



CITY OF EL MONTE
ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION

Damien Arrula,
Economic Development
Director

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Assistant Economic
Development Director

March 10, 2014

To: Responsible and Trustee Agencies/Interested Organizations and Individuals

**Subject: NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT-
EL MONTE WALMART PROJECT**

The City of El Monte will be coordinating the preparation of an Environmental Impact Report (EIR) for the proposed El Monte Walmart Project (the Project). In summary, the Project will realize approximately 182,429 square feet of new retail/commercial uses within the approximately 15.41-acre subject site. The Project including the proposed El Monte Walmart, and all facilities proposed within the Project site, on- and off-site supporting improvements, and associated discretionary actions, is the Project that will be considered in the EIR.

The Project is located within the northwestern portion of the City of El Monte, in Los Angeles County, near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of an existing City of El Monte Maintenance Facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing existing industrial/office facilities with Valley Boulevard frontages comprise the site's southerly boundary.

This letter is a request for environmental information that you or your organization believes should be addressed in the EIR. Due to time limits, as defined by the California Environmental Quality Act (CEQA), your response should be sent at the earliest possible date, but no later than April 13, 2014. Comments and questions may be directed to:

City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
Contact Person: Minh Thai, Planning Division

Sincerely,

Rebecca Duarte
Contract Planner

El Monte Walmart Project Initial Study



Prepared for:
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

March 2014



INITIAL STUDY

for the

El Monte Walmart Project

Prepared for:

The City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Contact Person: Minh Thai
Telephone: (626) 580-2064

Prepared by:

Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

March 2014

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1.0 INTRODUCTION

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1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study (IS) addresses potential environmental impacts associated with construction and operation of the proposed El Monte Walmart Project (Project). The Project will realize 182,429 square feet of new retail/commercial uses within an approximately 15.41-acre site, located in the northwestern portion of the City of El Monte, near the intersection of Valley Boulevard and Arden Drive.

This IS was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Although this IS was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS fully represent the independent judgment and position of the City of El Monte, acting as Lead Agency under CEQA. In accordance with the provisions of CEQA and the State and local CEQA Guidelines, as the Lead Agency, the City of El Monte is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

This Initial Study is an informational document, providing the City of El Monte decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from the Project.

1.2 DISPOSITION OF THIS DOCUMENT

This IS has been prepared to determine the appropriate scope and focus of environmental analysis for the Project. Based on the findings and conclusions of this IS, potential environmental impacts of the Project will be evaluated within an

Environmental Impact Report (EIR). The IS and accompanying Notice of Preparation (NOP) for the EIR will be available for review for a total of 30 days, and can be reviewed at the City of El Monte Planning Division, located at 11333 Valley Boulevard, El Monte, CA 91731, or at the El Monte Library located at 3224 N. Tyler Avenue, El Monte, CA 91731.

The public is encouraged to contact the City of El Monte for information regarding the Project and related CEQA processes.

1.3 DOCUMENT ORGANIZATION

This IS includes the following sections:

Introduction: This Section (1.0) describes the CEQA context and IS format for the Project, and provides a summary of the findings of the IS.

Project Description: This Section (2.0) describes the Project and its objectives.

Environmental Evaluation: This Section (3.0) provides background information regarding the Project and Lead Agency, and presents responses to each question on the CEQA Initial Study Checklist regarding the possible environmental impacts of the Project. The potential environmental impacts are derived from Appendix G of the State CEQA Guidelines. Answers provided in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate.

Determination: This Section (4.0) summarizes the results of the Initial Study, and presents the determination regarding the appropriate environmental document for the Project.

Source information cited within this Initial Study is available through, or by contacting, the City of El Monte Planning Division.

1.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS indicates that the Project may result in or cause potentially significant effects related to:

- Aesthetics;
- Air Quality;
- Cultural Resources;
- Greenhouse Gas (GHG) Emissions impacts;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, i.e., urban decay);
- Noise;
- Public Services;
- Transportation/Traffic; and
- Utilities and Service Systems.

Consistent with the conclusion and findings of this IS, an EIR will be prepared for the Project. At a minimum, the EIR will evaluate the Project's potential environmental impacts under the topical areas identified above. Additional issues or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project will also be evaluated and addressed in the EIR.

1.5 EFFECTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

While it has been determined that an EIR will be required, one of the additional purposes of an IS is to focus an "EIR on the effects determined to be significant, identifying the effects determined not to be significant, (and) explaining the reasons for determining that potentially significant effects would not be significant." (State CEQA Guidelines, Section 15063(c)). Therefore, one of the key purposes of this IS is to focus the EIR's analysis on impacts that are potentially significant as part of the Project, while

eliminating potential impacts that are clearly less than significant. The following list identifies the environmental issues that, pursuant to the findings of this IS, have been determined to pose no potentially significant environmental impacts.

- Agriculture and Forest Resources;
- Biological Resources;
- Geology and Soils;
- Mineral Resources;
- Population and Housing; and
- Recreation.

These topics are not expected to be carried forward for further evaluation within the Draft EIR. However, as noted in the preceding Section 1.4, based on additional information or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project, additional issues may be evaluated and addressed in the EIR.

2.0 PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

2.1 OVERVIEW

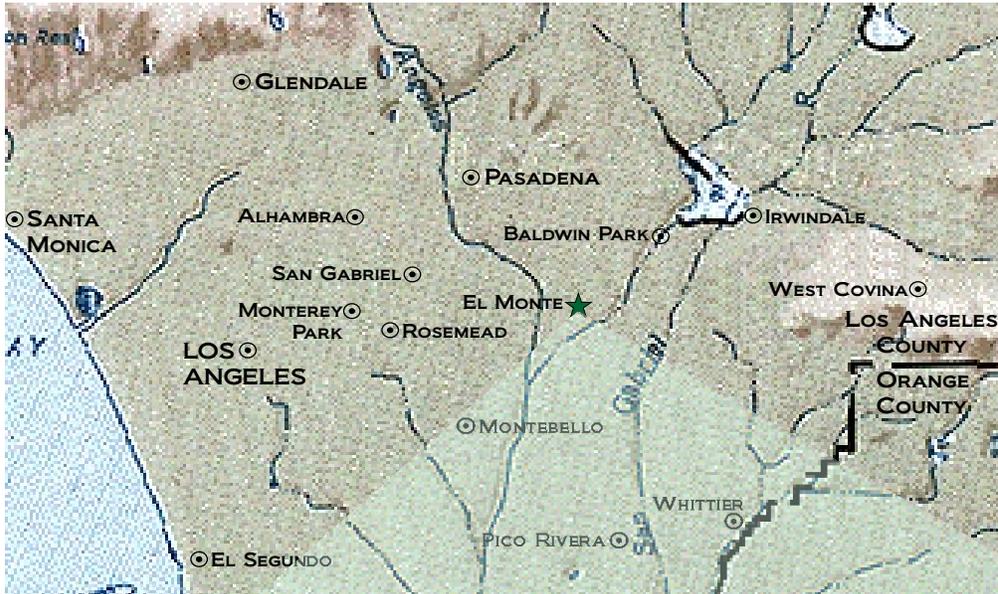
The Project considered in this IS includes the proposed El Monte Walmart, and all facilities proposed within the Project site, on- and off-site supporting improvements, and associated discretionary actions. In summary, the Project will create approximately 182,429 square feet of new retail/commercial uses within the 15.41-acre subject site.

2.2 PROJECT LOCATION

The Project is located within the northwestern portion of the City of El Monte, within Los Angeles County, near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of an existing City of El Monte Maintenance Facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing existing industrial/office facilities with Valley Boulevard frontages comprise the site's southerly boundary. Figure 2.2-1, "Project Location," provides an illustrated view of the site's context within the Project area.

2.3 EXISTING LAND USES

The Project site, pictured in Figure 2.3-1, is essentially level and currently vacant. The site was historically used for agriculture and the manufacturing of glass products and, more recently, the production of food and beverage containers.



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.2-1
Project Location

To the west of the Project site, across Arden Drive, properties include a mix of single-family residential and commercial uses, including an embroidery company. To the north, an existing City of El Monte Maintenance Facility and associated parking areas border the Project area. To the east, between the Project boundary and the Rio Hondo Channel, are existing industrial facilities. To the south, parcels abutting the Project site contain large-scale industrial, commercial and municipal office buildings, with frontages on Valley Boulevard. An existing masonry wall separates these uses from the proposed Project.

