15 percent. The remaining impacts are generally the same as the proposed project. However, it should be noted that the Reduced Intensity Alternative would not meet the objectives established for the project to the same degree as the proposed project.



7. Alternatives to the Proposed Project

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8. *Impacts Found Not to Be Significant*

California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that... [a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the Draft EIR.

8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in July 2008 determined that impacts listed below would be less than significant. Consequently, they have not been further analyzed in this Draft EIR (DEIR). Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study.



Table 8-1	
Impacts Found Not to Be Significant	
<i>Environmental Issues</i>	<i>Initial Study Determination</i>
I. AESTHETICS. Would the project:	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
II. AGRICULTURE 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:	
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant Impact

8. Impacts Found Not to Be Significant

**Table 8-1
Impacts Found Not to Be Significant**

<i>Environmental Issues</i>	<i>Initial Study Determination</i>
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 U.S. Fish and Wildlife Service?	No Impact
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?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	
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?	Less Than Significant Impact
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?	Less Than Significant Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:	
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?	Less Than Significant Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Less Than Significant Impact
IX. LAND USE AND PLANNING. Would the project:	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact
X. MINERAL RESOURCES. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	Less Than Significant Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Less Than Significant Impact
XII. POPULATION AND HOUSING. Would the project:	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact

9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. In the case of the proposed project, implementation would involve buildout of the City of El Monte over the next 20 years. Implementation of the proposed project would allow for additional residential, commercial, and industrial development consistent with the adopted Land Use Element. Future development will require the commitment of vacant parcels of land or redevelopment of existing developed land within the City of El Monte. Future development will involve construction activities that entail the commitment of nonrenewable and/or slowly renewable energy resources, human resources, and natural resources, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water. An increased commitment of social services and public maintenance services (e.g., police, fire, sewer, and water services) would also be required. The energy and social-service commitments would be long-term obligations in view of the fact that it is impossible to return the land to its original condition once it has been developed.



9. Significant Irreversible Changes Due to the Proposed Project

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10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth or the construction of additional housing in the surrounding environment, either directly or indirectly. Direct growth-inducing impacts are generally associated with the provision of urban services and the extension of infrastructure to an undeveloped area. The extension of services and facilities to an individual site can reduce development constraints for other nearby areas and can induce further development in the vicinity. Indirect or secondary growth-inducing impacts consist of growth induced in the region by the additional demands for housing, employment, and goods and services associated with population increase caused by or attracted to new development.

The purpose of the General Plan is to guide growth and development in a community. Accordingly, the General Plan is premised on a certain amount of growth occurring. Los Angeles County, as well as the entire Southern California region, has experienced dramatic growth over the past two decades and this trend is expected to continue for the next two decades. The focus of the General Plan, then, is to provide a framework in which the growth can be managed and to tailor it to suit the needs of the community and surrounding area.

During the past several decades, the Southern California Association of Governments (SCAG) region, including Imperial, Riverside, San Bernardino, Los Angeles, Orange, and Ventura Counties, has been one of the fastest-growing regions in the nation. Between 1950 and 1970, the population doubled in size, growing at a rate of 5 percent per year. Between 1980 and 1990, the region's population grew by more than 25 percent to 14.6 million. Between 1990 and 2000, the region's population grew by nearly 15 percent to 16.5 million.

The cumulative impacts of the General Plan Update will require some improvement and relocation of infrastructure and expansion of community facilities and services. Implementation of the proposed project and the recommended mitigation measures would assist in improving the circulation of the street system in the City.

The proposed land use plan encourages development and redevelopment in specified focus areas. Development of these areas represents infill development potential where infrastructure is already in place to serve new development. Economic development within a context of an urban infill setting would have a beneficial impact. Since the infrastructure is largely in place, secondary growth-inducing effects do not represent a significant environmental impact.

In conclusion, the General Plan Update is a response to growth within the City of El Monte as well as Los Angeles County, and the project will not significantly induce growth.

10.1 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Implementation of the Proposed Land Use Plan would allow construction activities that will entail the commitment of nonrenewable and/or slowly renewable energy resources, human resources, and natural resources, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water. An increased commitment of social services and maintenance services (e.g., police, fire,



10. Growth-Inducing Impacts of the Proposed Project

and water services) will also be required. The energy and social-services commitments will be long-term obligations, since it is impossible to return land to its original condition once it has been developed.

As the community continues to develop, both residential and nonresidential development would require further commitment of energy resources in the form of natural gas and electricity generated by coal, hydro-electric power, or nuclear energy. Increased motor vehicle travel within the City would be accompanied by increased consumption of petroleum products. An increased commitment of social services and public maintenance services (e.g., waste disposal and treatment) would also be required. The energy, social services, and physical infrastructure maintenance commitments would be long-term obligations, since it is impossible to return the land to its original condition once it has been developed.

Since the City of El Monte is primarily developed, the commitment of undeveloped land within the City that would be developed as a result of the proposed General Plan Update is small. However, the proposed plan would result in long-term intensification of development and some alteration to the current environment of the City of El Monte.

11. Organizations and Persons Consulted

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11. Organizations and Persons Consulted

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12. Qualifications of Persons Preparing EIR

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