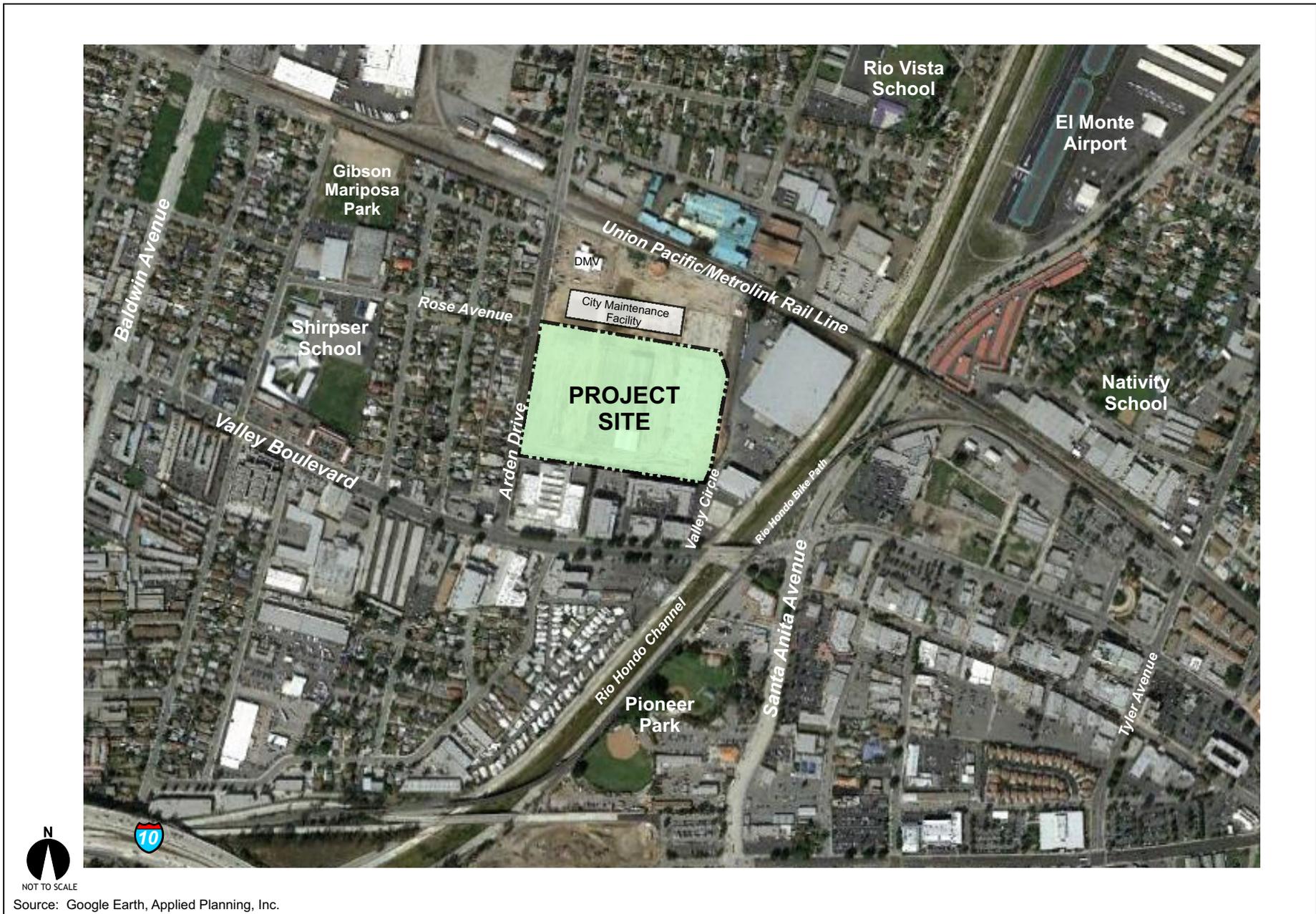
As seen in the following Figure 2.3-2, "Existing Land Use Map," three schools are located within the vicinity of the Project site. The first of these is Shirpser Elementary School, which serves grades K-5, and is located approximately 800 feet west of the Project's westerly boundary at 4020 Gibson Road. The second, Rio Vista Elementary School, serves grades K-6 and is located approximately one-quarter mile to the northeast of the Project site, at 4300 North Esto Avenue. The Nativity Catholic School (a private school serving grades K-12) is located at 10907 St. Louis Drive, approximately one-third mile to the east, across the Rio Hondo Channel.

Other land use features within the Project vicinity include the Rio Hondo Channel, a fully improved flood control facility that traverses the western portion of the City. The Channel conveys stormwater from Peck Park to beyond the City limits, ultimately merging with the Los Angeles River and continuing south to the Pacific Ocean. The Rio Hondo Bike Path parallels the channel's east side. Pioneer Park, a City cultural and recreational facility, is located approximately 1,000 feet south of the Project site, at 3575 Santa Anita Avenue, on the east side of the Rio Hondo Channel. Additionally, a Union Pacific/Metrolink rail line configured in a generally northwest-to-southeast orientation is located approximately 600 feet to the north of the Project site, northerly of the City's maintenance facility and an adjacent California Department of Motor Vehicles (DMV) office.



From Arden Drive, facing east, the Project site is central to the photo. A recently constructed City Maintenance Facility is seen at the left of the photo (to the north of the Project site). The existing water tower and industrial facilities at the photo's distant center are located beyond the Project boundaries, to the north and east, respectively. An existing masonry wall, seen at the photo's right, establishes the site's southern boundary, and separates the site from existing commercial and industrial facilities with Valley Boulevard frontages.

Source: Applied Planning, Inc., October 26, 2012



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.3-2
Existing Land Use Map

2.4 PROJECT ELEMENTS

2.4.1 Development Concept

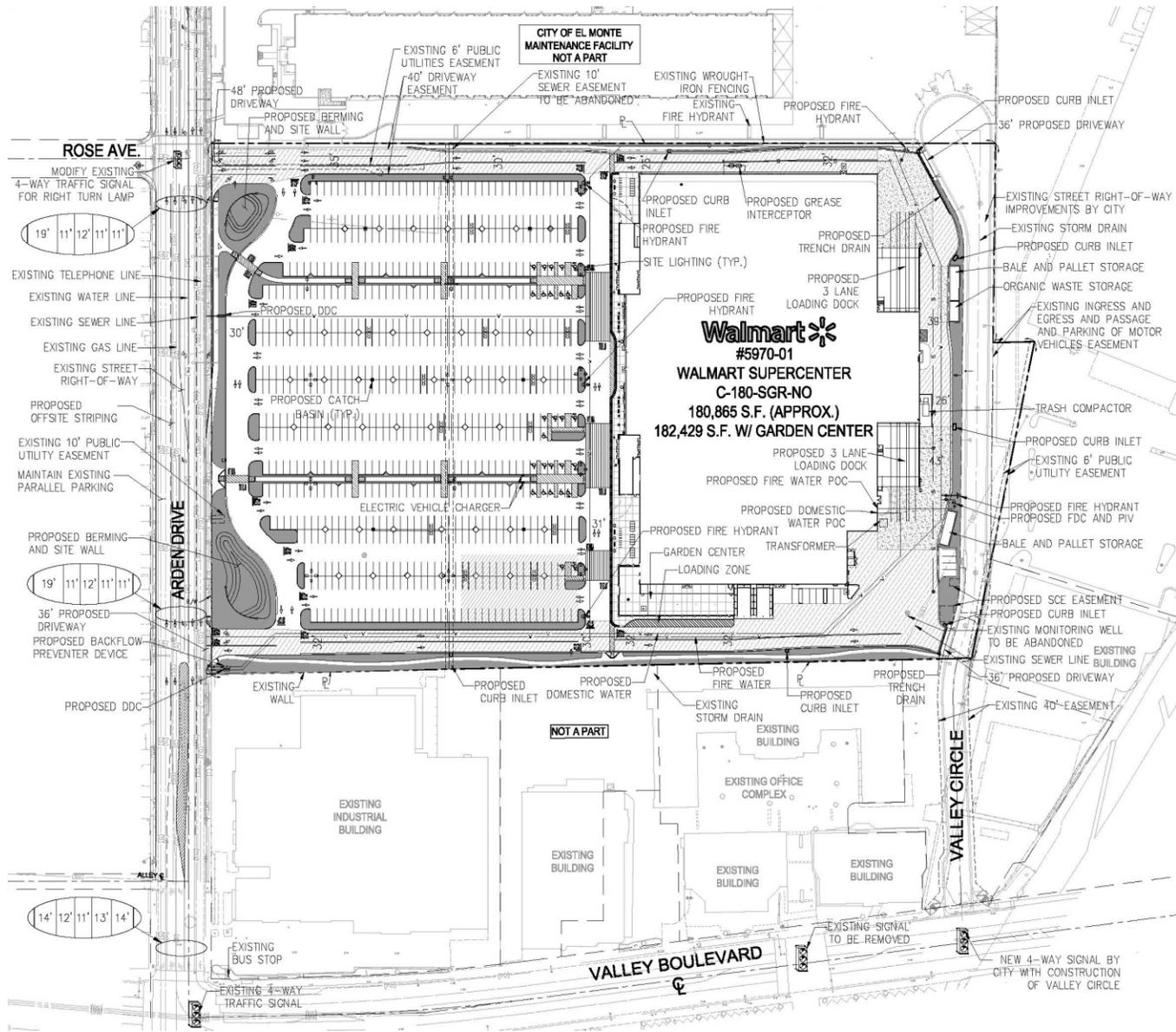
The Project proposes the development of an approximately 182,429-square-foot 24-hour Walmart, with associated circulation, parking, and loading facilities. The one-story Walmart will offer general merchandise, groceries, and the sale of alcoholic beverages for off-site consumption. Additionally, the store will include a bakery, deli, and photo lab, along with a food tenant (e.g., McDonalds), a non-food tenant (e.g., a bank, medical clinic, portrait studio or salon), and an outdoor garden center. The orientation of the proposed uses within the Project site is illustrated at Figure 2.4-1, "Site Plan Concept."

It is noted here that the location and sizes of proposed uses within the Project site are approximate, but considered accurate for planning and environmental evaluation purposes. Ultimate configuration and orientation of the uses proposed by the Project are subject to City review and approval. However, such changes would not alter the overall environmental analysis or conclusions. These changes, if any, will be fully addressed in the Draft EIR that will be prepared for the Project.

Some of the sustainable design features that may be incorporated into the main building include rammed-earth walls, cooling towers, and use of renewable building materials. The building would be designed in accordance with the Americans with Disabilities Act (ADA), Uniform Building Code (UBC), Green Building Code (GBC), and all other necessary building code requirements.

2.4.2 Site Preparation

Following the completion of site remediation activities involving near-surface soils (please refer to Checklist Item VIII.d, "Hazards and Hazardous Materials," presented subsequently within Section 3 of this Initial Study), the Project site will be graded in preparation for building construction. It is estimated that site preparation activities will be completed within thirty (30) days of their commencement.



Source: Tait & Associates, Inc., Applied Planning, Inc.

Figure 2.4-1
Conceptual Site Plan

2.4.3 Access and Circulation

Certain realignment and modification of existing rights-of-way and easements, construction of new driveways, and installation of traffic controls are proposed in order to provide appropriate access and circulation for the Project. As seen in Figure 2.4-1, two main driveways are proposed along Arden Drive. The southerly driveway would be unsignalized; while the northerly driveway would be aligned with Rose Avenue, and utilize the existing traffic signal at the intersection of Rose Avenue and Arden Drive.

Access to the store and the store's loading areas is provided from Valley Boulevard via Valley Circle, the recently constructed cul-de-sac which forms the site's easterly boundary, and serves existing commercial and industrial facilities to the south and east of the site, as well as the City Maintenance Facility to the north. The Project would incorporate two 36-foot delivery truck driveways from Valley Circle, one at the site's southerly boundary and one to the north. As indicated in the Project's Site Plan Concept, as part of the improvement of Valley Circle, a four-way traffic signal will be relocated to the intersection of Valley Boulevard and Valley Circle from an existing driveway approximately 100 feet to the west. All of the roadway and signal relocation improvements associated with Valley Circle are now completed.

Within the Project site, primary customer driveways will connect externally to Arden Drive, and internally to drive aisles and parking pools. Driveways from Valley Circle will provide access to the store and to the store's northerly and southerly loading bays. Final designs and specifications for driveways, traffic controls, and internal circulation improvements will be incorporated into the Project, consistent with the requirements of the City's Engineering Department.

2.4.4 Parking

A total of approximately 755 parking spaces are proposed within the Project site; of which approximately 17 parking spaces would be designated as handicap-accessible. Unless otherwise noted herein, or otherwise specified by the City, all parking areas, to include parking stalls, drive aisles, parking lot landscaping, and hardscaping will be designed and constructed pursuant to City requirements as outlined in the City of El

Monte Municipal Code, and County of Los Angeles Low Impact Development (LID) Standards manual to include implementation of bioretention for stormwater management and minimizing and disconnecting impervious surfaces.

2.4.5 Other Site Improvements and Amenities

Supporting site improvements to be implemented by the Project include but are not limited to: perimeter block walls and security fencing; landscaping/hardscape improvements in accordance with City design guidelines; decorative and security lighting; and signage, including freestanding, building, directional and informational signage. The Applicant may also file an application for off-site signage, which will be addressed through the City's review and approval of a Master Sign Program.

2.4.6 Infrastructure, Utilities, and Public Services

All public services, infrastructure systems, and utilities are currently available to service the Project site. No major new infrastructure or utilities improvements are proposed by the Project, nor are any required. The Project will implement necessary utilities improvements to include connections to existing services, and/or necessary realignment or modification of existing service lines. All connections to, and modification of, utilities necessary to serve the Project will be accomplished consistent with City and purveyor requirements. Public services and utilities/infrastructure available to the Project are summarized in the following paragraphs, and discussed in greater detail at Initial Study Section 3, "Environmental Evaluation," under Checklist Item XIV, Public Services, and XVII, Utilities and Service Systems.

2.4.6.1 Public Services

The following public services are available to the Project:

- Fire Protection Services (Los Angeles County Fire Department);
- Police Protection Services (City of El Monte Police Department);
- Schools (El Monte City School District; El Monte Union High School District);
- Libraries (Los Angeles County Public Library System); and
- Parks (City of El Monte Parks and Recreation Division).

2.4.6.2 Utilities/Infrastructure

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (City of El Monte Public Works Department);
- Storm Drain/Storm Water Management (City of El Monte Public Works Department);
- Electricity (Southern California Edison);
- Natural Gas (The Gas Company); and
- Telephone/Communications (Verizon, or other contract services).

2.5 DISCRETIONARY APPROVALS AND PERMITS

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- Certification of the EIR;
- Amend the site's El Monte General Plan land use designation from Industrial/Business Park to General Commercial;
- Amend the site's Zoning designation from General Manufacturing (M-2) to Heavy Commercial (C-4);
- Approval of a Tentative Parcel Map to create a single commercial parcel;
- Design review to approve the Project design and architectural details of the proposed structures;
- Approval of a Conditional Use Permit for a multiple tenant development, as provided under Municipal Code Chapter 17.24, "Conditional Use Permits;"
- Modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad (See Figure 3.7-1);
- Approval of a Conditional Use Permit for alcohol sales;
- Approval of a modification pursuant to Municipal Code Chapter 17.20, "Modification – Variance," to reduce the number of required loading docks from seven to six; and
- Approval of a Master Sign Program.

Additionally, the Project will require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

2.5.1 Other Permits and Approvals

CEQA Section 15124 also provides that requirements or potential requirements for “Other Permits and Approvals” should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal will likely include the following.

- Stormwater management and associated permitting will be required consistent with the provisions of City of El Monte Municipal Code Chapter 13.16, “Stormwater Management and Discharge Control,” and the “California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities” (CGP) issued by the State Water Resources Control Board.
- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment, particularly regarding proposed restaurant tenant operations.
- Permitting (i.e., utility connection permits) may be required from utility providers.
- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

3.0 ENVIRONMENTAL EVALUATION

3.0 ENVIRONMENTAL EVALUATION

3.1 PROJECT TITLE

El Monte Walmart Project

3.2 LEAD AGENCY NAME AND ADDRESS

City of El Monte

11333 Valley Boulevard

El Monte, CA 91731-3293

Contact Person: Mr. Minh Thai, Economic Development Department

3.3 PROJECT APPLICANT

Wal-Mart Real Estate Business Trust

2001 Southeast 10th Street

Bentonville, AR 72716

Contact Person: Mr. Matt Smith, Real Estate Manager

3.4 PROJECT LOCATION

The Project is located within the northwestern portion of the City of El Monte, within Los Angeles County, near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of an existing City of El Monte Maintenance facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing existing industrial/office facilities with Valley Boulevard frontages comprise the site's southerly boundary. Please refer also to IS Section 2.0, Project Description, Figure 2.2-1, "Project Location" which provides an illustrated view of the site's context within the Project area.

3.5 GENERAL PLAN AND ZONING DESIGNATIONS

The City of El Monte General Plan land use designation of the Project site is “Industrial/Business Park.” Zoning for the site is “General Manufacturing,” or M-2. The Applicant is requesting an amendment to the site’s existing General Plan land use designation to “General Commercial” and a zone change to “Heavy Commercial” (C-4) to reflect the intended use of the property. Additionally, the Project includes the modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad.

3.6 EXPLANATION OF CHECKLIST CATEGORIES

CEQA suggests the format and content for environmental analyses, including topical checklists to assist in evaluation of a project’s potential environmental effects. The Checklist presented in this Section follows the Checklist format and presentation of information identified in the *CEQA Guidelines*, Appendix G.

3.6.1 EXPLANATION OF CHECKLIST CATEGORIES

Potential environmental effects of the Project are classified and described within the Checklist under the following general headings:

“No Impact” applies where the impact simply does not apply to projects such as the one involved. For example, if the project site is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as “No Impact.”

“Less-Than-Significant Impact” applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development that would only slightly increase the amount of surface water runoff generated at a project site would be considered to have a less-than-significant impact on surface water runoff.

“Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided that explains how the measures reduce the impact to a less-than-significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduces all impacts to levels that are less-than-significant.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an environmental impact report (EIR) is required.

3.7 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS. Would the proposal:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a-b) *Less-Than-Significant Impact.* The Project site is located in an urbanized area, with industrial, commercial, and residential land uses surrounding the 15.4-acre site. Implementation of the proposed El Monte Walmart Project would not involve development that would affect scenic vistas or scenic resources within the vicinity of a designated scenic highway. The closest designated scenic highway are portions of Route 110 as it crosses the Arroyo Seco Historic Parkway, located greater than eight miles east of the Project site. No historic buildings are currently found on, or adjacent to, the Project site. The site has a history of industrial use and development of the site will not impact any surrounding views, public or private, of any scenic resources or vistas. Based on the preceding discussion, the Project's potential to result in impacts on scenic vistas or scenic resources, including historic buildings, is considered less-than-significant.
- c) *Less-Than-Significant Impact.* The Project site is currently undeveloped. Former glass manufacturing buildings and associated supporting improvements within the Project site have been demolished. The site has been graded and developed, and lacks any natural habitat or vegetation aside from predominately sporadic non-native weeds. Transition of the site from its current state, characterized by undeveloped land, to the commercial/retail uses proposed under the Project would tend to improve the visual character and quality of the site by improving undeveloped areas with contemporary commercial structures and landscaping. At a minimum, the Project's building and landscape design will conform to the City's General Plan Community Design Element goals and policies. The Project will further comply with any enhanced landscape design and architectural solutions that may be specified by City staff and incorporated as Project Conditions of Approval (COA).

Based on the preceding discussion, the potential for the Project to substantially degrade the existing visual character and quality of the site and its surroundings is considered less-than-significant.

- d) *Potentially Significant Impact.* The Project will create new sources of lighting, which may include building-mounted, wall-mounted, and pole-mounted fixtures to properly illuminate Project entrances, walkways, and parking areas. The Project will also provide interior lighting and sign illumination. All Project lighting will comply with City requirements to illuminate the site without causing undue light or glare, or compromising views. While it is expected that compliance with City standards will minimize any potential light and glare impacts from fixed Project lighting, the Draft EIR’s discussion will also assess the potential glare impacts from vehicular headlights, which could affect nearby residences as vehicles exit Project driveways. All potential impacts related to the creation of a new source of light or glare will be discussed in the EIR.

Sources: Scenic Highway Mapping System, California Department of Transportation, (http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, retrieved October 2012); El Monte General Plan, 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a-c) *No Impact*. Although the site has a history of agricultural use (from approximately 1928 to 1938, as documented by aerial photographs included in the Project’s Phase I Environmental Site Assessment), there are currently no agricultural uses within the City of El Monte. Increasing land prices, higher water and labor costs, increased environmental regulations, higher property taxes, competition from other parts of the State, and growing urbanization, all work together to put considerable pressure on farming as an economically viable use in Southern

California. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Nor is the Project site or any other City property zoned for forest lands, timberlands, or timberland production. The Project site is currently disturbed, vacant land, designated for Industrial/Business Park land uses, and zoned M-2, "General Manufacturing." No Williamson Act contracts are in place for the subject site. Additionally, the Project site has been utilized for industrial uses in the past, and given the developed nature of the surrounding area, converting the site to agricultural operations is unlikely. The Project will therefore not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s). The Project will have no effect on farmlands, forest lands or timberlands.

- d) *No Impact.* No forest land is located on the Project site or in the vicinity. The Project will have no effect on forest land.
- e) *No Impact.* As discussed above, there are no agricultural uses, forestlands or timberlands within the City of El Monte. The Project does not involve other changes to the environment which could result in the conversion of farm land or forest land to other uses.

Sources: El Monte General Plan, 2011; *Final Phase I Environmental Site Assessment, Proposed Walmart Retail Store #5970-01 Site Located at 4000 Arden Avenue in El Monte, California* (Tait Environmental Services, Inc.) March 2012; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

Substantiation:

- a) *Potentially Significant Impact.* The Project is located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is locally responsible for administration and implementation of the Air Quality Management Plan (AQMP). Development of the Project could result in the production of additional criteria air pollutants

which may interfere with, or obstruct, the SCAQMD's implementation of the AQMP. These potential impacts will be addressed in the EIR, and mitigation measures will be developed to address any potentially significant impacts.

b-d) *Potentially Significant Impact.* Construction activities associated with the Project implementation are temporary sources of fugitive dust and construction vehicle emissions. Additionally, implementation of the Project would result in development that will generate vehicular trips and associated vehicular-source air pollutant emissions. Ongoing occupation and use of Project facilities would also result in energy consumption, primarily associated with heating and air conditioning, which will also generate air pollutant emissions. Construction-source and operational-source emissions resulting from the Project may contribute to existing and projected exceedances of criteria pollutants within the Basin, and could exceed the air quality standards and thresholds of significance established by the SCAQMD, as identified in the *CEQA Air Quality Handbook*. Air quality impacts of the Project, and mitigation measures addressing those impacts will be discussed in the EIR. The EIR will also evaluate potential impacts of increased air pollution levels on sensitive receptors (including hospitals, schools, daycare facilities, elderly housing and convalescent facilities), based on the preparation of a Project-specific Health Risk Assessment and Toxic Air Contaminant screening report. Mitigation measures, or alternatives to the Project that will reduce or avoid any potentially significant impacts will be provided in the EIR.

e) *Potentially Significant Impact.* Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors include but are not limited to: diesel exhaust, asphalt/paving materials, glues, paint, and other architectural coatings. Construction-related odor impacts are mitigated by established requirements for a material handling and procedure plan, which identifies odor sources, odor-generating materials and quantities permitted on site, and isolation/containment devices or mechanisms to prevent significant

release of odors. Operations of the implemented commercial facilities are not anticipated to result in objectionable odors; however, the EIR will address potential construction and operational odor impacts, and mitigation measures will be developed to address any potentially significant impacts.

Sources: El Monte General Plan, 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact*. A biological survey and assessment, including field reconnaissance, of the Project site was conducted in November 2012 by Harmsworth Associates. A copy of the letter report prepared as a result of this survey is included in its entirety in Initial Study Appendix A. The following descriptions of the site have been excerpted from the biological survey report.

Site conditions and vegetation communities

The Project site consists of a previously developed but currently vacant lot. All areas of the site have been graded and developed and are currently devoid of any natural habitats. There are no existing burrows or habitat that would contribute to burrowing owls locating on the Project site in the future, prior to any ground-disturbing activities. The site was essentially devoid of vegetation, except for a few sporadic non-native weeds, including Russian thistle (*Salsola tragus*), Lamb’s quarter (*Chenopodium album*), summer mustard (*Hirschfeldia incana*) and cheeseweed (*Malva parviflora*). A row of exotic landscaping, including some trees and large shrubs, is located along the southern boundary. Some large weeds (Russian thistle) and the native plant, telegraph weed (*Heterotheca grandiflora*), is located adjacent to some of the boundary fences.

Wildlife

Wildlife was sparse due to the lack of native habitats and poor site conditions. Species detected were typical of disturbed and built-up areas and included killdeer (*Charadrius vociferous*), white-crowned sparrow (*Zonotrichia leucophrys*) and house finch (*Carpodacus mexicanus*). No other species were identified during the site visit.

Special Status Species

No special status plant or wildlife species were detected at the site and there are no historic site records for any special status plant or wildlife species. A few special status plant and wildlife species have been documented in the region but all these records either pre-date the development of the city (pre-1950) or are from currently undeveloped areas such as the Whittier Narrows. None of the records are from the Project site. The site has no suitable habitat for any special status plant or wildlife species and has no potential to support any special status species.

Given the lack of on-site vegetation and habitat, coupled with the site's graded and developed state, no significant impacts to biological resources are anticipated. Removal of the minimal on-site exotic landscaping will not affect any candidate, sensitive or special status species, since no such species were detected during the biological reconnaissance of the site. The Project's potential to cause or result in a substantial adverse effect 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, is considered less-than-significant.

b-c) No *Impact*. No riparian habitat, wetland areas, or other sensitive natural communities were found to exist within the Project site or in the immediate Project vicinity. The report prepared for the biological survey of the Project site (Initial Study Appendix A) notes that "[t]he site does not contain any rivers, creeks,

streambeds, wetlands, vernal pools or riparian areas. There are no areas onsite that are subject to the jurisdiction of the US Army Corps of Engineers or California Department of Fish and Game.” Further, while the Rio Hondo Channel is located to the east of the Project site, this concrete-lined Channel does not support riparian habitat, wetlands, or other natural communities. Regardless, even if such resources existing in the Channel, the Project would not negatively impact the Channel. On this basis, the Project will not substantively affect any riparian habitat, wetlands, or other sensitive natural community.

- d) *Less-Than-Significant Impact*. The Project site is urbanized and is bordered by roadways and other urban development, and contains no significant biological resources. As such, the potential for native wildlife species to use the Project site as a migratory corridor or nursery site is highly unlikely. The potential for direct or indirect impacts on wildlife dispersal or migration to result from Project implementation is therefore considered less-than-significant.

- e-f) *No Impact*. As discussed in the preceding response IV.a, while the City does have a tree preservation ordinance, there are no protected tree species or other biologically significant resources on the Project site. Further, the Initial Study Checklist prepared for the El Monte General Plan and Zoning Code Update EIR indicates that there are no habitat conservation plans or natural community conservation plans in effect within the City, nor are any significant ecological areas (as defined by Los Angeles County) located within the City. The Project would thus have no impact in regard to local policies or ordinances protecting biological resources; or any other conservation plans.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; *El Monte WalMart Project Site Biological Surveys* (Harmsworth Associates) November 6, 2012; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-c) *Potentially Significant Impact.* El Monte has a rich historical legacy, and played a significant role in California’s early pioneer history. Although the site has experienced previous development, the Project EIR will present the results of the Cultural Resources Investigation performed for the Project site, which included a reconnaissance survey by a qualified archaeologist and associated historic records searches, which address the potential for the Project to result in impacts to historic, archaeological, prehistoric and paleontological (fossil) resources, including those that may be present onsite within a buried context.

d) *Less-Than-Significant Impact.* Due to the previous grading and development of the site, the likelihood of encountering human remains in the course of Project development is minimal. However, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and

disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law, following the provisions of State *CEQA Guidelines* Section 15064.5. Based on compliance with these existing regulations, the Project’s potential to disturb human remains is considered less-than-significant.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; California Department of Parks and Recreation, Office of Historic Preservation (http://ceres.ca.gov/geo_area/counties/Los_Angeles/landmarks.html), accessed October 2012; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a.i-iii) *Less-Than-Significant Impact*. Although the Project site is located in a region known to be seismically active, there are no known active or potentially active faults traversing the Project site. According to the Draft EIR prepared for the El Monte General Plan and Zoning Code Update, there are no known faults or Earthquake Fault Special Study Zones (former Alquist-Priolo Zones) within the City of El Monte or the Project area. Based on information presented in the preliminary geotechnical engineering investigation prepared for the site, the nearest known active or potentially active fault is the Upper Elysian Park Blind Thrust fault, located approximately 3.3 miles south of the Project site. Thus, the potential for ground rupture is considered low.

The preliminary geotechnical engineering investigation concluded that the estimated maximum earthquake magnitude that could potentially affect the site is a 6.6. The California Building Code requires construction methods that minimize the effects of earthquake on structures. As part of the City's standard review and approval of development projects, any new development must provide a final geotechnical study for review and approval by the City Engineer, and comply with the requirements of the approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these requirements, coupled with the site's location, reduces potential strong seismic ground-shaking impacts to levels that are less-than-significant.

Liquefaction and seismically-induced settlement or ground failure are generally associated with strong seismic shaking in areas where groundwater tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong ground shaking event, saturated, cohesionless soils may acquire a degree of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like.

According to the EIR prepared for the 2011 El Monte General Plan and Zoning Code Update, the majority of the City is located within an area where potential liquefaction hazards are present. The Seismic Hazard Zone Report prepared by the California Department of Conservation, Division of Mines and Geology indicates a historic groundwater high of 5 feet BGS in the vicinity. However, groundwater was not encountered at a depth of 50 feet below ground surface (BGS) during any borings drilled as part of the preliminary geotechnical investigation. Further, groundwater was encountered at depths greater than 50 feet during previous studies prepared for the site from 1989 and 2006. Additionally, the site was previously developed with heavy manufacturing uses, and has not demonstrated evidence of liquefaction. The preliminary geotechnical

investigation concluded that "...considering the City water supply is primarily by pumping of groundwater, the likelihood groundwater levels would return to the historic high groundwater depth of 5 feet for a sustained period of time during which an earthquake which would induce liquefaction would also occur is considered low."

Moreover, as noted previously, as part of the City's standard review and approval of development projects, any new development must provide a final geotechnical study for review and approval by the City Engineer, and comply with the requirements of the approved geotechnical report and applicable provisions of the UBC and CBC. These requirements include, but are not limited to design- and site-appropriate means to avoid or minimize any liquefaction or ground-failure concerns that may be encountered. Compliance with these requirements reduces potential seismic-related liquefaction/ground failure impacts to levels that are less-than-significant.

It is further noted that the Project does not propose activities or uses that would cause or result in rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction.

- a.iv) *No Impact*. The Project site is an essentially level property and as such is not internally susceptible to landslide. Adjacent properties also present little topographic relief. The Project will not create any dangerous conditions related to cut/fill slopes. As such, the potential for landslides or mudflows does not exist in the Project vicinity.

- b) *Less-Than-Significant Impact*. Construction activities associated with the proposed Project will temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved

Storm Water Pollution Prevention Plan (SWPPP) in compliance with the NPDES General Permit for storm water discharges from construction activities. The proposal involves construction of conventional commercial/retail facilities and supporting site improvements within an essentially level area of the City. The Project does not propose to significantly alter existing topography. Based on the preceding, potential impacts associated with erosion or changes in topography, including loss of topsoil are considered less-than-significant.

- c-d) *Less-Than-Significant Impact*. Based on the preliminary geotechnical investigation, the site exhibits very low expansion potential. Notwithstanding, the Project will comply with applicable requirements of the final Project geotechnical study, and applicable provisions of the UBC and CBC, to include design- and site-appropriate means to avoid or minimize any expansive soils concerns that may be encountered. Compliance with these requirements reduces potential expansive soils impacts to levels that are less-than-significant.

- e) *No Impact*. The Project site will be provided sewer services. No septic tanks or other alternative wastewater disposal systems are proposed. Thus, there is no potential for adverse impacts due to soils limitations relative to septic tanks or alternative waste water disposal systems.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; *Initial Geotechnical Engineering Investigation, Proposed Walmart Store No. 5970-01, Southeast of the Intersection of Arden Drive and Rose Avenue, El Monte, Los Angeles County, California* (Moore Twining Associates, Inc.) March 5, 2012; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-b) *Potentially Significant Impact.* The Project’s contribution to greenhouse gases emissions may be potentially significant, and will be evaluated as part of the EIR Air Quality Analysis. Potential impacts, together with any necessary mitigation measures, will be presented in the Project EIR.

Sources: El Monte General Plan; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a-b) *Potentially Significant Impact.* The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. However, during the normal course of construction activities, there will be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. Although, the site is currently vacant (therefore the demolition of structures that may contain lead, mercury, or asbestos is not a concern), areas of near-surface soil contamination associated with the site's previous use as an industrial/manufacturing facility have been identified within the Project site.

The Project is required to meet all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Project EIR will examine the findings of the Phase I and Phase II Environmental Site Assessments performed for the Project site. The findings and recommendations of these studies will be incorporated in the Project EIR.

c) *Potentially Significant Impact.* The Project is located within one-quarter mile of two elementary schools within the El Monte City School District: Shirpser Elementary School, located approximately 800 feet west of the Project site at 4020 Gibson Road; and Rio Vista Elementary School, located approximately 1,400 feet northeast of the Project site at 4300 North Esto Drive. The Nativity Catholic School (a private school serving grades K-12) is also located in the vicinity of the Project, approximately one-third mile to the east, across the Rio Hondo Channel, at 10907 St. Louis Drive.

The Project proposes conventional commercial/retail uses, and does not include elements or aspects that will create or otherwise result in hazardous emissions,

and does not propose or require substantive handling of hazardous or acutely hazardous materials, substances, or waste. Pre-packaged materials such as paint, solvents, glues, fertilizers, either sold by the Project retail uses or used during construction and maintenance are subject to extensive local, state, and federal regulations, and are not considered sources of potentially significant hazardous materials or hazardous emissions (please refer also to Checklist items VIII. a-b, above).

However, it may be noted that the localized construction-source and operational-source air emissions impacts of the Project will be analyzed as part of the EIR Air Quality Analysis. Potential Project-related hazardous emissions impacts at local schools, which are considered sensitive receptors, will be evaluated within the analysis and presented in the Project EIR. Potential impacts of the Project relative to toxic air contaminants, including diesel particulate matter (DPM), together with any necessary mitigation measures, will be presented in the Project EIR.

- d) *Potentially Significant Impact.* The Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, as previously mentioned, areas of near-surface soil contamination associated with the site's previous use as an industrial/manufacturing facility have been identified within the Project site. The Project EIR will examine the findings of the Phase I and Phase II Environmental Site Assessments performed for the Project site. The findings and recommendations of these studies will be incorporated in the Project EIR.
- e-f) *Less-Than-Significant Impact.* The Project site is located approximately 1,000 feet southwesterly of the El Monte Airport, a general aviation facility, primarily serving private and business-related aircraft. As indicated on the Los Angeles County Airport Land Use Commission Airport Influence Area Map for El Monte Airport, the Project site is located outside the identified Airport Influence Area and Runway Protection Zone (RPZ), and well beyond the airport's 70 CNEL noise

contour. Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. As such, the Project's potential to result in aircraft-related safety hazards for future occupants of the site is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

g) *Less-Than-Significant Impact*. The Project does not propose or require designs or activities that would interfere with any identified emergency response or emergency evacuation plan. Right-of-way vacations and realignments proposed by the Project will be accomplished consistent with City design and construction requirements, and would not substantively nor adversely alter area traffic patterns and emergency response routes. In 2004, the City of El Monte adopted a Natural Hazards Mitigation Plan (NHMP). This plan includes resources and information to assist in planning for natural hazards. The NHMP identifies Valley Boulevard as a major evacuation route within the City. However, the Project will not substantially impact Valley Boulevard during either construction or operations in such a manner that would limit the use of this roadway as an emergency response/evacuation route. Emergency procedures or design features required by County, State and Federal guidelines will be implemented during construction and during operation of the retail store.

Temporary alterations to vehicle circulation routes associated with Project construction are addressed through City-mandated construction traffic management plans. Ongoing coordination with the local fire and police departments during construction will ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

- h) *No Impact*. The Project site is located in an area that has been largely urbanized, and there are no wildlands adjacent to the Project area. On this basis, there is no potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires. It may be noted that the Project site and surrounding areas are currently provided fire protection and emergency response services by the Los Angeles County Fire Department. Development fees and taxes paid by the Project act to offset its incremental demands for fire protection services.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; Los Angeles County Airport Land Use Commission Airport Influence Area Map; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

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

Substantiation:

a, c-f) *Potentially Significant Impact*. The Project will be developed and operated in compliance with all applicable City and Los Angeles Regional Water Quality Control Board (LARWQCB) regulations and water quality standards. Impervious

surfaces created by the development proposed by the Project will result in decreased natural absorption rates and a potentially increased volume of surface runoff. However, the proposed drainage system will utilize sustainable design methods (i.e., bioswales or vegetated swales) to minimize, if not eliminate, existing outflow conditions. Additionally, runoff from the Project area may include oils from paved areas and other chemicals which may contribute to degradation of offsite surface waters. Compliance with applicable existing National Pollution Discharge Elimination System (NPDES) permitting requirements and the mandated Standard Urban Stormwater Management System (SUSMP) and/or Low Impact Development (LID) requirements would ensure that the Project does not result in substantial additional polluted runoff.

Design, construction, and operation of the Project stormwater management system, and development and implementation of SUSMP and or LID requirements will be realized consistent with applicable City and LARWQCB requirements. Nonetheless, analysis of potential impacts in regard to stormwater management and stormwater discharge quality will be included in the Project EIR. Mitigation measures will be incorporated to address any potentially significant impacts.

- b) *Less-Than-Significant Impact.* The Project would not contribute to groundwater depletion, nor discernibly interfere with groundwater recharge. Water is provided throughout the City by the City's Utility Services Department. Groundwater which may be consumed by the Project and the City as a whole is recharged pursuant to the Department's policies and programs. The Project will not affect designated recharge areas.

Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the Project will not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. Based on the preceding discussions, the Project's potential impacts to groundwater availability, quality, or recharge capabilities, are considered less-than-significant.

- g-h) *No Impact*. The Project does not propose the construction of housing. Further, the Draft EIR prepared for the 2011 El Monte General Plan Update states that, 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 “No Special Flood Hazard Area.” As such, no placement of structures in a 100-year flood hazard zone would occur as a result of Project implementation and no impact would occur relative to the placement housing or other structures within a mapped 100-year flood hazard area.
- i) *Less-Than-Significant Impact*. The City of El Monte is located within the potential inundation area of the Santa Fe Dam. This hazard was assessed in the Draft EIR for the 2011 El Monte General Plan and Zoning Code Update. The Draft EIR concluded that the potential danger associated with failure of this dam was relatively low, since large quantities of water are not stored in this reservoir. Instead, stormwater is released in a controlled manner to downstream spreading grounds for groundwater recharge. The El Monte General Plan and Zoning Code Update Draft EIR states that “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.” Additionally, the City is outside the downstream inundation area that would be affected by failure of the Whittier Narrows Dam. As such, the potential for people or structures to be subjected to substantial risk of loss, injury or death involving flooding as a result of the failure of a levee or dam is considered less-than-significant.
- j) *No Impact*. The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. The Project site is located approximately 24 miles easterly of coastal waters, and approximately 300 feet above mean sea level. Additionally, the site is located outside of the Los Angeles County Tsunami Inundation Area, as mapped by the State of California Department of Conservation. As such, the site is not subject to tsunami hazards. No slopes of significance have been identified on or near the Project site, and the

Project site has not historically been affected by mudflows. Impacts related to tsunami, seiche, or mudflow will not affect the Project.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

Substantiation:

- a) *Potentially Significant Impact.* The subject site is located within an area designated for industrial uses, adjacent to an urbanized area of established industrial, commercial, and residential land uses. The Project may result in off-site impacts (e.g., air quality, noise, traffic) that could disrupt or otherwise adversely affect these neighboring land uses. These potential off-site impacts will be addressed under their respective topical headings within the EIR.

It is further noted that the Land Use Section of the EIR will comprehensively analyze the potential for the Project to result in, or cause, land use disruptions due to a potential urban decay impact. Consistent with CEQA requirements, the urban decay analysis will be focused on the identification of economic impacts that may be substantial enough to result in physical changes in the market area (i.e., physical deterioration of existing retail centers/districts).

- b) *Potentially Significant Impact.* The City of El Monte General Plan land use designation of the Project site is “Industrial/Business Park.” Zoning for the site is “General Manufacturing,” or M-2. The Project includes a request to amend the site’s existing General Plan land use designation to “General Commercial” and a zone change to “Heavy Commercial” (C-4). The implications of the requested amendments will be discussed within the EIR.

Additionally, the Project is requesting modification to the boundaries of the Northwest Industrial District, as currently presented in the City of El Monte General Plan. As shown at Figure 3.7-1, the Project is requesting to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad. The implications of the requested modifications will be discussed within the EIR.

- c) *No Impact.* The Project area, along with the majority of the City of El Monte, is located within an urbanized setting. As noted within the preceding response IV.f, there are no existing or proposed conservation plans in place for the Project area; nor would the Project affect any identified conservation plans. The Project will have no impacts on habitat conservation plans or natural community conservation plans.



Existing Northwest Industrial District Boundary



Proposed Northwest Industrial District Boundary



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; El Monte Zoning Map, September 2011, El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a-b) *No Impact.* The Surface Mining and Reclamation Act (SMARA) requires all cities to incorporate mapped designations approved by the State Mining and Geology Board into their general plan. The State Geologist classifies mineral resource areas into Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs). As stated within the EIR prepared for the 2011 General Plan Update (Appendix C, Existing Conditions Report), “The City of El Monte is located within the San Gabriel Production-Consumption Region. Northeastern El Monte (often referred to as “Norwood Village”) is inventoried as containing significant mineral deposits or a high likelihood of their presence (MRZ-2 zone). No County of Los Angeles-designated Mineral Resource Zones (County of Los Angeles 2005) are located in El Monte. El Monte is completely developed, does not contain mining uses, nor has land designated for mineral, aggregate or sand production.”

The Project site is not located in the northeastern portion of the City and no known mineral resources of value to the region and the residents of the State exist within the Project site. On this basis, development of the Project would not result in any impacts to mineral resources that would be of future value to the region and the residents of the State.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-d) *Potentially Significant Impact.* Construction of the Project will temporarily increase localized noise levels, and occupation of Project facilities will establish long-term stationary operational noise sources. These noise sources could adversely affect any nearby sensitive receptors. Further, Project traffic, including delivery truck operations, may increase noise levels along affected roadways, with potentially adverse effects at receiving land uses. A Project-specific Noise Impact Study will be prepared to examine noise associated with implementation and operations of the Project. Project-related noise impacts will be discussed in the EIR. Mitigation measures will be proposed for impacts determined to be potentially significant.

e-f) *Less-Than-Significant Impact.* As noted previously in Response VIII.e-f, the Project site is located approximately 1,000 feet southwesterly of the El Monte Airport, a general aviation facility primarily serving private and business-related aircraft. As indicated on the Los Angeles County Airport Land Use Commission Airport Influence Area Map for El Monte Airport, the Project site is located outside the identified Airport Influence Area, and well beyond the airport’s 70 CNEL noise contour. As such, the Project’s potential to cause an exposure of future occupants of the Project site to aircraft-related noise is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

Sources: El Monte General Plan, 2011; *City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH 2008071012* (The Planning Center) March

2011; Los Angeles County Airport Land Use Commission Airport Influence Area Map;
El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

Substantiation:

- a) *Less-Than-Significant Impact.* The Project does not propose new residential development and would not directly contribute to population growth within the City. Employment generated by the Project may contribute to nominal population growth; however, Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities. Significant population growth is not anticipated to occur as a direct result of Project implementation. The Project is proposed at this location in order to service customers from existing demand in the service area. Further, the Project site is located within an urbanized area that is already served by roadways, utilities, and other infrastructure. Therefore, any additional infrastructure improvements are unlikely to encourage further population growth. As such, the Project's potential

to induce substantial growth directly or indirectly is considered less-than-significant.

b-c) *No Impact*. As previously stated, the General Plan Land Use designation of the Project site is "Industrial/Business Park." Zoning for the site is "General Manufacturing," or M-2. The Project will be implemented within a former industrial area which is currently vacant. The Project does not involve or propose the displacement of any onsite or offsite housing stock. No impacts relating to displacement of housing will result from the Project.

Sources: El Monte General Plan, 2011; El Monte Zoning Map; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

Substantiation:

- a-b) *Potentially Significant Impact.* New development proposed by the Project would result in increased demands for fire and police protection services. The City of El Monte Police Department currently provides police protection services to the Project site. Fire suppression and emergency response services are provided by the Los Angeles County Fire Department. The EIR will address the Project's potential incremental demands on police and fire protection services, and evaluate whether those demands would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Mitigation measures will be proposed for impacts determined to be potentially significant.
- c-d) *Less-Than-Significant Impact.* Employment opportunities created by the Project may result in increased secondary impacts to school and park facilities. Increased student population could result from requests for Intra-District Transfers from employees of the Project wanting to enroll their children in schools closer to their place of employment. Yet any impacts from such school transfers would be minimal. Secondary impacts to park facilities from commercial development would be the occasional use of a proximate park during a lunch or dinner break. The Project will pay required school impact fees (currently \$0.47/sq. ft.), and will not contribute substantially to the resident population base using school and/or park facilities. The potential for these secondary effects to result in substantial adverse physical impacts associated with new or physically altered governmental facilities, or the need for new or physically altered governmental facilities is considered less-than-significant.
- e) *Less-Than-Significant Impact.* Development of the Project would require established public agency oversight including, but not limited to, plan check and permitting actions by the City Planning Division, City Utility Services Department, City Public Works Department, El Monte Police Department, and the Los Angeles

County Fire Department. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees. Similar to the previous discussion above, secondary impacts to library facilities from commercial development would be the occasional use of a proximate library during a lunch or dinner break. The potential for the Project to result in substantial adverse physical impacts associated with new or physically altered governmental facilities, or the need for new or physically altered governmental facilities is considered less-than-significant.

Sources: El Monte General Plan, 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a) *Less-Than-Significant Impact.* The Project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. Further, Project-related employment demands are expected to be largely filled by existing residents

of either the City of El Monte or neighboring communities. As such, the Project's potential to result in increased demands on neighborhood or regional parks or other recreational facilities is considered less-than-significant.

- b) *No Impact.* The construction of recreational facilities is not included in the Project proposal, nor will the Project require the construction or expansion of recreational facilities. Neither Project construction nor operations are anticipated to negatively impact any surrounding recreational facilities. As such, the Project will have no impact in this regard.

Sources: El Monte General Plan, 2011; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
including either an increase in traffic levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-b, d) *Potentially Significant Impact.* The Project has the potential to increase vehicular traffic along area roads. A comprehensive Traffic Impact Analysis (TIA) will be prepared to examine trip generation and distribution associated with the Project’s construction and operations. Mitigation measures addressing any potentially significant Project-related traffic impacts will be identified in the EIR.

c) *Less-Than-Significant Impact.* The Project does not propose elements or aspects that would affect air traffic patterns. As noted previously within discussions of safety hazards and noise, the Project is outside the influence area of the nearby El Monte Airport. Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. As such, the potential for the Project to result in a change in air traffic patterns that could result in substantial safety risks is considered less-than-significant.

- e) *Potentially Significant Impact.* The Project TIA will evaluate emergency access. Any potentially significant impacts will be discussed further in the Project EIR. It is noted here however, that the Project does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. In conjunction with the review and approval of building permits, the City will review all plans to assure compliance with all applicable emergency access and safety requirements.

- f) *Less-Than-Significant Impact.* The Project does not present elements or aspects that would conflict with adopted alternative transportation policies. On a long-term basis, the Project may result in increased demand for public transportation as increased retail opportunities become available onsite; however, existing transit service is available within the Project area. Affected transit agencies routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, will be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City's standard development review process. Based on the preceding discussions, the potential for the Project to conflict with adopted policies supporting alternative transportation is considered less-than-significant.

Sources: El Monte General Plan, 2011; Foothill Transit System Maps (available at <http://www.foothilltransit.org/SystemMapsSchedules>, accessed October 2012); El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

Substantiation:

a-c, e) *Potentially Significant Impact*. The Project's water demands and wastewater generation would be typical of commercial/retail generators, and will not require treatment beyond that provided by typical wastewater facilities. The Project will be developed and operated in compliance with the regulations of the City and the standards of the Los Angeles Regional Water Quality Control Board (LARWQCB) in regard to stormwater management and conveyance. As such, it is anticipated that the water and wastewater treatment demands of the Project can be accommodated within the scope of existing facilities, and would not cause or result in exceedance of water or wastewater treatment requirements.

Similarly, and as discussed in greater detail within Section IX of this Checklist, "Hydrology and Water Quality," all proposed connections to, or modifications of, storm water drainage systems will be reviewed and approved by the City and the LARWQCB. The potential for the Project to require or result in new or expanded storm water drainage facilities, the construction of which could result in adverse environmental effects, is considered unlikely.

Nonetheless, the Project EIR will provide a quantified analysis of the Project's potential water, wastewater, and storm drainage utility impacts. Mitigation will be identified to reduce or avoid any impacts determined potentially significant.

d) *Less-Than-Significant Impact*. Water is supplied throughout the City by nine (9) different water providers. Of these, the Water Department of the City of El Monte will supply service to the Project. The City of El Monte 2011 Urban Water Management Plan (UWMP) comprehensively addresses water demand and supply throughout the City, based on the demands of land uses consistent with (or similar to) the General Plan. As documented within the UWMP, water supplies available to the City are sufficient to meet all existing customer demands, and anticipated future customer demands (including the Project's demands) under normal, single-

dry year, and extended drought conditions. Even in the event of water supply shortages or water emergencies, the City has in place water shortage contingency plans which ensure provision of priority water services to all its existing and anticipated customers, including the Project. The Project represents development consistent with the site's existing General Plan land use designation, and therefore has been accounted for within the City's UWMP.

Based on Walmart empirical data, the calculated likely maximum water demand of the Project is estimated at 7,300 gallons per day (gpd), or approximately 8.18 acre-feet per year (AFY). Based on information presented within the UWMP, this represents less than 1 percent of the total 2010 water demand within the City. The estimated Project water demands conservatively do not take into account mandated water conservation that would be imposed by California SB7X-7. In this regard, consistent with SB7X-7 mandates, the Project water demands would be reduced by 10 percent in the near term (2015) and by 20 percent by the year 2020.

The water demand planning reflected in the UWMP takes into account anticipated development of the City pursuant to the General Plan. In this regard, the proposed commercial uses are of similar intensity, with similar water demands, to those anticipated by the General Plan. As such, the UWMP reflects and anticipates development proposed by the Project.

State law requires the preparation of a Water Supply Assessment (WSA) for commercial projects that propose more than 500,000 square feet, or that would employ 1,000 or more persons. Because the El Monte Walmart Project proposes the construction of up to 182,429 square feet of commercial/retail uses with an anticipated employment base of approximately 350 to 400 persons, the preparation of a WSA is not required. As supported by the preceding discussion, sufficient water supplies are available to serve the Project from existing entitlements and resources, and the potential for the Project to require new or expanded entitlements is less-than-significant.

- f) *Potentially Significant Impact.* Solid waste and recycling in the City of El Monte is overseen by the Public Works Department's Environmental Health Division. Three companies currently provide refuse collection service to commercial uses within the City: American Reclamation; Valley Vista Services; and Waste Management, Inc. Consistent with the provisions of El Monte Municipal Code Section 8.20, the Project will contract with one of these firms to provide regular collection of solid waste and recyclable materials. The Sanitation District of Los Angeles County is the agency responsible for determining regional landfill destination(s) for solid waste generated within the County, including future waste from the Project. The Puente Hills Landfill was the primary destination of solid waste generated in the City of El Monte; however, this landfill closed in October 2013. Trash previously designated for disposal at Puente Hills Landfill is now consolidated at four (4) material recovery facilities and transferred to various landfills throughout Southern California. Project-related waste generation is not anticipated to exceed current or anticipated landfill capacities. Nonetheless, the Project EIR will address this potential impact and identify mitigation if potentially significant impacts are identified.
- g) *Less-Than-Significant Impact.* Development proposed by the Project would be operated in compliance with applicable City General Plan goals and policies, and City Zoning regulations. Moreover, the Project involves the development of conventional commercial/retail uses, and as such, does not propose uses or activities that would conflict with local, State and federal solid waste management regulations.

The California Integrated Waste Management Act under the Public Resources Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City remains committed to continuing its existing waste reduction and minimization efforts with the programs that are available through the City. Additionally, Beginning July 1, 2012, the State of California required that all businesses that generate four cubic yards or more of refuse per week implement a recycling program. This requirement is set forth in Assembly Bill 341, which was passed by the California legislator in October 2011.

All solid waste generated by the Project will be collected and disposed of as part of the City's commercial/retail waste stream. In this latter regard, the City oversees waste collection and recycling by sanitation service providers who collect refuse, green waste, bulky items and recycled materials. Based on the preceding, the potential for the Project to conflict with or obstruct federal, state, and local statutes and regulations related to solid waste is considered less-than-significant.

Sources: El Monte General Plan, 2011; City of El Monte 2011 Urban Water Management Plan; El Monte Walmart Project Development Concept (Tait & Associates, Inc.) July 2012.

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

Substantiation:

- a) *Potentially Significant Impact.* The Project involves the development of commercial/retail facilities amid other urban land uses within a developed area of the City. As noted within the Project's biological survey report (Initial Study Appendix A), there are no habitats or vegetation within the Project site, and "the site has no potential to support any special status plant or wildlife species, nesting birds, wildlife movement, or even most of the common plant or wildlife species. The site has little to no biological value and there are no biological constraints at the site."

As discussed in Checklist Section V., "Cultural Resources," although the site has experienced previous development, the Project EIR will address potential impacts to cultural resources that may be present within a buried context. Mitigation measures that will reduce or avoid any potentially significant impacts to historic or prehistoric cultural resources will be provided in the EIR.

- b) *Potentially Significant Impact.* The Project has the potential to result in cumulatively considerable impacts. As discussed in the previous environmental evaluation, implementation of the Project may result in potentially significant impacts under the environmental topics of:

- Air Quality;
- Cultural Resources;
- Greenhouse Gas (GHG) Emissions impacts;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, e.g., blight);
- Noise;
- Public Services;
- Transportation/Traffic; and
- Utilities and Service Systems.

To a certain extent, impacts of the Project, together with other known or anticipated projects in the area, may have a cumulative effect under all of the aforementioned environmental considerations. The Project EIR will identify the Project's contribution to, and context within, potentially significant cumulative environmental effects influencing the vicinity and region.

c) *Potentially Significant Impact.* As indicated by this IS evaluation, the Project may cause or result in certain potentially significant environmental effects, resulting in potentially adverse effects to human beings. While adverse environmental effects that could affect human beings could, to some degree, be substantiated under all CEQA issue areas, Project impacts that could directly affect human beings include:

- Aesthetics¹;
- Air Quality;
- Cultural Resources;
- Greenhouse Gas (GHG) Emissions impacts;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use (including consideration of potential economic impacts that could result in physical land use impacts, e.g., blight);
- Noise;
- Public Services;
- Transportation and Circulation; and
- Utilities and Service Systems.

The Project EIR will address these environmental topics and present mitigation measures for any potentially significant impacts.

¹ Potentially significant impacts identified under the topic of Aesthetics (light and glare) will be analyzed as part of the Land Use section of the EIR.

4.0 DETERMINATION

4.0 DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	<input type="checkbox"/>

City of El Monte:

Signature  Date March 13, 2014

Printed Signature: Ross S. Geller for Minh Thai, City of El Monte

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

Ms. Minh Thai
Planning Department
City of El Monte
11333 Valley Blvd.
El Monte, CA. 91731

IGR/CEQA No. 140329/NY
NOP/El Monte Walmart
183,000 SF Retail
SCH# 2014031042
Vicinity: LA/SR-10/28.61

March 20, 2014

Dear Ms. Thai:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the El Monte Walmart Retail Project (182,429 SF).

To fully analyze and evaluate the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared. Please reference the Caltrans Traffic Impact Study Guide, which can be accessed on the Internet at:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what should be included in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to SR-10 and nearest access point Santa Anita On & Off Ramps.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, **cumulative traffic generated from all specific approved developments in the area**, and traffic growth other than from the project and developments. For example: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - ❑ description of transportation infrastructure improvements
 - ❑ financial costs, funding sources and financing
 - ❑ sequence and scheduling considerations
 - ❑ implementation responsibilities, controls and monitoring

Any mitigation involving transit, HOV, or TDM must be justified and its effects conservatively estimated.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the projects equitable share responsibility.

For purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth.

We look forward to reviewing the DEIR and expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send a copy in advance to, Nerses Armand Yerjanian, the project engineer/coordinator, at the following address:

Department of Transportation
District 7 – Office of Transportation Planning
IGR/CEQA Branch
100 S. Main Street, MS 16
Los Angeles, CA 90012

If you have any questions regarding this response, please call Mr. Nerses Yerjanian, the Project Engineer/Coordinator, at (213) 897-6536 and refer to IGR/CEQA # 140329/NY.

Sincerely,



For : DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

RECEIVED
MAY 1 2014



1919 S. State College Blvd.
Anaheim, CA 92806-6114

A  Sempra Energy utility™

April 25, 2014

City of El Monte
11333 Valley Blvd
El Monte, CA 91731

Attn: Minh Thai

Subject: Environmental Impact Report for El Monte Walmart Project

Thank you for providing the opportunity to respond to this E.I.R. Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a Public Utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Armando Torrez", written over a horizontal line.

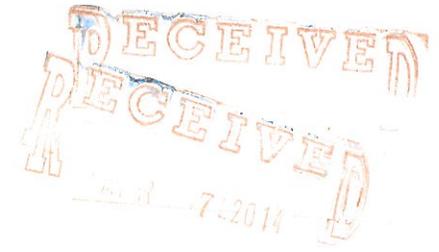
Armando Torrez
Technical Services Supervisor
Orange Coast Region- Anaheim



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294



DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

March 27, 2014

Minh Thai, Planner
City of El Monte
Planning Division
11333 Valley Boulevard
El Monte, CA 91731

Dear Mr. Thai:

PREPARATION, "EL MONTE WALMART PROJECT," IT WILL REALIZE APPROXIMATELY 182,429 SQUARE FEET OF NEW RETAIL COMMERCIAL USES WITHIN THE 15.41-ACRES SUBJECT SITE, 4000 ARDEN AVENUE, EL MONTE (FFER #201400042)

The Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We will reserve our comments for the draft EIR analysis.

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
3. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUADAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENORA
HAWAIIAN GARDENS
HAWTHORNE

HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

4. Fire Department requirements for access, fire flows and hydrants are addressed during the building permit stage.

WATER REQUIREMENTS:

5. The development may require fire flows up to 5,000 gallons per minute at 20 per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
6. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

ACCESS REQUIREMENTS:

7. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
8. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.
9. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.
10. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of, and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department, Land Development Unit, may also comment on conditions that may

be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

11. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Claudia Soiza, at (323) 890-4243.
12. The County of Los Angeles Fire Department, Land Development Unit, appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no additional comments than those already provided.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:jl



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 tel
metro.net



April 9, 2014

Minh Thai
Planning Division
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

**RE: Notice of Preparation of Draft Environmental Impact Report –
El Monte Walmart Project**

Dear Mr. Thai:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is in receipt of the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the proposed El Monte Walmart Project near the intersection of Valley Boulevard and Arden Drive. We received an NOP for this project and commented in September of 2013. This is a resubmission of those comments which remain significant. This letter conveys comments concerning issues that are germane to LACMTA's statutory responsibilities in relation to the proposed project as well as issues that may impact LACMTA's operations and facilities.

It is noted that the proposed project would be located 330 feet from a Union Pacific and Amtrak Operated Right of Way (ROW) and 450 feet from a LACMTA-owned railroad Right-of-Way (ROW). The LACMTA-owned ROW is operated by the Southern California Regional Rail Authority (SCRRA) and is used for the Metrolink commuter rail service. The following concerns related to the project's proximity to the ROWs should be addressed in the Environmental Impact Report:

1. The project sponsor is advised that SCRRA, Amtrak, and the UPRR operate service in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW nearby the proposed project.
2. Please note that Metrolink, Amtrak and Union Pacific Railroad may have additional comments concerning the operation and maintenance of the ROW, which would come in the form of a separate correspondence from those parties. Their operations may be impacted by the proposed project and therefore should be included in consultation and coordination efforts.
3. The Walmart development will affect the traffic and safety of the nearby Arden Avenue grade crossing. Arden Avenue grade crossing located north of the Walmart development would experience increased vehicle traffic as a result of the development. This grade crossing is located on Union Pacific railroad (UPRR) right-of-way and carries UPRR freight trains and Amtrak passenger trains. The crossing is identified by California Public Utilities Commission (CPUC) and the Federal Department of transportation by 001B-494.00 and 746891G respectively. The grade crossing should be improved as a part of this development to improve traffic circulation in this area and to mitigate safety related issues at the crossing.

Additionally, Metro's newly renovated El Monte Bus Station is .75 miles from the proposed project site. The project's impacts to area traffic that may affect the El Monte Bus Station operations should be addressed in the Environmental Impact Report. Also, the proximity of

the bus station to the proposed project may be an opportunity for increased customer access by coordinating transit options with the bus station.

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic);
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections;
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour; and
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Marie Sullivan at 213-922-5667 or by email at sullivanma@metro.net.

Sincerely,



Nick Saponara
Development Review Manager, Countywide Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% 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% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
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Ds_nahc@pacbell.net
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March 19, 2014

Mr. Minh Thai, Planner

City of El Monte

11333 Valley Boulevard
El Monte, CA 91731

Sent by U.S. Mail

No. of Pages: 4

RE: SCH#2014031042; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **"El Monte Wal-Mart Project;"** located in the City of El Monte; Los Angeles County, California

Dear Mr. Thai:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

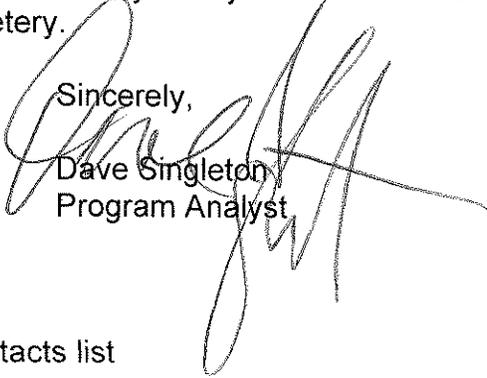
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,


Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Los Angeles County California
March 19, 2014**

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
Gabrielino Tongva
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180
Bonsall , CA 92003
Gabrielino
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
Gabrielino Tongva
GTTribalcouncil@aol.com
(626) 286-1232 - FAX
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180
Bonsall , CA 92003
Gabrielino
palmsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
P.O. Box 86908
Los Angeles , CA 90086
Gabrielino Tongva
sgoad@gabrielino-tongva.com
951-845-0443

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393
Covina , CA 91723
Gabrielino
gabrielenoindians@yahoo.
(626) 926-4131

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014031042; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the El Monte Walmart Project; located in the City of El Monte; Los Angeles County, California.

**Native American Contacts
Los Angeles County California
March 19, 2014**

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P.O. Box 180
Bonsall , CA 92003
Gabrielino

760-636-0854 - FAX

Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
909-262-9351
Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014031042; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the El Monte Walmart Project; located in the City of El Monte; Los Angeles County, California.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov



April 11, 2014

Minh Thai
Planning Division
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Notice of Preparation of a CEQA Document for the El Monte Walmart Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: www.aqmd.gov/ceqa/hdbk.html. SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional

significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at imacmillan@aqmd.gov or call me at (909) 396-3244.

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources