

MITIGATED NEGATIVE DECLARATION

EL MONTE VALLEY PLAZA



Lead Agency:

City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
(626) 580-2001
Betty Donovanik
bdonavanik@elmonteca.gov

Project Proponent:

New S.W.S Southland Real Estate, LLC
Mr. Wynn Hui
915 W. Foothill Boulevard
Arcadia, CA 91007
(626)373-3590

Environmental Consultant:

Phil Martin & Associates
4860 Irvine Boulevard, Suite 203
Irvine, California 92620
(949) 454-1800

March 11, 2016

TABLE of CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I. Project Title	1
II. Lead Agency and Name and Address	1
III. Lead Agency Contact.....	1
IV. Project Location	1
V. Environmental Determination.....	1
VI. Project Sponsor's Name and Address	6
VII. General Plan/Zoning Designations	6
VIII. Description of Project	6
IX. Surrounding Land Uses	7
X. Discretionary Actions	7
XI. Cumulative Projects	7
XII. Environmental Factors Potentially Affected	15
XIII. Environmental Checklist.....	16
XIV. Explanations of Environmental Checklist.....	25
A. Aesthetics	25
B. Agricultural Resources	35
C. Air Quality	35
D. Biological Resources	45
E. Cultural Resources	46
F. Geology and Soils	48
G. Greenhouse Gas Emissions	50
H. Hazards and Hazardous Materials	52
I. Hydrology and Water Quality	54
J. Land Use	57
K. Mineral Resources	59
L. Noise	59
M. Population and Housing	69
N. Public Services	70
O. Recreation	71
P. Transportation/Traffic	72
Q. Utilities and Service Systems	75
R. Mandatory Findings of Significance	77

Appendices

- Appendix A – Air Quality/Greenhouse Gas/Health Risk Assessment
- Appendix B – Soils Report
- Appendix C – Phase I, Phase II Assessments
- Appendix D – Hydrology Report
- Appendix E - Standard Urban Stormwater Mitigation Plan (SUSMP)
- Appendix F – Noise Report
- Appendix G – Traffic Report

LIST of FIGURES

<u>Figure</u>	<u>Page</u>
1. Regional Location Map.....	2
2. Local Vicinity Map.....	3
3. Aerial Photo	4
4. USGS Topo Map	5
5. Mixed Use Site Plan	8
6. Building Elevations	9
7. On-Site Photographs	10
8. Off-Site Photographs	11
9. Photo Orientation Map.....	12
10. Cumulative Projects Map.....	14
11. Rendering View #1	29
12. Rendering View #2	30
13. Rendering View #3	31
14. Rendering View #4	32
15. Rendering Orientation Map	33
16. City of El Monte Compatibility Guidelines	60
17. Noise Measurement Location.....	62

LIST of TABLES

<u>Table</u>	<u>Page</u>
1. Project Parcels.....	6
2. Cumulative Projects.....	13
3. Ambient Air Quality Standards.	37
4. Air Quality Monitoring Summary (2009-2013)	38
5. SCAQMD Daily Emission Thresholds of Significance.....	39
6. Construction Activity Equipment Fleet.....	40
7. Construction Activity Emissions Maximum Daily Emissions (pounds/day)	41
8. Project Emissions for 2016 (pounds per day)	42
9. Maximum Daily Disturbed Acreage per Equipment Type	43
10. LST and Project Emissions (pounds/day)	43
11. Daily Operational Emissions.....	44
12. Construction Emissions (Metric Tons CO ₂ (e))	51
13. Operational GHG Emissions	51
14. Maximum Development Allowed by MMU Zone	58
15. El Monte Noise Ordinance Limits	62
16. Measured Noise Levels (dBA).....	63
17. Traffic Noise Impact Analysis	64
18. Project Traffic Noise Level Increase.....	65
19. Vibration Levels From Project Construction Activities.....	67
20. Baseline 2018 with Project Level of Service Study Area Intersections	73
21. Estimated Project Water Consumption – Mixed Use	76
22. Estimated Solid Waste Generation – Mixed Use	77

Environmental Checklist

For CEQA Compliance

PLANNING DEPARTMENT

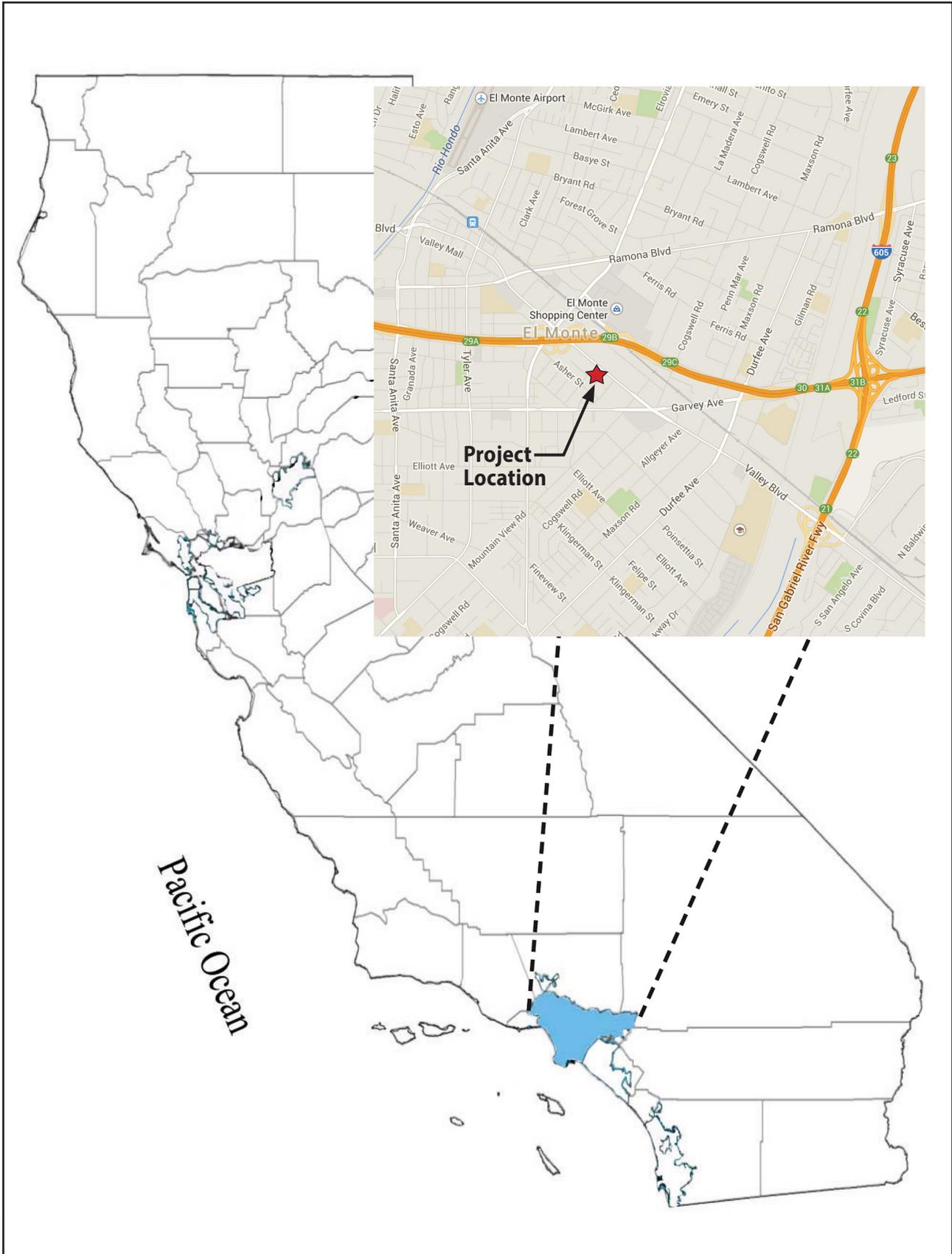
- I. **Project Title:** El Monte Valley Plaza
- II. **Lead Agency Name and Address:** City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
- III. **Lead Agency Contact:** Betty Donavanik (626) 580-2056, bdonavanik@elmonteca.gov
- IV. **Project Location:** The project is located in the City of El Monte as shown in Figure 1, Regional Map. More specifically, the project site comprises the properties that are located at 11640-11710, 11730 and 11740 Valley Boulevard and 3147 Baseball Avenue as shown in Figure 2, Vicinity Map. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo. The existing topography on the site is shown in Figure 4, USGS Topography Map.
- V. **Environmental Determination:**

On the basis of this initial evaluation, I find that:

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

Signature:

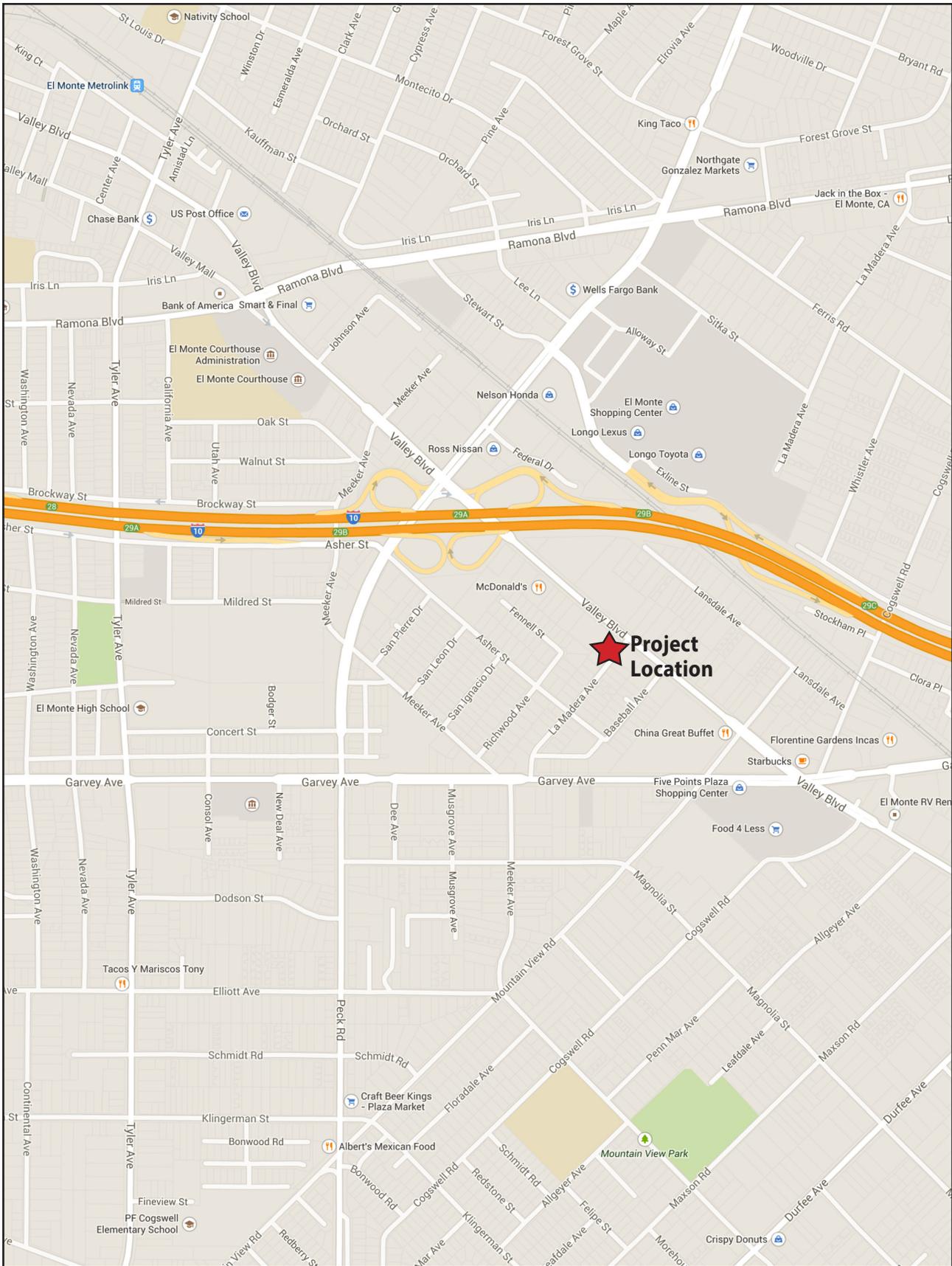
Date:



Source: Phil Martin & Associates, Inc.



Figure 1
Regional Location Map



Source: Google Maps, 2014



Figure 2
Local Vicinity Map

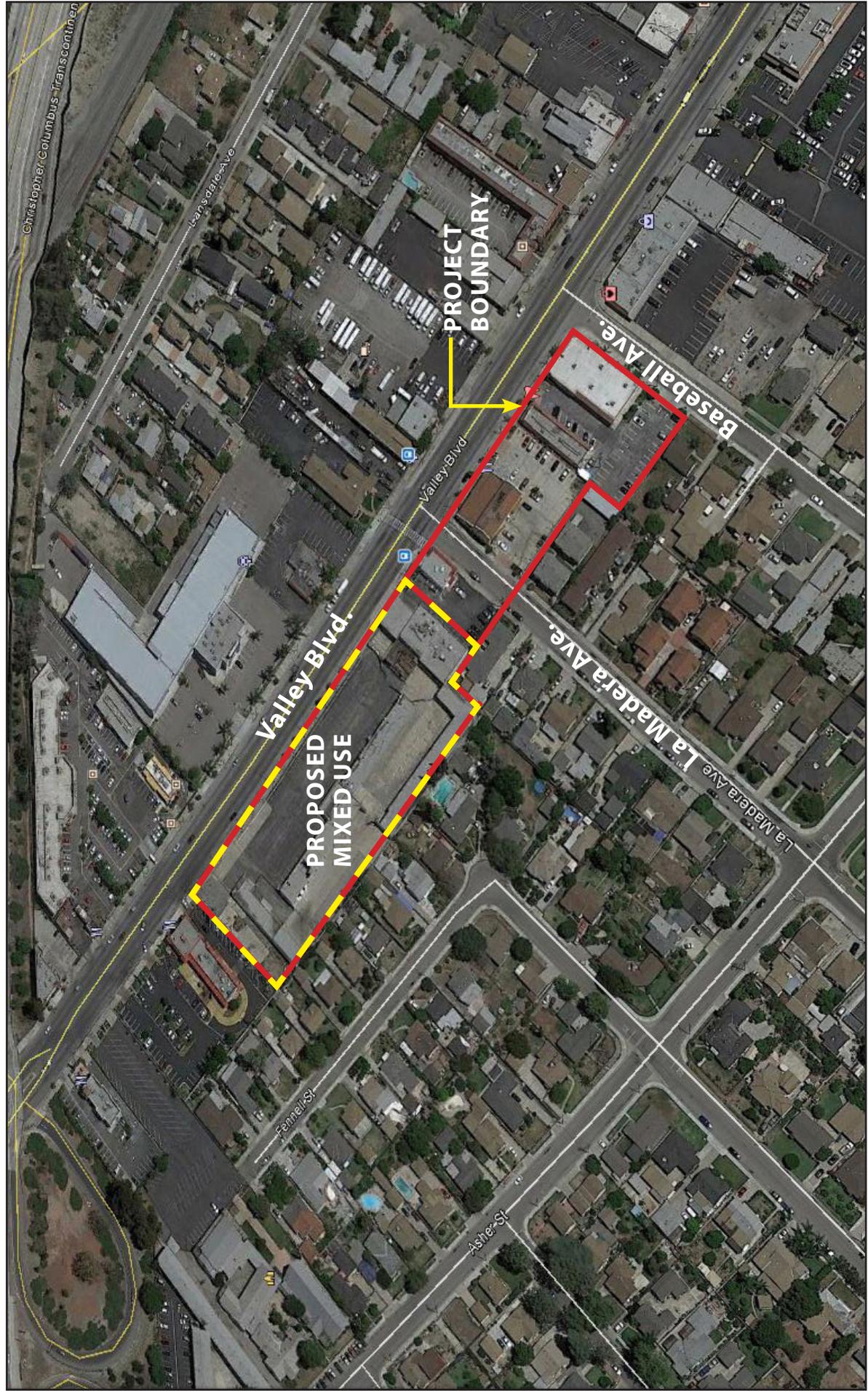
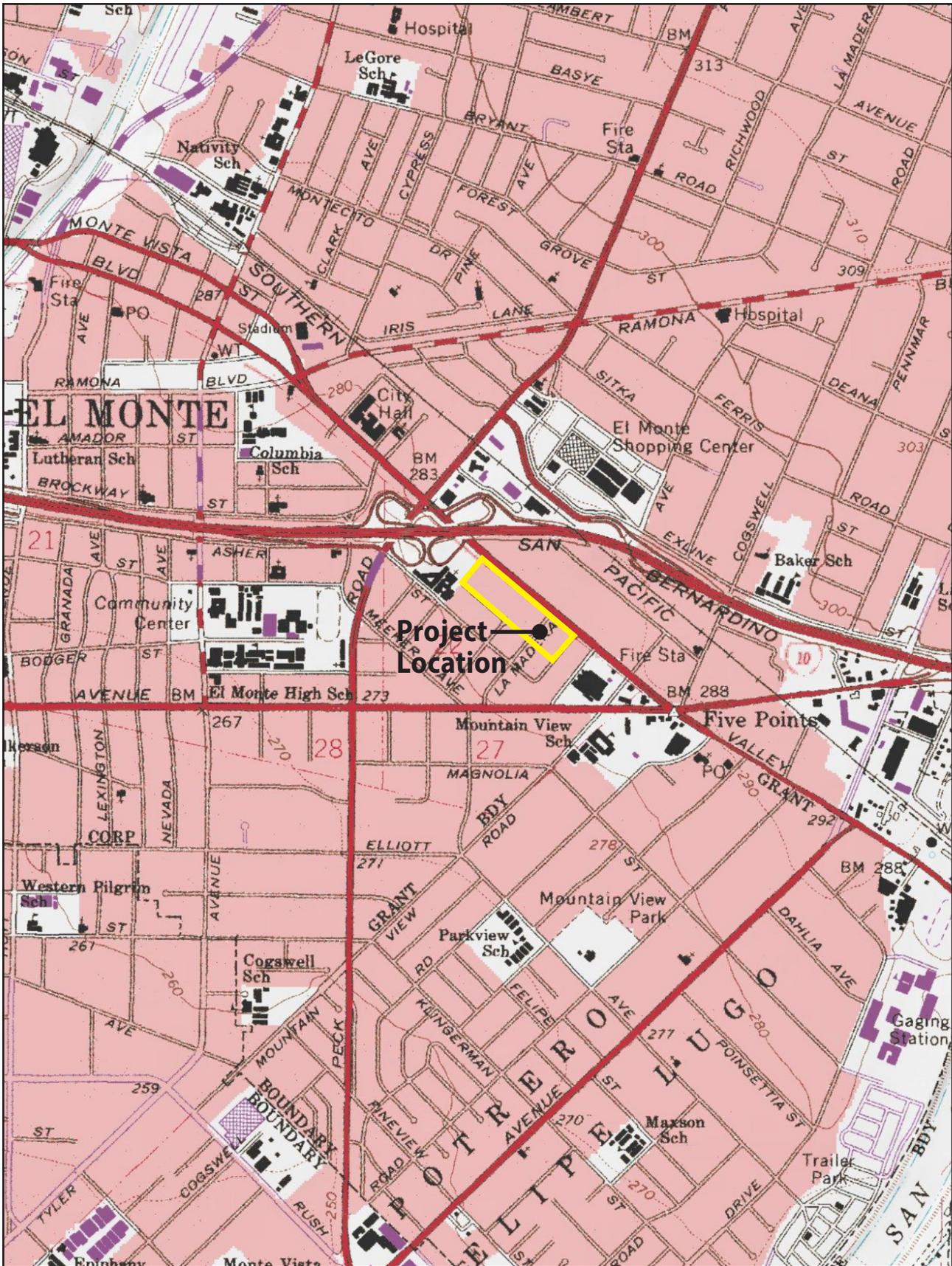


Figure 3

Aerial Photo





Source: USGS



Figure 4
USGS Topo Map

Environmental Checklist

For CEQA Compliance

- VI. Project Sponsor's Name and Address:** New S.W.S Southland Real Estate, LLC
 Mr. Wynn Hui
 915 W. Foothill Boulevard
 Arcadia, CA 91007
 (626)373-3590
- VII. General Plan/Zoning Designations:** The El Monte General Plan land use designation for the site is Retail Commercial. The zoning of the site is C-3 Retail Commercial. The southern portion of the parcel at 3147 Baseball Avenue is zoned R-3 and the remaining area facing Valley Boulevard is zoned C-3. The project is requesting a General Plan Amendment and zone change to Mixed/Multiuse (MMU) for the 3.69 acre site.
- VIII. Description of Project:** The project site includes the development of approximately 3.69 acres of property along the southwest side of Valley Boulevard south of Interstate 10 and northwest of Baseball Avenue. Of the 3.69 acre site, a mixed use project is proposed for a vacant 2.57 acre automobile dealership. The proposed mixed use project site is located in the northwest portion of the site as shown previously in Figure 3, Aerial Photo. The remaining 1.12 acres consist of three parcels with existing development. The three parcels are located southeast of the vacant automobile dealership. The four parcels that comprise the project site are shown in Table 1.

**Table 1
Project Parcels**

Parcel Address	Assessor Parcel No.	Size (acres)	Land Use
11640-11710 Valley Boulevard	8566-021-011 thru 015	2.57	Vacant Automobile Dealership
11730 Valley Boulevard	8566-021-010	0.22	1,812 sq. ft. building
11740 Valley Boulevard	8565-014-012	0.47	5,928 sq. ft. building
3147 Baseball Avenue	8565-014-029	0.43	9,183 sq. ft. – 2 buildings

In order to provide more opportunities for mixed use development within the City, the City of El Monte requested the project applicant to include the three commercially zoned properties south of the vacant automobile dealership site to Baseball Avenue be included in the project. As a result, the land use and zoning of the three added properties is proposed to be changed by the project to Mixed/Multi Use and MMU, respectively the same as the project site. While no specific development is proposed for any of the three remaining properties at this time, they will be evaluated based on the maximum development allowed by the requested general plan amendment and zone change.

The project applicant proposes to demolish the buildings and site improvements of the vacant automobile dealership to construct a mixed use project with two stand-alone four story buildings with 76 residential units and 31,240 square feet of retail space that totals 104,480 square feet. The “West” building includes 15,140 square feet of commercial use (8,150 sq. ft. of retail/office and 6,990 sq. ft. of restaurant) on the first floor and 38 residential units on the second through fourth floors. The “East” building includes 16,100 square feet of commercial use (10,760 sq. ft. of retail/office and 5,340 sq. ft. of restaurant) on the first floor and 38 residential units on the second through fourth floors. The project also includes one level of subterranean parking in each building for some of the retail space employees and all of the project residents and guests. Surface overflow parking is proposed for the commercial employees and the customers. The project proposes a total of 311 parking spaces, which are 9 spaces more than required by the municipal code. Of the 311 parking spaces, a total of 196 spaces with 2

Environmental Checklist

For CEQA Compliance

handicap spaces are included in the subterranean parking structures. There are 117 surface parking spaces including 4 handicap spaces.

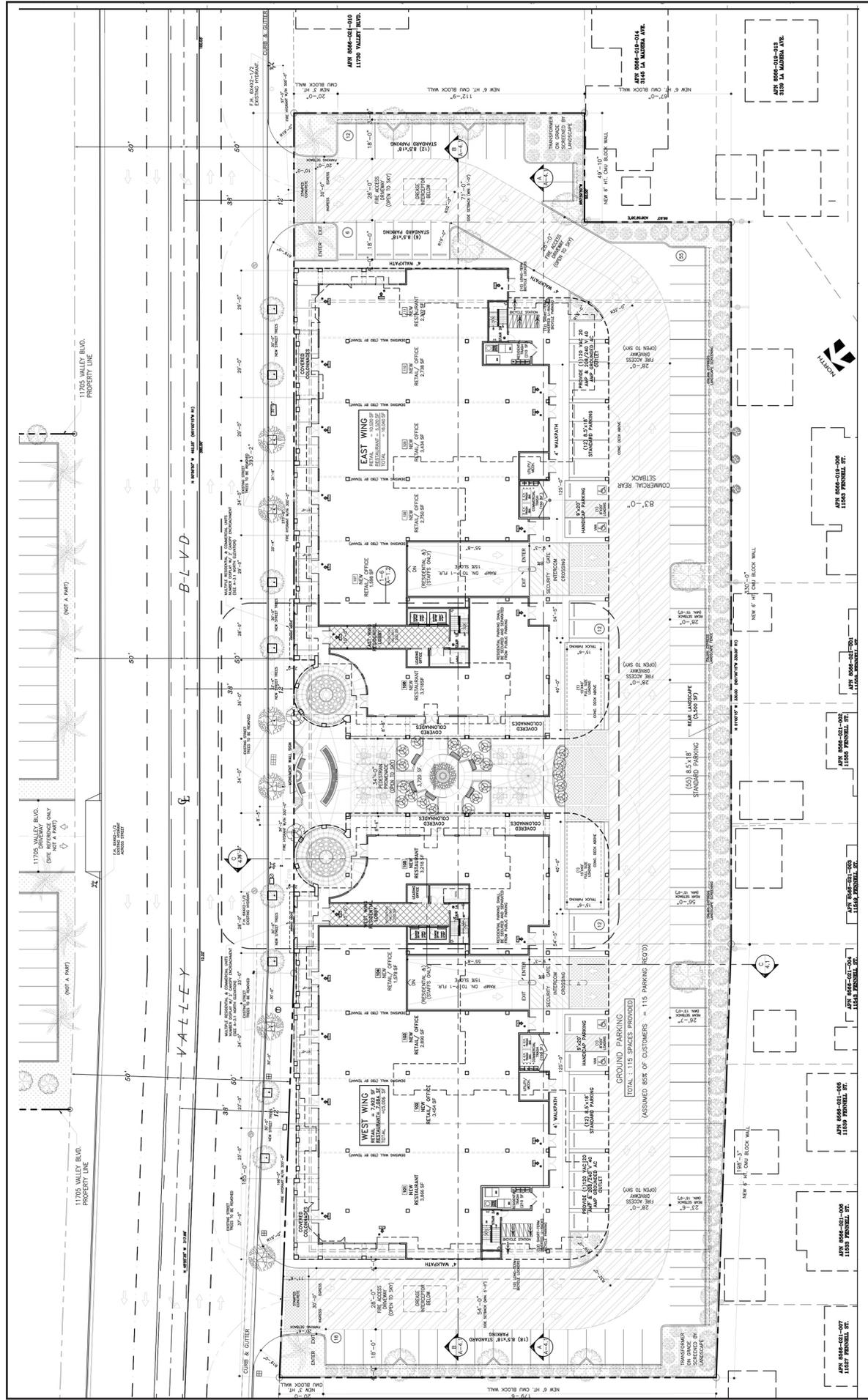
A central courtyard is proposed between the two four-story buildings and includes a landscaped central garden with seating, a pedestrian promenade that is open to the sky and a monument wall sign that faces Valley Boulevard.

Six existing street trees within the Valley Boulevard right-of-way will be removed and eight street trees planted in their place. Landscaped setbacks are proposed along the north, west and south project boundary that varies from 5' along the north and south boundary and 5' 8" to a maximum of 10' along the west project boundary.

The proposed construction of the mixed-use project is scheduled to begin in February 2016 and be completed 18 months later, or in August, 2017. The construction activities will include the use of approximately 1 dozer, 3 excavators, 1 grader, 3 loader/backhoes, 1 crane, 3 forklifts, 2 pavers, 2, rollers, 2 pieces of paving equipment, welders, jackhammers and other small pieces of construction equipment necessary to demolish the existing buildings and site improvements to construction the proposed project. The project will have a maximum of 20-30 construction workers on-site. Currently the existing uses on the remaining 1.12 acres will remain and continue as they presently exist. Should any of the existing uses want to change their use or develop their property with another use, they would have to meet the development standards of the proposed Mixed/Multiuse land use and zoning designation, if approved. The proposed mixed-use site plan is shown in Figure 5. Elevations of the proposed mixed use building are shown in Figure 6. Surface level photographs of the 3.69 acre project site are shown in Figure 7, On-Site Photographs. Photographs of the surrounding land uses are shown in Figure 8, Off-Site Photographs. Figure 9 is a photo orientation map that shows the locations of the photographs in Figures 7 and 8.

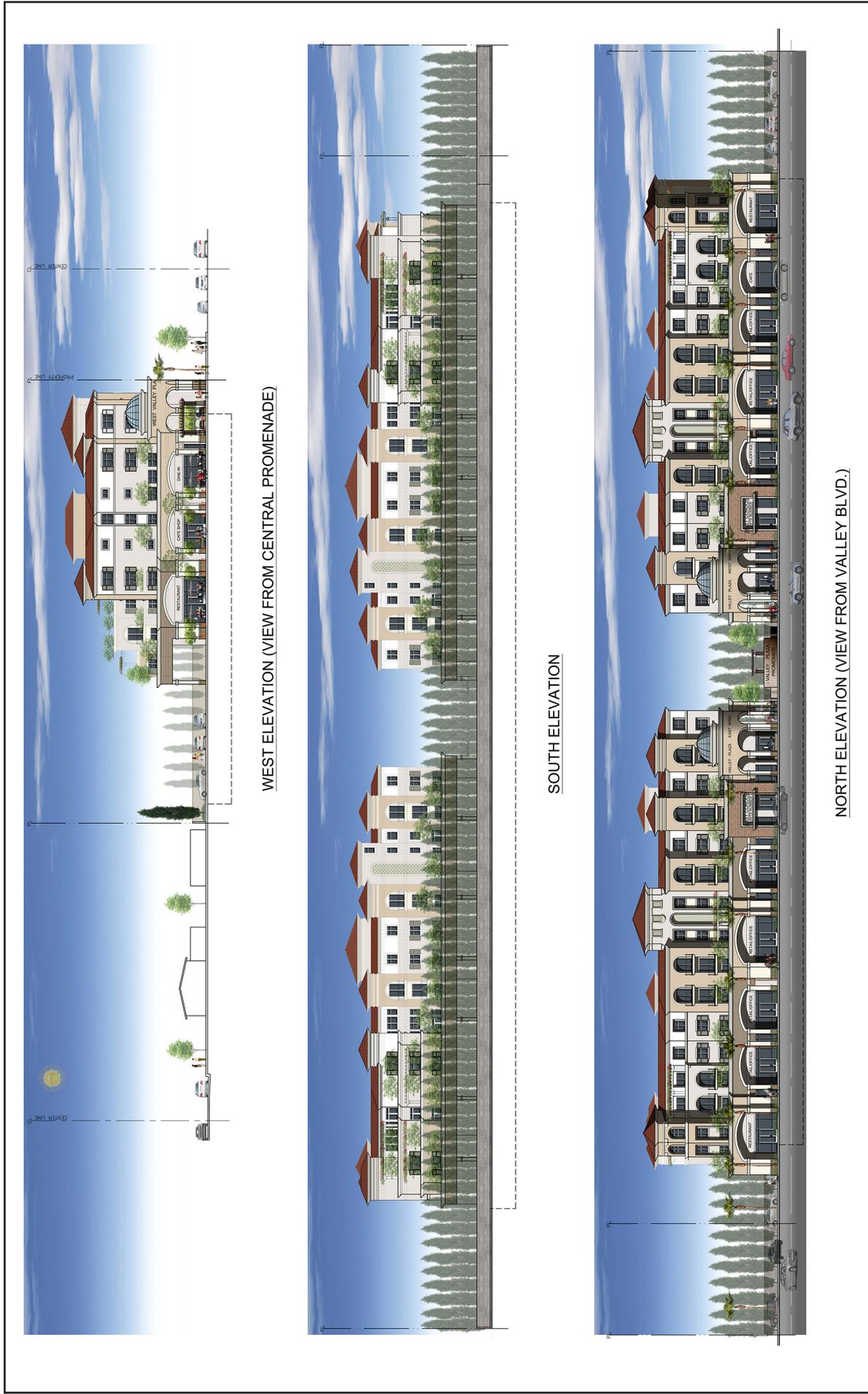
- IX. Surrounding Land Uses:** The existing land uses surrounding the project site include a McDonald's restaurant to the north, single-family detached residences to the west, commercial and retail uses to the south and commercial uses to the east, east of Valley Boulevard. Interstate 10 is approximately 500 feet north of the site.
- X. Discretionary Actions:** The discretionary actions required from the City of El Monte for the project include a general plan amendment and zone change for the entire 3.69 acre site and a site plan approval for the mixed use project proposed for the vacant automobile dealership site. The project will also require a New Point Discharge Elimination System (NPDES) General Construction Permit.
- XI. Cumulative Projects:** The City of El Monte has identified 10 projects that, along with the proposed project, could contribute to a cumulative impact. The cumulative projects are listed in Table 2. The cumulative projects are included in the cumulative project analysis to determine if the cumulative projects along with the proposed project would have cumulatively considerable impacts.

An aerial photograph showing the location of the cumulative projects is provided in Figure 10. There are no additional cumulative projects that along with the proposed project could have potential cumulative impacts.



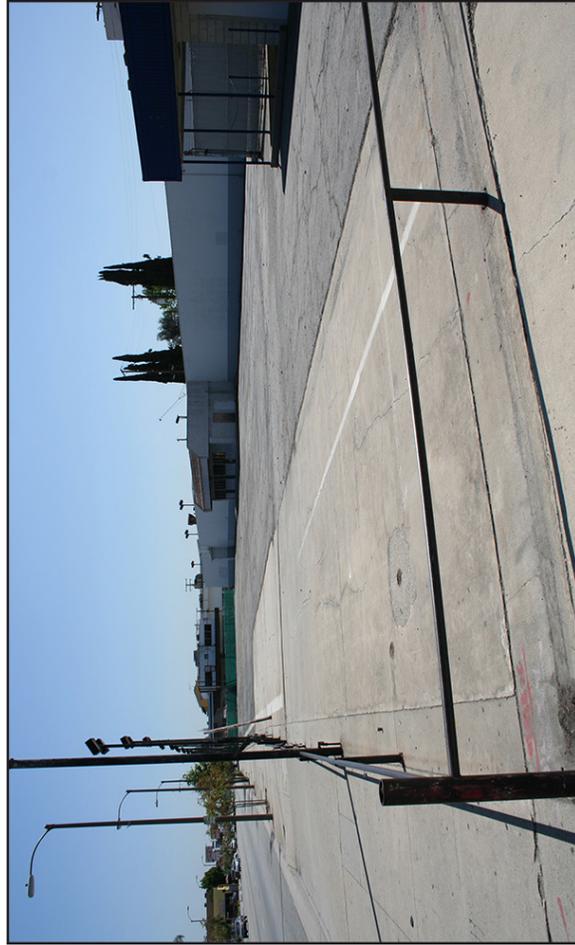
Source: Simon Lee & Assoc. Architects

Figure 5
Mixed Use Site Plan

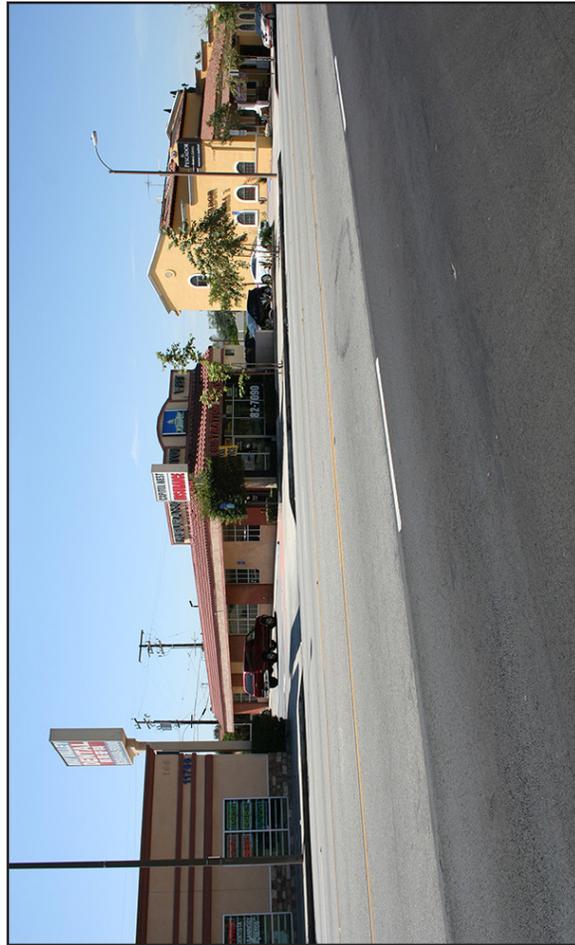


Source: Simon Lee & Assoc. Architects

Figure 6
Building Elevations



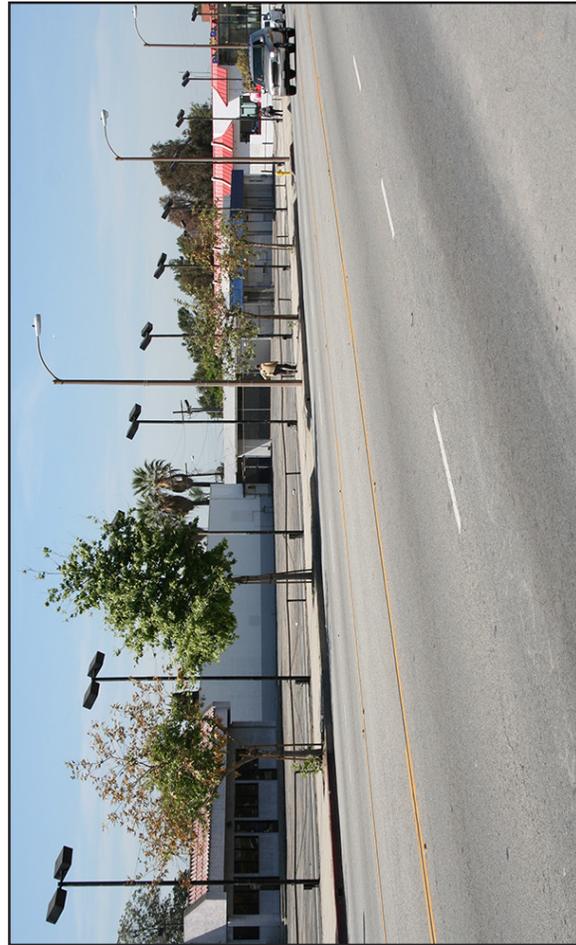
5. Looking south from north property line at vacant auto dealership site



6. Existing businesses between La Madera Avenue and Baseball Avenue



7. Existing business at La Madera Avenue and Valley Boulevard

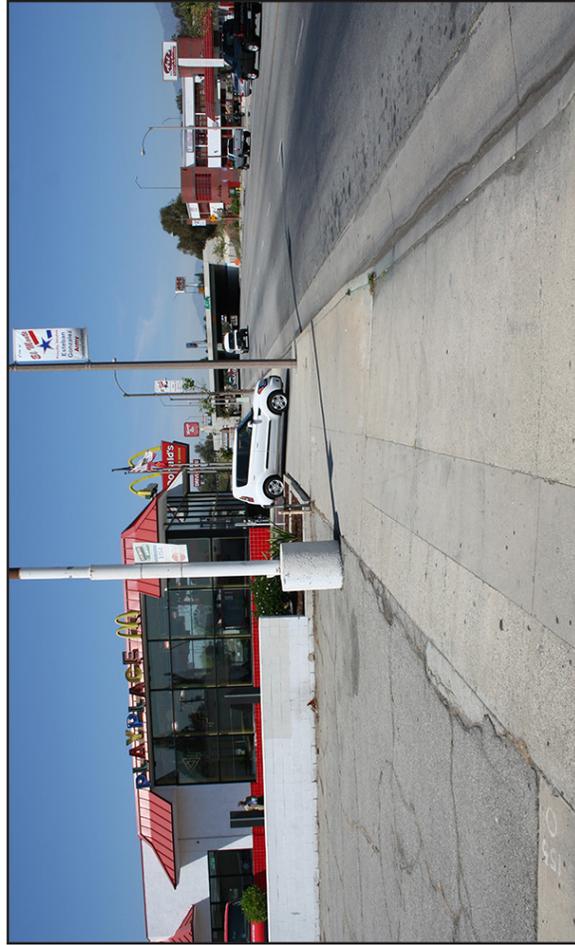


8. Looking northwest from Valley Boulevard at vacant automobile dealership

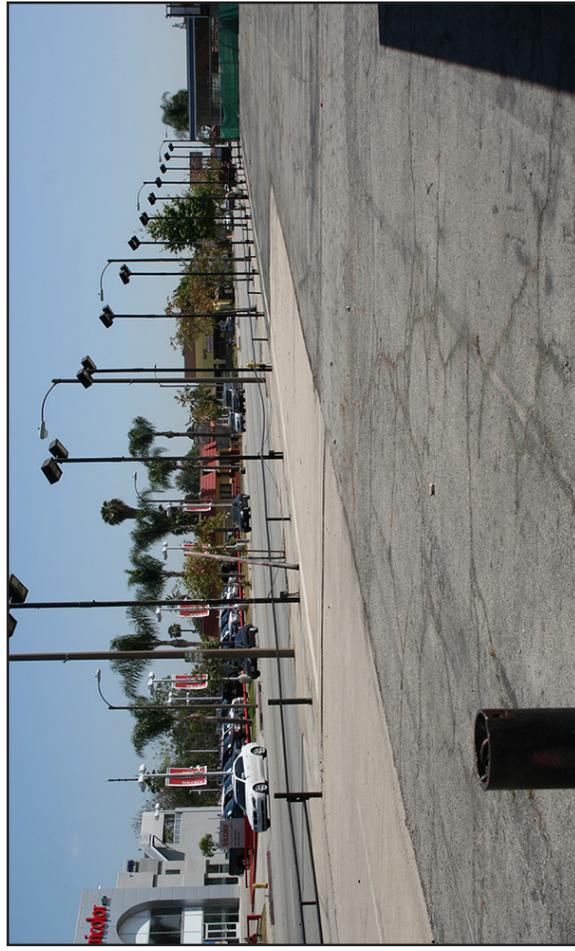
Source: *Phil Martin & Assoc.*

Figure 7

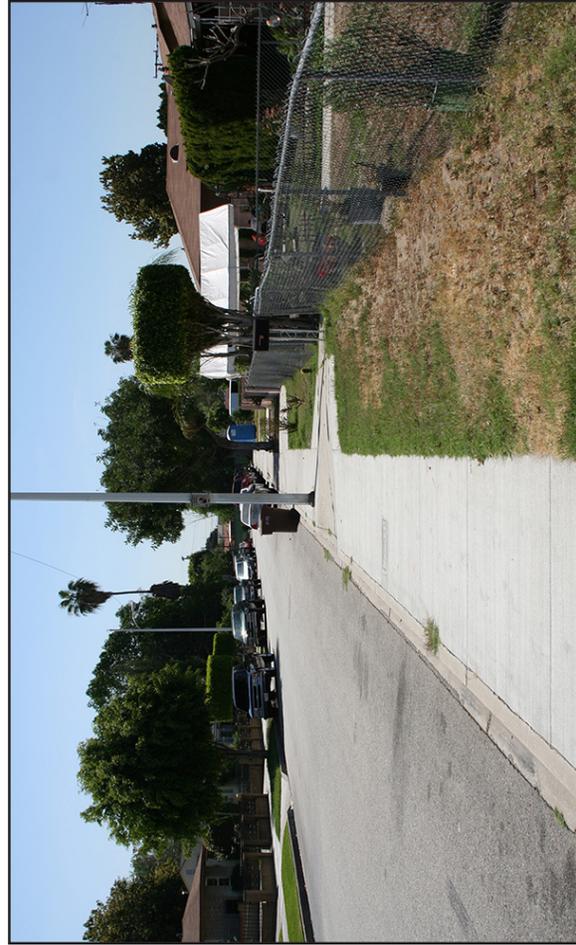
On-Site Photographs



1. Looking at the McDonald's north of site



2. Looking at commercial uses north of site, north of Valley Boulevard



3. Looking at residences west of site along Baseball Avenue



4. Looking at commercial uses south of site

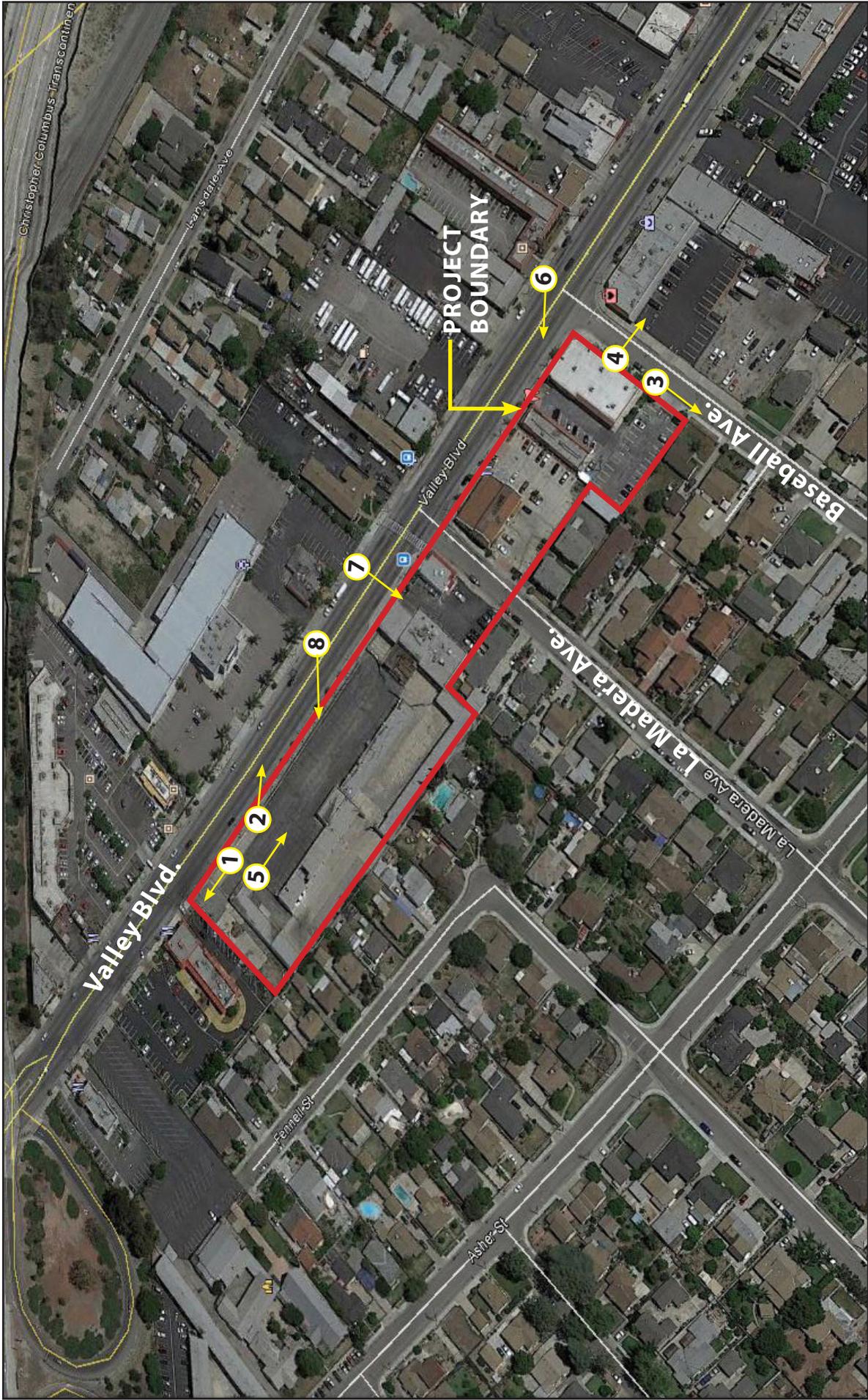


Figure 9

Photo Orientation Map

Source: Google Earth/ Phil Martin & Assoc.

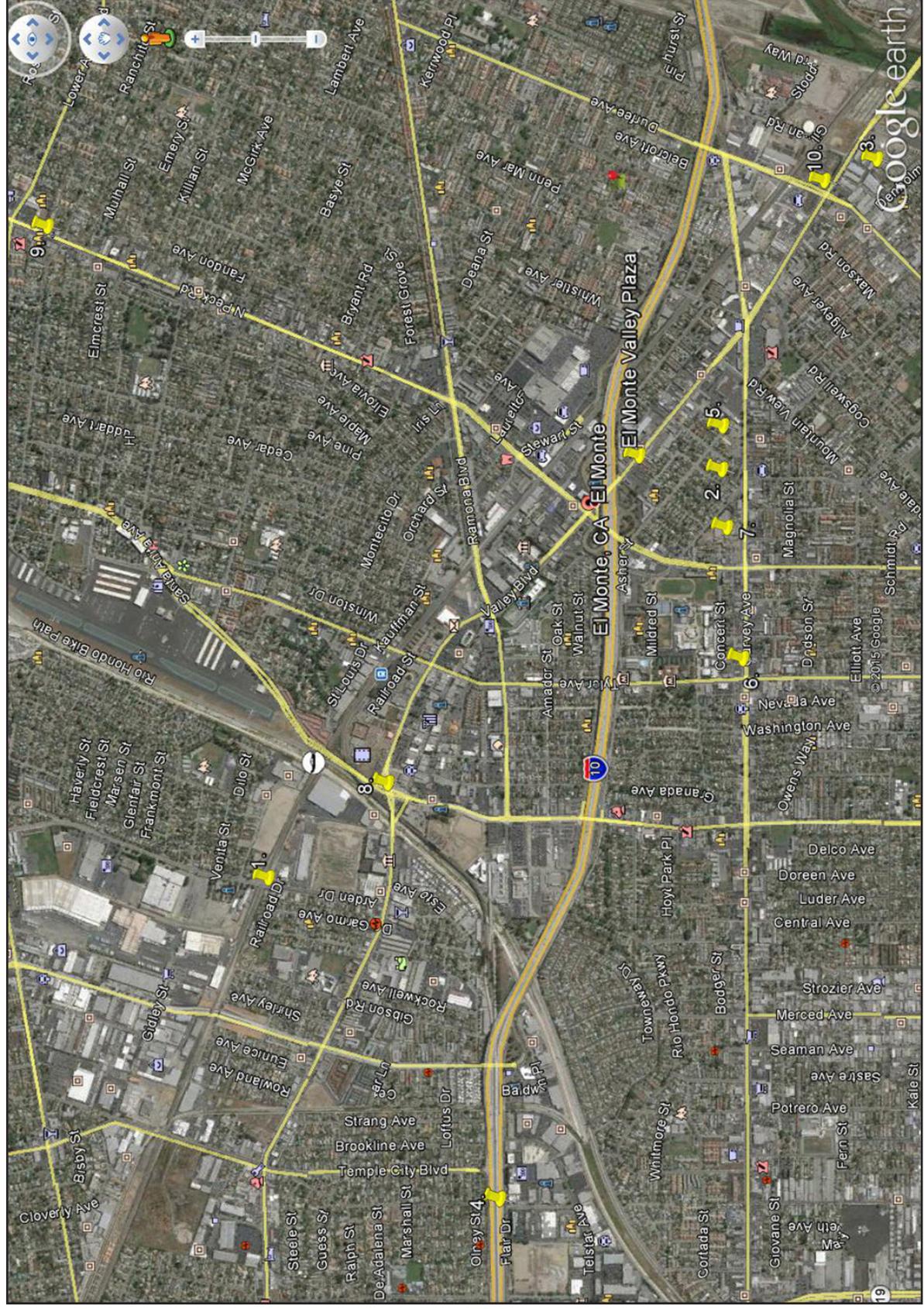


Environmental Checklist

For CEQA Compliance

**Table 2
Cumulative Projects**

Project No.	Address	Brief Project Description
1.	4000 Arden Dr.	182,429 sq. ft. Walmart Superstore with retail tenants on 15.41 acres.
2.	11605 Garvey Ave.	30 senior condos and 6,000 sq. ft. of retail.
3.	12417-12467 Denholm Dr	62-unit single-family residential subdivision.
4.	9600 Flair Dr.	Mixed-use project 690,000 sq. ft. of retail and restaurant, a 250 room hotel and 600 residential units on 14.6 acres.
5.	11707 Garvey Ave.	Mixed-use project with 5,700 sq. ft. of retail, 29 senior units, 74 assisted living units and 13 memory care units.
6.	11022-11048 Garvey Ave.	Mixed-use with 70 townhomes (including 3 live/work units), and a 2,000 sq. ft. retail building.
7.	11301-11401 Garvey Ave.	Mixed use with 5,400 sq. ft. of retail and 114 residential units on a former auto dealership site.
8.	NEC Valley/Santa Anita	Santa Fe Trail Project with 115,000 sq. ft. of retail.
9.	4704-4716 Peck Rd.	3-story 49-unit affordable housing complex.
10.	12300 Valley Blvd.	3-story 50-room hotel with 6,000 sq. ft. of retail/office.



Source: Google Earth

Figure 10
Cumulative Projects Map

Environmental Checklist

For CEQA Compliance

XII. Environmental Factors Potentially Affected:

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

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |

Evaluation of Environmental Impacts:

- I. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- II. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- III. “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”. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level.

Environmental Checklist

For CEQA Compliance

XIII. Environmental Checklist:

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

B. AGRICULTURAL 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 agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

C. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

D. BIOLOGICAL RESOURCES: Would the project:

a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

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

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

E. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

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

b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?

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

c) Directly or indirectly disturb or destroy a unique paleontological resource or site or unique geologic feature?

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

F. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

iii. Seismic-related ground failure, including liquefaction?

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

iv. Landslides?

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

b) Result in substantial soil erosion or 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

G. GREENHOUSE GAS EMISSIONS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

H. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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, will the project result in a safety hazard for people working or residing in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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"/> |

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

I. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in flooding on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 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"/>

J.LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect?	<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
--	--------------------------------	--	------------------------------	-----------

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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

K. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

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

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

L. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

b) Exposure of person to or generation of excessive groundborne vibration or groundborne noise levels?

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

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?

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

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

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

M. POPULATION AND HOUSING: Would the project:

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

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"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

N. PUBLIC SERVICES:

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

Fire protection?

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

Police protection?

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

Schools?

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

Parks?

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

Other public facilities?

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

O. RECREATION:

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

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

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

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

P. TRANSPORTATION/TRAFFIC: Would the project:

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

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

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or

<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
--	--------------------------------	--	------------------------------	-----------

other standards established by the county congestion management agency for designated roads or highways?

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Q. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

R. 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

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

XIV. Explanation of Checklist Responses:

A. AESTHETICS: Will the project:

- a) **Have a substantial adverse effect on a scenic vista? No Impact.** The project site is not located within or adjacent to any city designated scenic vista. The El Monte General Plan does not designate any scenic vistas that are adjacent to or within close proximity to the site. The project will not impact a scenic vista.
- b) **Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.** There are no state designated scenic highways adjacent to, in close proximity, or within discernable viewing distance to the site. The closest state scenic highway to the project is Route 2, which is approximately 14 miles northwest of the site near La Canada Flintridge and extends north to the San Bernardino County line. There are no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway that are adjacent to or within close proximity that will be removed or altered by the project. The project will not impact any state scenic or historic resources.
- c) **Substantially degrade the existing visual character or quality of the site and its surroundings? Less Than Significant Impact.** The project proposes to retain the existing businesses on the site and demolish the vacant automobile dealership to develop two, four story buildings with 76 residential units and 31,046 square feet of retail space.

The Community Design Element of the El Monte General Plan has goals and policies to improve the aesthetics of the city through landscape, hardscape, open space and other design features. For the project, the applicable Community Design goals and policies include:

Goal CD-2

Attractive commercial corridors exemplified by consistency of hardscape, landscaping, signage, sidewalks, and other treatments appropriate to their context to foster a pleasant driving and pedestrian experience.

Policies

Corridor Identity

CD-2.1 Streetscape Intent. Balance the achievement of the functional, design, pedestrian, and aesthetics goals and policies for commercial corridors as set forth in the Circulation and Parks and Recreation Elements.

CD-2.2 Streetscape Design. Incorporate unifying and consistent elements for major arterials—landscaped parkways and medians, regularly spaced street trees, distinctive street lighting and furniture, and quality and appropriately scaled signage.

Functional Purposes

CD-2.5 Corridor Driveways. Consolidate driveways and access points, wherever feasible, along commercial corridors to improve traffic flow, and safety of user, and allow for coordinated improvements to the streetscape.

CD-2.6 Pedestrian Design. Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment.

Public Landscaping

CD-2.8 Landscaping. Beautify corridors through specialized landscape palettes tailored to different roadway configurations. Require the incorporation of street trees of sufficient size, canopy, and diversity along roadways.

Signage and Lighting

CD-2.11 Regulation. Beautify corridors by regulating the appearance and placement of commercial signs, billboards, and utility lines, and removing or consolidating other distracting appurtenances wherever feasible to present a unified corridor image.

CD-2.13 Context Sensitivity. Require appropriately scaled signs based on different uses—clean monument signage for commercial centers; informational signs for roadways; and smaller-scale, customized, pedestrian-oriented signs for districts.

CD-2.14 Sign Quality. Prohibit signs that incorporate blinking or flashing elements, pole structures, roof signs, or temporary lettering or structures; require the use of high quality materials, complementary colors, and non-distracting lighting.

Goal CD-3

A green City with beautifully landscaped corridors, residential streets, commercial areas, developments, and public areas that are symbolically and physically encircled by an Emerald Necklace of parks and open space.

Policies

CD-3.1 Public Rights-of-Way. Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees.

CD-3.4 Greenways. Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors and in commercial areas and residential neighborhoods.

CD-3.5 Corridor Themes. Adopt landscape themes for major corridors that give special identity to the role, function, and history of each major corridor, soften hardscape, and reinforce the City's image.

CD-3.8 Private Developments. Require new residential developments, both single and multiple-family housing, to beautify properties with ample greenery and provide for continued maintenance.

Goal CD-4

High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts.

Policies

CD-4.1 Building Materials. Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces for residential structures, and clean, distinctive materials for nonresidential uses.

CD-4.2 Building Scale. Reduce the bulk and perceived size of larger buildings by dividing their mass into smaller parts, stepping down to adjacent structures, and using pedestrian-scale features.

CD-4.3 Massing. Discourage single-plane massing by incorporating a variety of rooflines, articulated wall planes, and multiple forward and recessed walls.

CD-4.4 Architectural Detail. Ensure all sides of a building contain a high level of architectural detail and façade articulation, strong patterns of shade and shadow, and integrated architectural detail.

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

CD-3.69 Rooflines. Require rooflines of varied elevations and finished and refined terminations (e.g., cornice, pediment, etc.) suited to the use of the building.

CD-4.7 Landscaping. Require lush and well-maintained landscaping appropriate the structure and its use and context in a manner that meets community expectations for quality.

CD-4.8 Parking and Garages. Parking and garages should be designed to fulfill their function without detracting from the aesthetic quality of the building face viewed by the public.

CD-4.9 Utilitarian Aspects. Mechanical equipment, electrical boxes, fencing, and other utilitarian aspects should be shielded so as not to detract from the aesthetic quality of the building or site.

Valley Boulevard is designated as a Major Arterial roadway. As a major transportation route through El Monte, the project frontage on Valley Boulevard must be designed and landscaped to meet the applicable General Plan goals and policies for a project right-of-way on Valley Boulevard. The project proposes to remove some of the existing street trees on Valley Boulevard along the project frontage and replace them with street trees more consistent with the type of landscaping envisioned by the El Monte General Plan.

The project includes a variety of design features to meet the applicable Community Design Element goals and policies, including architectural detail and façade articulation for strong patterns of shade and shadow, varied roofline elevations and other roofline variations, landscaping along the southern project boundary, underground parking that does not distract from the building aesthetics, undergrounding of utilities and mechanical equipment shielding.

The project proposes a twelve foot landscaped setback along the west project boundary adjacent to the residences west of the site and five foot landscape setbacks are proposed along the north and

south project boundary. A twelve foot public right-of-way setback is proposed along the east project boundary from Valley Boulevard. This twelve foot setback includes a public sidewalk and street trees. The project landscape plan will have to be approved by the city administrator prior to the construction of landscape improvements, which will ensure that the project landscaping meets the city's landscape requirements.

In addition to the General Plan, the project must also meet the mixed-use design guidelines in the June 2012 El Monte Comprehensive Design Guidelines (Guidelines). The intent of the Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the El Monte community. In order to approve a project under Design Review, decision makers must find that the project is consistent with the intent of the Guidelines.

The Guidelines should be considered to be the minimum threshold for quality design. Developers, designers, architects and owners are encouraged to design and build projects that exceed these minimal expectations by incorporating innovation, creativity and sustainability in all aspects of design, and reaching for LEED certification or equivalent (or other sustainability measures). In addition, the overall character of the neighborhood and surrounding context should be carefully considered, including historic character, overall look and feel, quality and scale of the architectural and landscape design.

Chapter 4 includes guidelines for all aspects of a development project including site planning (building location, solar design, yards and useable open space, garage location and driveways, landscape design, walls and fences, retaining walls, mechanical and plumbing equipment, trash enclosure location, lighting), mass and scale (relate building to existing context, architectural formal concept, outdoor space, relate buildings to existing topography, scale and proportion/monumentality, roof forms), design and detailing (overall design and detailing, entryways, windows and doors, finish materials, wall thickness, color, paving materials, equipment, trash location and enclosure). The City will review the proposed mixed-use project plans for consistency and compliance with the applicable guidelines along with development standards of the El Monte Municipal Code to determine if the projects meets and complies with the Guidelines.

Renderings of the proposed mixed use project as seen from several views from Valley Boulevard and Fennell Street west of the project are shown in Figures 11 - 14. A map showing the locations of the renderings is shown in Figure 15.

As shown, the upper levels of the project will be visible from the residential area west of the site. Because of the existing improvements associated with the residential development west of the project, including existing landscaping in the rear yards of the residences, some buildings along the rear property line and the proposed 6-foot tall block wall proposed along the west project boundary, only the top level of the proposed mixed use project will be visible to the residents west of the site. Once the project landscaping along the west project boundary matures, it too will serve as some aesthetic buffer for the residents to the west.

For the residents closest to and southwest of the project, the proposed four story buildings could block and interrupt their distant views of the San Gabriel Mountains northeast of El Monte. As one moves farther away from the project the four story buildings would have less of an impact on distant views of the San Gabriel Mountains. While the potential impact on distant views is somewhat subjective, the project will interrupt some views of the San Gabriel Mountains by residents southwest of the project.



Source: Media Portfolio

Figure 11
View 1



Source: Media Portfolio

Figure 12
View 2



Phil Martin & Associates, Inc.

EL MONTE VALLEY PLAZA | CITY OF EL MONTE



Source: Media Portfolio

Figure 13
View 3



Source: Media Portfolio

Figure 14
View 4



The overall architectural and building design of the proposed mixed use project and the proposed landscaping appear to meet the above applicable goals and policies of the Community Design Element of the General Plan. The mixed-use project meets the guidelines of Chapter 4 of the El Monte Comprehensive Design Guidelines. As a result, the visual character impacts of the project will be less than significant.

d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area? Less Than Significant Impact. The project will introduce new sources of light and glare on the vacant automobile dealership site compared to the existing conditions. While light and glare were generated by the vacant automobile dealership that formerly operated on the site, new sources of light and glare will be generated by the proposed mixed-use project compared to the currently vacant site. In addition, the source of the light and glare by the two, four-story mixed use buildings will be greater in intensity compared to the vacant one-story buildings on the site. Light and glare from the proposed four-story building will also be more visible than light and glare from the existing vacant single-story buildings. Therefore, light and glare by the proposed mixed-use project will be more visible to the surrounding properties, including the residential areas south and west of the site than the light and glare from the former automobile dealership.

City required parking lot lights, exterior safety and security lighting along with interior building lighting will be provided and visible to adjacent residents south and west of the site. The headlights of the retail customers and delivery trucks that enter and leave the site will be new sources of light and will be visible to the existing residents south and west of the site. The existing block wall along the southwest project boundary will prevent headlights from cars in the surface parking area on the west side of the mixed-use buildings from shining in the yards of the residents south and west of the project. Once mature, the landscaping proposed for the setback along the west boundary of the mixed use project will provide some barrier and block car headlights and project lighting from extending off-site to the west and south.

The project will generate new sources of glare. While there is some glare from the metal building surfaces on the vacant automobile dealership, the proposed project will generate new sources of glare from metal flashing, windows, etc. and extend to the residents south and west of the site. As shown previously in the building elevations, many of the windows of the residential units in floors 2-4 will be recessed to minimize the glare that is generated and extend to the residents to the west and south.

The new sources of light and glare that will be generated by the project are not anticipated to significantly impact the adjacent surrounding residents due to the design of the proposed mixed-use building. The light and glare that will be generated by the project is not anticipated to any brighter or more intense than the lights and glare that is generated by other commercial uses in the immediate project vicinity. The City does not allow flood lighting and all project lighting and glare must meet and comply with El Monte Municipal Code. The compliance of the project with the Municipal Code will reduce light and glare by the project to less than significant levels. The light and glare impacts of the project will be less than significant.

The four existing buildings on the site in addition to the vacant automobile dealership will continue to operate as they presently exist. Therefore, they will not generate any new light or glare compared to their existing conditions and no light or glare impacts would occur with the continued use.

B. AGRICULTURAL RESOURCES: Will the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.** The project site includes a vacant former automobile dealership and four occupied commercial buildings. There are no agricultural activities on the site or any of the adjacent surrounding properties. The site is designated “Other Land” by the State of California Department of Conservation Los Angeles County Important Farmland 2012 map. The project will not convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland.
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.** The existing C-3 zoning for the project site does not allow agricultural use. The proposed MMU zoning does not allow agricultural use on the site. None of the properties within the project site are in a Williamson Act contract. The project will not have any conflicts with the existing C-3 or the requested MMU zoning.
- 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))? No Impact.** There are no forests or timberland in El Monte and as a result there is no forest or timberland zoning. The project will not result in the loss of any forest land or the conversion of any existing forest land to non-forest use since there are no forests in El Monte. The project will not impact any forest or timberland.
- d) **Result in the loss of forest land or conversion of forest land to non-forest use? No Impact.** See Response to “B.c)” above.
- e) **Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use? No Impact.** The project will not result in the loss of any farmland, either individually or cumulatively and have no impact to farmland.

C. AIR QUALITY: Will the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.**

The South Coast Air Quality Management District (SCAQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated. With the re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed and shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. The attainment date changed from 2010 to 2021. The updated attainment plan also includes strategies to ultimately meet the federal PM-2.5 standard.

Because projected attainment by 2021 requires control technologies that do not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme

non-attainment” designation for ozone. The extreme designation will allow a longer time period for these technologies to develop. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification sets a later attainment deadline (2024), but also requires the air basin to adopt even more stringent emissions controls.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential land use projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

The Housing Element 5th Cycle 2014-2021 identifies the City’s Regional Housing Needs Assessment (RHNA) allocation, sets forth housing goals, policies, and programs and plans housing production for all household types and income categories, including seniors, large families, and the workforce. The Housing Element demonstrates that the City can accommodate its RHNA goal of 2,142 units over the next eight-year planning period, of which, 529 units are for Very Low Income families, 315 units are for Low Income families, 352 units are for Moderate Income families, and 946 units are for Above Moderate Income families.

When added to the City’s RHNA allocation for Above Moderate units, the proposed 76 residential units by the project exceed the City’s Housing Element Production Goal of 946 units by 49 units. As a result, the 76 units proposed by the project will allow the City to exceed its Above Moderate Income RHNA allocation and provide more housing and assist the City to meet the number of units required to meet its’ State mandated RHNA allocation,

The project will not significantly affect regional air quality plans because the project will not generate new or additional vehicle emissions that exceed AQMD adopted thresholds. Therefore, the project will not impact the AQMP.

- b) **Violate any air quality standard or contribute to an existing or projected air quality violations? Potentially Significant Unless Mitigation Incorporated.** An air quality report, greenhouse gas and health risk assessment¹ were prepared for the project and are included as Appendix A.

The project is located in the South Coast Air Basin (SCAB), which is within the jurisdiction of the SCAQMD. The SCAQMD sets and enforces regulations for stationary sources in the basin. The California Air Resources Board (CARB) is charged with controlling motor vehicle emissions.

The primary agencies responsible for regulations to improve air quality in the SCAB are the SCAQMD and the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is an important partner to the SCAQMD, as it is the designated metropolitan planning authority for the area and produces estimates of anticipated future growth and vehicular travel in the basin which are used for air quality planning. The SCAQMD sets and enforces regulations for non-vehicular sources of air pollution in the basin and works with SCAG to develop and implement Transportation Control Measures (TCM). TCM measures are intended to reduce and improve vehicular travel and associated pollutant emissions.

¹ Air Quality and GHG Impact Analyses, Valley Plaza, City of El Monte, California, Giroux & Associates, June 19, 2015.

Criteria Pollutants, Health Effects, and Standards

Under the Federal Clean Air Act (FCAA), the U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six major pollutants; ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These six air pollutants are often referred to as the criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the California Clean Air Act (CCAA), the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 3 presents the state and national ambient air quality standards.

**Table 3
Ambient Air Quality Standards**

Pollutant	Averaging Time	State Standards ^{1,3}	Federal Standards ²	
			Primary ^{3,5}	Secondary ^{3,6}
Ozone (O ₃) ⁹	1 Hour	0.09 ppm (180 µg/m ³)	--	--
	8 Hour	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)	Same as Primary
Respirable Particulate Matter (PM ₁₀) ⁸	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary
	AAM ⁶	20 µg/m ³	--	Same as Primary
Fine Particulate Matter (PM _{2.5}) ⁸	24 Hour	--	35 µg/m ³	Same as Primary
	AAM ⁶	12 µg/m ³	15 µg/m ³	Same as Primary
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	None
	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	None
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)	--	--
Nitrogen Dioxide (NO ₂)	AAM ⁶	0.030 ppm (56 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary
	1 Hour	0.18 ppm (438 µg/m ³)	--	--
Sulfur Dioxide (SO ₂)	AAM ⁶	--	0.030 ppm (80 µg/m ³)	--
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)	--
	3 Hour	--	--	0.5 ppm (1,300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	--	--
Lead ⁷	30 day Avg.	1.5 µg/m ³	--	--
	Calendar Quarter	--	1.5 µg/m ³	Same as Primary

Pollutant	Averaging Time	State Standards ^{1,3}	Federal Standards ²	
			Primary ^{3,5}	Secondary ^{3,6}
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km -- visibility ≥ 10 miles (0.07 per km -- ≥30 miles for Lake Tahoe)	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)		
Vinyl Chloride ⁷	24 Hour	0.01 ppm (26 µg/m ³)		

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, PM₁₀, PM_{2.5}, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded.

2. National standards (other than ozone, PM₁₀, PM_{2.5}, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25° C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

5. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

6. Annual Arithmetic Mean

7. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

8. On September 21, 2006 EPA revoked the annual 50 µg/m³ PM₁₀ standard and lowered the 24-hour PM_{2.5} standard from 65 µg/m³. Attainment designations are to be issued by November, 2009 with attainment plans due April, 2013.

9. On March 12, 2008 EPA lowered the 8-hour Ozone standard to 0.075 ppm from 0.08 ppm. Attainment designations are to be issued by March 2010 with attainment plans due by March, 2013

-- No Standard

Monitored Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Long term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at 38 air-monitoring areas with a designated ambient air monitoring station in most areas. Ozone, carbon monoxide, PM-2.5 and nitrogen oxides are monitored at the Pico Rivera facility, while 10 micron diameter particulate matter (PM 10) is measured at the Azusa monitoring station. Table 4 summarizes the last five years of monitoring data from a composite of these two data resources.

Table 4
Air Quality Monitoring Summary (2009-2013)
(Number of Days Standards Were Exceeded, and
Maximum Levels During Such Violations)
(Entries shown as ratios = samples exceeding standard/samples taken)

Pollutant/Standard	2009	2010	2011	2012	2013
Ozone					
1-Hour > 0.09 ppm (S)	8	1	1	5	2
8-Hour > 0.07 ppm (S)	6	1	1	6	3

Pollutant/Standard	2009	2010	2011	2012	2013
8- Hour > 0.075 ppm (F)	3	1	0	0	0
Max. 1-Hour Conc. (ppm)	0.13	0.11	0.10	0.11	0.10
Max. 8-Hour Conc. (ppm)	0.10	0.09	0.07	0.08	0.07
Carbon Monoxide					
8-Hour > 9. ppm (S, F)	0	0	0	0	0
Max 8-Hour Conc. (ppm)	2.1	1.9	2.4	2.2	2.0
Nitrogen Dioxide					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.10	0.08	0.09	0.08	0.08
Inhalable Particulates (PM-10)					
24-Hour > 50 µg/m ³ (S)	7/52	5/55	8/61	6/61	6/61
24-Hour > 150 µg/m ³ (F)	0/52	0/55	0/61	0/61	0/61
Max. 24-Hr. Conc. (µg/m ³)	72	68	63	78	76
Ultra-Fine Particulates (PM-2.5)					
24-Hour > 35 µg/m ³ (F)	2/118	0/117	1/114	1/119	0/114
Max. 24-Hr. Conc. (µg/m ³)	71.0	34.9	41.2	45.3	29.1

S=State Standard

F=Federal Standard

Source: South Coast AQMD – Pico Rivera Air Monitoring Station for Ozone, CO, NOx and PM-2.5

Azusa Monitoring Station for PM-10

data: www.arb.ca.gov/adam/

Air Emission Thresholds

In the "1993 CEQA Air Quality Handbook", SCAQMD establishes significance thresholds to assess the impact of project related air pollutant emissions. These emissions are shown in Table 5. As shown, there are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds are considered to have a less than significant effect on air quality. The thresholds shown below are used to evaluate the potential project air emission impacts of the project.

Table 5
SCAQMD Daily Emissions Thresholds of Significance

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure and are called "sensitive receptors." Sensitive population groups include young children, the elderly and the acutely and chronically ill (especially those with cardio-respiratory disease). Residential areas adjacent to a proposed project are considered to be sensitive to air pollution

exposure because they may be occupied for extended periods, and residents may be outdoors when exposure is highest. The residential uses along the southern project perimeter would be considered the closest sensitive receptors to the project.

Construction Activity Impacts

Dust is typically the primary concern during construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed assuming that all other input parameters into emission rate prediction fall into midrange average values.

Average daily PM-10 emissions during site grading and other disturbance are shown estimated to be about 10 pounds per acre. This estimate presumes the use of reasonably available control measures (RACMs). The SCAQMD requires the use of best available control measures (BACMs) for fugitive dust from construction activities.

The CalEEMod was developed by the SCAQMD to provide a model to calculate both construction emissions and operational emissions from a variety of land uses. The CalEEMod model calculates the daily maximum and annual average emissions for criteria pollutants as well as the total or annual greenhouse gas (GHG) emissions.

Although exhaust emissions will result from on and off-site heavy equipment, the exact types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with any certainty. The estimated construction emissions were modeled using CalEEMod2013.2.2 to identify the maximum daily emissions for each pollutant during construction of the proposed mixed-use project.

The existing 47,000 square foot vacant automobile dealership was assumed to be demolished as part of the project construction. The modeled prototype construction equipment fleet and schedule is shown in Table 6 and based on the CalEEMod defaults for a project of the size of the proposed mixed-use project.

**Table 6
Construction Activity Equipment Fleet**

Phase Name and Duration	Equipment
Demolition (30 days) 47,000 sf	1 Concrete Saw
	1 Dozer
	3 Excavators
Grading (20 days)	1 Grader
	1 Excavator
	1 Dozer 3 Loader/Backhoes
Construction (230 days)	1 Crane
	3 Forklifts
	1 Generator Set
	1 Welder

	3 Loader/Backhoes
Paving (20 days)	2 Pavers
	2 Rollers
	2 Paving Equipment

Utilizing the equipment fleet in Table 6, the worst case daily construction emissions were calculated and are shown in Table 7.

Table 7
Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
2016						
Unmitigated	17.9	48.7	38.1	0.1	8.9	5.4
Mitigated	17.9	48.7	38.1	0.1	4.9	3.4
2017						
Unmitigated	17.6	31.9	31.5	0.1	3.8	2.4
Mitigated	17.6	31.9	31.5	0.1	3.8	2.4
SCAQMD Thresholds	75	100	550	150	150	55

As shown, the peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for mitigation. The only model-based mitigation measure that was applied to the project was watering exposed dirt surfaces at least three times per day during grading to minimize the generation of fugitive dust.

While construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds, the following mitigation measure is recommended for enhanced dust control because the air basin is non-attainment. In addition, due to and proximity of adjacent residential uses the following mitigation measure will reduce construction particulates to the adjacent residents.

- Mitigation Measure No. 1** Prior to the start and throughout project construction, the contractor shall implement and maintain the following fugitive dust control measures:
- Apply soil stabilizers or moisten inactive areas.
 - Prepare a high wind dust control plan.
 - Address previously disturbed areas if subsequent construction is delayed.
 - Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
 - Cover all stock piles with tarps at the end of each day or as needed.
 - Provide water spray during loading and unloading of earthen materials.
 - Minimize in-out traffic from construction zone
 - Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
 - Sweep streets daily if visible soil material is carried out from the construction site

Similarly, ozone precursor emissions (ROG and NO_x) are calculated to be below SCAQMD thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures to control diesel exhaust emissions is recommended. The following mitigation measure is recommended to control combustion emissions:

- Mitigation Measure No. 2** Throughout project construction the contractor shall:
- Utilize well-tuned off-road construction equipment.
 - Establish a preference for contractors using Tier 3 or better heavy equipment.
 - Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Long-Term Operational Emissions

Air pollutant emissions due to the project were calculated using the CalEEMod program. The primary source of air emissions by the mixed-use project will be the operation of motor vehicles and delivery trucks. Natural gas combustion and re-current painting of the facilities will also contribute to air emissions. The maximum daily emissions are shown in Table 8.

**Table 8
Project Emissions for 2016 (pounds per day)**

	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Total Project Emissions	6.9	7.3	27.2	0.1	5.3	0.4
<i>SCQAMD Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<i>Exceed Thresholds</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

As shown in Table 8, the total project emissions are below the SCAQMD thresholds for all criterion pollutants. Therefore, the project will not have a significant impact on regional air quality.

Localized Significance Thresholds

The SCAQMD developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). While an LST analysis for a project is optional, the analysis was conducted due to the presence of existing residents adjacent to and south of the project. For the project, the primary source of potential LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LST screening tables are available for 25, 50, 100, 200 and 500 meter source-receptor distances. For this project the nearest sensitive use is the adjacent residences and therefore a 25 meter distance was selected for analysis.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and represent the maximum emissions by a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the equipment anticipated to be used by the project during project construction is listed in Table 9. The equipment shown is used to determine the maximum daily disturbed-acreage for LST comparison.

**Table 9
Maximum Daily Disturbed Acreage per Equipment Type**

Equipment Type	Acres/8-hr-day
Crawler Tractor	0.5
Graders	0.5
Rubber Tired Dozers	0.5
Scrapers	1

Based on the equipment information shown in Table 9, the project will disturb 1.0 acre per day during peak construction grading activity:

$$(1 \text{ grader} \times 0.5 + \text{dozer} \times 0.5 = 1.0 \text{ acre disturbed})$$

The following thresholds and emissions (pounds per day) are shown in Table 10 based on the equipment that is listed in Table 9.

**Table 10
LST and Project Emissions (pounds/day)**

LST 1.0 acres/25 meters East San Gabriel Valley	CO	NOx	PM-10	PM-2.5
Max On-Site Emissions	625	89	5	3
Demolition				
Unmitigated	35	46	5	3
Mitigated	35	46	3	2
Grading				
Unmitigated	26	38	9	5
Mitigated	26	38	5	3
Construction				
Unmitigated	19	29	2	2
Mitigated	19	29	2	2
Paving				
Unmitigated	15	20	1	1
Mitigated	15	20	1	1

CalEEMod Output in Appendix A.

The calculated project LSTs were compared to the maximum daily construction activities. As shown in Table 8, the project construction emissions are less than the construction thresholds. As a result, project construction emissions will be less than significant.

Operational Emissions

The calculated operational emissions of the mixed-use project are shown in Table 11. As shown, the operational emissions will not exceed SCAQMD operational emission thresholds of significance.

Table 11
Daily Operational Emissions

Source	Operational Emissions (lbs./day)					
	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
Area	5.8*	0.1	6.4	0.0	0.1	0.1
Energy	0.1	1.0	0.8	0.0	0.1	0.1
Mobile	8.1	16.7	71.8	0.2	10.7	3.0
Total	14.0	17.8	78.9	0.2	10.9	3.2
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod2013.2.2 Output in Appendix

*assumes use of natural gas heaters for residential use

Freeway Proximity Impacts

The California Air Resources Board (CARB) developed land use siting guidelines to minimize residential exposure to diesel particulate matter (DPM), a known carcinogen. The guidelines recommend that new residences maintain a 500-foot setback from freeways and high volume arterial roadways, unless it is demonstrated that unacceptable levels of risk do not exist on a local scale. The closest area of the proposed mixed-use project is within 500 feet of the San Bernardino Freeway (I-10) travel lanes northwest of the site.

The closest proposed residences are marginally within the 500-foot zone of impact. The CARB guidelines were developed ten years ago with diesel trucks becoming dramatically cleaner in the last decade. A health risk screening analysis (HRA) was performed using conservative input parameters for the project site and is included in Appendix A.

Over a 70-year lifetime, the average DPM emission factor for the diesel trucks on the freeway north of the project is 0.04 grams per mile.² The EPA dispersion model predicts an excess individual cancer risk of 3.86 in a million³ at the closest proposed residence. If this risk is adjusted to account for greater exposure sensitivity among infants and young children, the screening level risk becomes 6.56 in a million. This higher value of 6.56 in a million is less than the ten in a million significance threshold recommended by the SCAQMD in its CEQA Air Quality Handbook. As a result, the project residents will not be exposed to and significantly impacted by diesel power vehicles on the San Bernardino Freeway north of the project.

- c) **Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? Less Than Significant Impact.** As stated in Section “C.b)” above, the project

² California Air Resources Board, Emissions FACTor model, Version EMFAC2014, see www.arb.ca.gov/msei/categories.htm.

³ Office of Environmental Health Hazards Assessment, Adoption of Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, see oehha.ca.gov/air/hotspots/hotspots2015.html.

would not generate any air emissions that exceed District thresholds. The project along with other development would not result in any cumulative significant air pollutants and exceed District emission thresholds or have cumulatively considerable impact to air emissions. The project would not have any significant cumulative air pollutant impacts.

- d) ***Expose sensitive receptors to substantial pollutant concentrations? Less Than Significant Impact.*** As stated in Section “C.b” above, the project would not generate any air emissions that exceed *District* thresholds. The surrounding commercial and the residences west of the project, which are considered sensitive land uses, would not be significantly impacted by project emissions. The project would not significantly impact any sensitive receptors, including the existing residents west of the site.
- e) ***Create objectionable odors affecting a substantial number of people? Less Than Significant Impact.*** The project is not anticipated to use any materials during the life of the project that would generate or create any objectionable odors to either the project residents and employees or adjacent land uses. Any odors that may be generated by the project will be minimal and not anticipated to significant impact any on- or off-site residents.

D. BIOLOGICAL RESOURCES: Will the project:

- a) ***Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? No Impact.*** The project site is developed with a vacant automobile dealership and existing commercial uses. Because the properties within the project site are developed, there are no native plant species on the property. Several of the properties have introduced non-native plants that serve as landscaping for those properties. There are no plants or animal species suspected to exist within the project site that would be a candidate, sensitive or special status species. The project will not impact any candidate, sensitive, or special status species associated with the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.
- b) ***Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? No Impact.*** Because all of the properties within the project site are developed and located within an urbanized area there is no riparian habitat or other natural communities on the site. The project will not impact riparian or other natural communities.
- c) ***Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact.*** Please see Section “D.b)” above.
- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? No Impact.*** The project site, as well as the properties adjacent to and surrounding the site, is completely developed and there is no vegetation or habitat either on or adjacent to the site that has or supports either native or migratory fish or wildlife. There are no wildlife corridors either on or adjacent to the site. The project would not impact any native resident or migratory fish or wildlife species.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? No Impact.** The City does not have a local policy or ordinance that prohibits the removal of the existing non-native vegetation on the site. The project will remove six street trees along Valley Boulevard. However, the street trees that will be removed will be replaced by the project. The project will not have any significant conflicts with local policies or ordinances.
- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.** The project is not located with an adopted habitat conservation plan, including a local, regional or state habitat conservation plan. The project will not impact any adopted conservation plans.

E. CULTURAL RESOURCES: Will the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? Less Than Significant Impact.** Based on the General Plan, there are no known historical resources on the site. However, because there are older buildings on the site and known historical and cultural resources in the area, Phase I and Phase II cultural resource assessments were completed for the site.⁴

The purpose of the cultural resource assessments was to identify all potentially significant cultural resources situated within the boundaries of the study area. All buildings 50 years of age or older were evaluated for inclusion into the California Register of Historic Resources (CRHR). The results of the records search conducted at the South Central Coastal Information Center (SCCIC), California State University Fullerton indicated that no prehistoric or historic archaeological sites have been recorded within the boundaries of the study area. Furthermore, no evidence of prehistoric activity was found during the field survey of the study area. Therefore, the results of the background research, field survey and architectural/historical analysis indicate that none of the buildings that may be affected by the project are historically or architecturally significant. Consequently, none of the existing buildings appear eligible for listing in the California Register of Historic Resources (CRHR). Therefore, no further work in conjunction with historic resources is recommended prior to the onset of rough grading activities.

- b) **Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5? Potentially Significant Unless Mitigation Incorporated.** While there are no known archaeological resources within the project study area, The proposed project site is currently occupied by buildings from a former auto dealership and asphalt paved parking areas. However, the presence or absence of such archaeological or paleontological resources or unique geological features materials cannot be determined until excavation of the project site occurs. The project site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Although no archeological or paleontological resources are known to exist on site, there is a possibility that archaeological or paleontological resources exist at sub-surface levels on the project site and may be uncovered during grading and excavation activities for the proposed project's building foundation and subterranean parking level. Implementation of the following mitigation measure will ensure that if any such resources are found during construction of the

⁴ Cultural Resources Assessment of the El Monte Valley Plaza Project, 3.69-acres of Developed Land Located Adjacent to Valley Boulevard West of Baseball Avenue, City of El Monte, Los Angeles County, November 2015.

proposed project, they would be handled according to the proper regulations and any potential historical and archaeological impacts would be reduced to less than significant levels.

Mitigation Measure No. 3 In the event that an archaeological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant shall seek the advice of a qualified archaeologist approved by the Tongva-Gabrielino tribe to determine if the resource is deemed to be significant. In the event that the archaeological resource has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented. The project contractor shall submit written confirmation that they will comply with this mitigation measure.

- c) ***Directly or indirectly disturb or destroy a unique paleontological resource or site or unique geologic feature? Potentially Significant Unless Mitigation Incorporated.*** The El Monte General Plan does not identify the presence of any paleontological resources in El Monte. The project site has been disturbed in the past to construct the existing buildings and other site improvements. Although the site has been disturbed in the past to construct the existing buildings of the former auto dealership and asphalt paved parking areas, the presence or absence of paleontological resources or unique geological features materials cannot be determined until excavation of the project site occurs. The project site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the project site and may be uncovered during grading and excavation activities for the proposed project's building foundation and subterranean parking level. Implementation of the following mitigation measure will ensure that if any such resources are found during construction of the proposed project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels. The following mitigation measure will reduce potential paleontological impacts to less than significant.

Mitigation Measure No. 4 If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the area of the discovery and the services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report to the satisfaction of the Economic Development Director.

This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented. The project contractor shall submit written confirmation that they will comply with this mitigation measure.

- d) ***Disturb any human remains, including those interred outside of formal cemeteries? No Impact.*** The project site has not been used as cemetery in the past. In addition, the site has not been used for any activities that have resulted in human remains being present on the property. Should human remains be uncovered during project construction, the California Health and Safety Code (Section 7050.5) states that if human remains are discovered, 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. Thus, State law will mitigate and protect any human remains uncovered during construction. The project will not impact human remains or a formal cemetery.

F. GEOLOGY AND SOILS: Will 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.) Less Than Significant Impact.*** A soils report⁵ was prepared for the project. A copy of the soils report is included as Appendix B.

The site, like the majority of southern California, is located in a seismically active area. There are no known active faults either on or adjacent to the site. A designated Alquist Priolo Earthquake Fault Zone is not located within or adjacent to the site. The Upper Elysian Park fault, located approximately 4.3 miles from the site, is the closest known active fault to the project with a maximum magnitude of 6.7. The project will not be exposed to a greater risk of a rupture from the Upper Elysian Park fault or any other fault in the region than other existing development in the project area. The project would have a less than significant fault rupture impact.

- ii. ***Strong seismic ground shaking? Potentially Significant Unless Mitigation Incorporated.*** Because the project site is located in southern California and a seismically active area, the potential for strong ground motion at the project site is considered significant. Seismic related values are recommended in the soils report for use to design the proposed building structures. The following measure is recommended to reduce potential seismic impacts to less than significant:

Mitigation Measure No. 5 The seismic design related values provided in the soils report shall be incorporated into the design of all buildings as approved by the City Engineer prior to the issuance of a building permit.

- iii. ***Seismic-related ground failure, including liquefaction? Less Than Significant Impact.*** The entire city, including the project site, is located in an area that is subject to liquefaction.⁶ Ground water was not encountered during on-site borings to a maximum depth of 51.5 feet below the ground surface. Based on the laboratory test results on the clayey soils on the vacant automobile dealership site, the clayey soils beneath the site is not subject to liquefaction. The soils report did not identify any seismic-related ground failure issues associated with the development of the proposed mixed-use project. Similarly, any future development of the

⁵ Cal Land Engineering, Inc. dba Quartech Consultants, Preliminary Foundation Design Recommendations, 11640-11710 Valley Boulevard, APN 8566-021-011-015, El Monte, CA., May 28, 2015.

⁶ City of El Monte General Plan, Figure PHS-1 Liquefaction Hazards, page PHS-9.

remaining parcels is not anticipated to have any significant seismic-related impacts. The project is not anticipated to have any significant seismic-related or liquefaction impacts.

- iv. ***Landslides? No Impact.*** The project site and the area surrounding the site are flat. There are no hills or other topographic relief features either on or adjacent to the site that would impact the project by a landslide. The project will not be exposed to landslide impacts.

- b) ***Result in substantial soil erosion or loss of topsoil? Less Than Significant Impact.*** The City will require the grading and construction contractor to install and maintain throughout project grading and construction all applicable City required short-term construction soil erosion control measures to reduce and minimize soil erosion impacts. The contractor will be required to submit a Storm Water Pollution Prevention Plan (SWPPP) with all applicable Best Management Practices (BMPs) that will be incorporated into the construction of the proposed mixed-use project and any other construction within the project site to reduce and minimize soil erosion. El Monte's Engineering Division will review the SWPPP and require the BMP's appropriate for the project to minimize soil erosion by the project. The requirement by the City for the contractor to incorporate mandated soil erosion control measures will minimize and reduce potential soil erosion impacts. The project will not have any significant soil erosion impacts.

- 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? No Impact.*** The soils report that was prepared for the project site did not identify any unique geologic or soil conditions that would impact by the project with the exception of seismic activity. The implementation of Mitigation Measure No. 5 would reduce potential seismic impacts to less than significant.

- 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? No Impact.*** Based on soil borings and a soil report that was prepared for the proposed mixed use project, the on-site near surface soils consist predominantly of silty fine sand (SM). In general, these soils exist in loose to medium dense condition. Underlying the surface soils, silty fine sand (SM), sand and silty sand (SP-SM) were disclosed in the borings to the depths explored (51.5 feet). These soils exist in the medium dense to dense and slightly moist to moist conditions and become denser as depth increases.⁷ There are no expansive soils were identified on the site that could impact the construction of the proposed mixed-use project. The project would not be impacted by expansive soil.

- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? No Impact.*** The existing development on the project site, including the vacant automobile dealership, is served by an underground public sewer system. The City will require the proposed mixed-use project as well as any future development on the project site to connect to and be served by the existing public sewer system. The City will not allow the project to use septic tanks for wastewater disposal. The project will not have any septic tank or alternative wastewater disposal impacts.

⁷ Cal Land Engineering, Inc. dba Quartech Consultants, Preliminary Foundation Design Recommendations, 11640-11710 Valley Boulevard, APN 8566-021-011-015, El Monte, CA., May 28, 2015, page 4.

G. GREENHOUSE GAS EMISSIONS: Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less Than Significant Impact.** “Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” Greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. AB 32 is one of the most significant pieces of environmental legislation that California has adopted. The major components of AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, greater use of renewable energy and increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR or the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

Under CEQA, a project would have a potentially significant greenhouse gas impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most

appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, which was used in some of the previous air quality emission analysis.

In September 2010, the SCAQMD Governing Board Working Group recommended a threshold of 3,500 MT CO₂e for projects with residential use. The 3,500 MT/year CO₂e threshold is used for the greenhouse gas emission analysis for the proposed mixed-use project. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Construction Activity GHG Emissions

The build-out timetable for the project will be less than two years. During project construction, the CalEEMod2013.2.2 computer model calculates that project construction activities will generate the annual CO₂e emissions shown in Table 12.

Table 12
Construction Emissions (Metric Tons CO₂e)

	CO₂e
Year 2015	608.7
Year 2016	43.6
Total	652.3
Amortized	21.7

*CalEEMod Output provided in Appendix A.

The SCAQMD GHG emission policy for construction activities amortizes emissions over a 30-year lifetime. As shown, the amortized GHG emissions from the project construction activities are less than significant.

Project Operational GHG Emissions

The total operational emissions of the mixed-use project are shown in Table 13. As shown, the total GHG operational emissions are below the guideline threshold of 3,500 MTY CO₂e suggested by the SCAQMD.

Table 13
Operational GHG Emissions

Consumption Source	MT CO₂(e) tons/year
Area Sources*	17.8
Energy Utilization	689.6
Mobile Source	2,149.3
Solid Waste Generation	93.8
Water Consumption	67.0
Annualized Construction	21.7
Total	3,039.2
Guideline Threshold	3,500

*assumes natural gas hearths for residential use

- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? No Impact.** The City of El Monte has not developed or adopted a Greenhouse Gas Reduction Plan for the purpose to reduce GHGs. Therefore, the applicable GHG planning document for the project is AB-32. As discussed in Section “G.a)” above, the project will not have a significant increase in either construction or operational GHG emissions. As a result, the GHG emissions generated by the project will be below the recommended SCAQMD threshold of 3,500 MT/year. The project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

H. HAZARDS AND HAZARDOUS MATERIALS: Will the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Less Than Significant Impact.** A Phase I Environmental Site Assessment (ESA)⁸ was prepared for the vacant automobile dealership site to identify the potential hazardous materials that are present on the site. In addition, responses to the City of El Monte Economic Development Department Environmental Review Sheet⁹ for the vacant automobile dealership site along with a Limited Phase II ESA and sampling tests¹⁰ were completed. A copy of all three reports is included in Appendix C.

The Phase I ESA identified Recognized Environmental Conditions (RECs) associated with the former use of the property and recommended additional investigation for four areas of the site.¹¹ Follow-up studies, including a Limited Phase II Environmental Site Assessment and Sampling Test Results, concluded that contaminated soils, including the previous potential for agricultural hazardous materials located in the underlying subsurface soils at the vacant automobile dealership is considered low and no further investigation or testing is recommended.¹²

Hazardous materials will be stored and used on the site by the contractor of the proposed mixed-use project during grading and construction. The types of hazardous materials include diesel fuel, gasoline, lubricants, paints, solvents, etc. It will be the responsibility of the contractor to use and store all hazardous materials in compliance with applicable Federal, state, and local laws and regulations. In the event of an accidental on-site hazardous material spill, the El Monte Fire Department will be called and Fire Station 168 located at Cogswell Road in El Monte will be the first responders to the site. The Fire Department will initiate the actions necessary to contain the spill and direct the measures required to safeguard the community, including the on-site workers, adjacent residents.

The proposed mixed-use project will not use any hazardous materials, other than standard janitorial products that are necessary to properly clean and maintain the proposed retail and residential uses. The janitorial cleaning products that will be used and stored on-site will not be of sufficient quantity to be considered a significant hazard and delivered, stored, used and disposed as required by law. The compliance with all applicable local, State and federal laws and regulations for the use and storage of all janitorial and cleaning materials would reduce potential hazardous material impacts to less than significant.

The existing businesses on the remaining area of the site would continue to use cleaning and janitorial products and not have any significant hazardous material impacts.

⁸ Phase I Environmental Site Assessment, Vacant Auto Dealership, 11710 Valley Boulevard, El Monte, CA May 16, 2012, Terracon.

⁹ Response to the City of El Monte Economic Development Department, Environmental Review Sheet, October 3, 2013.

¹⁰ Limited Phase II Environmental Site Assessment and Sampling Test Results, July 24, 2013.

¹¹ Phase I Environmental Site Assessment, Vacant Auto Dealership, 11710 Valley Boulevard, El Monte, CA May 16, 2012, Terracon, page 40.

¹² Limited Phase II Environmental Site Assessment and Sampling Test Results, July 24, 2013, page 1.

- b) **Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Less Than Significant Impact.** Based on the completed Phase I ESA and limited Phase II ESA samplings, the proposed development of the vacant automobile dealership site will not create a significant hazard to the public or the environment. As identified in the completed ESA's, any materials that are present that may cause a hazard can be safely removed and disposed without creating any significant hazards. The project will have less than significant hazard impacts.
- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Less Than Significant Impact?** The closest school to the site is the Willard F. Payne Elementary School at 2850 Mountain View Road and located approximately one-quarter mile southeast of the project. There are no other existing or planned schools within a quarter mile of the project. As stated in Section "H.b)." above, no hazardous materials would be released during the construction of the mixed-use project that could impact students or administrators at the Willard F. Payne Elementary School. In addition, the storage, use and disposal of the janitorial supplies that will be used to clean and maintain the proposed mixed-use project will not impact the Willard F. Payne Elementary School or any other existing school. The project would not have any significant hazardous impacts to schools.
- 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, will create a significant hazard to the public or environment? No Impact.** Based on the Phase I ESA the project site is not listed as a hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5. The project will have no hazardous impact to the public or environment.
- e) **For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard for people working or residing in the project area? No Impact.** The closest airport to the project is the El Monte Airport, which is approximately 1.5 miles northwest of the project. The project site is not located within the land use plan of the El Monte Airport as shown in the El Monte General Plan.¹³ The operations at the El Monte Airport will not have any safety impacts to the proposed project.
- f) **For a project with the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area? No Impact.** There are no private airstrips that would be impacted by or impact any of the uses proposed by the project.
- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.** Valley Boulevard is a designated evacuation route by the General Plan.¹⁴ As such, Valley Boulevard is designated for use as an evacuation route by the public and emergency vehicles for use during a major city declared emergency. The proposed mixed-use project will not interfere with or impact the evacuation route designation for Valley Boulevard.
- 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**

¹³ El Monte General Plan, Figure PHS-26.

¹⁴ El Monte General Plan, Figure PHS-35.

intermixed with wildlands? No Impact. The El Monte General Plan does not identify any wildland fire areas in the city. Therefore, the project site is not located in a designated wildland fire area and will not be exposed to or impacted by a wildland fire.

I. HYDROLOGY AND WATER QUALITY: Will the project:

- a) ***Violate any water quality standards or waste discharge requirements? Less Than Significant Impact.*** A preliminary hydrology and hydraulic report was prepared and attached in Appendix D. A Standard Urban Stormwater Mitigation Plan (SUSMP) was prepared and attached in Appendix E.

The project could discharge silt from the site during grading and construction activities, especially if construction occurs during the winter months when rainfall typically occurs. The City will require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 2010-0014 -DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 (Permit). The SWPPP will require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs).

The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that will be discharged from the site during all construction activity. The SWPPP will require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs that are necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP will include specific BMPs that must be installed and implemented prior to the start of construction. The installation and maintenance of all required BMPs by the contractor during construction will reduce potential water quality impacts to less than significant.

The project developer of the mixed-use project will also be required to have a Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the city prior to the start of grading. The project applicant has prepared a preliminary SUSMP that identifies the Best Management Practices (BMPs) that will be used on-site to control the pollutants that are predicted by the project from entering the storm water runoff from the site. The SUSMP includes measures that will be included in the project to maximize the use of pervious materials throughout the site to allow storm water percolation and pollutant filtration with the use of a retention/detention basin, storm water clarifier, and catch basins with BMPs.

The installation of regular maintenance of the required SWPPP and SUSMP will reduce storm water runoff pollutants generated from the site during both project construction and the life of the project to a level of less than significant.

- b) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Less Than Significant Impact.*** The proposed mixed-use project will require the use of water for dust suppression during demolition of the existing on-site buildings and site improvements, grading and construction of the two mixed-use buildings. The amount of water that will be required to control dust during demolition, grading and construction is not anticipated to significantly impact existing groundwater supplies.

The existing vacant automobile dealership site is completely developed with buildings, driveways and parking lots with minimal permeable area for rainfall absorption. As a result, almost all on-site rainfall is discharged to the local storm drain system as surface water runoff. The other developed properties within the project site are also developed with minimal area for rainfall absorption.

The mixed-use project proposes to provide approximately 4,325 square feet of landscaped open space associated with property line setbacks that will be available for rainfall and landscape irrigation to percolate into the local soil. Because the existing vacant site essentially has no permeable area for rainfall absorption, the proposed mixed use project for the site will have a positive impact to the local groundwater by providing 4,325 square feet of area for groundwater recharge that does not presently exist. This portion of the City receives its water from the San Gabriel Valley Water Company (Company). The Company receives approximately 75% of its water supply from groundwater pumping and the balance from the State Water Project and the Colorado River. The project will increase the amount of permeable land available to recharge the local groundwater compared to the existing conditions. Thus, the project will not deplete groundwater supplies, but will incrementally increase groundwater supplies. The project will not impact groundwater supplies.

- c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off site? Less Than Significant Impact.*** The surface runoff on the site currently drains in a north direction to the curb and gutter system in Valley Boulevard. Once in Valley Boulevard, surface water currently drains to the west and empties into a catch basin along the west of Valley Boulevard adjacent to the site. The development of the proposed mixed use project will maintain the existing on and off-site drainage pattern with all surface water flows draining to Valley Boulevard. The surface water runoff of the proposed mixed-use project will maintain the existing drainage pattern and discharge surface water to the curb and gutter in Valley Boulevard. As a result, the existing on-site drainage patterns will not be significantly altered by the project. The existing drainage patterns associated with the other existing businesses on the project site will not be altered or changed by the project.

The proposed storm drain collection system and the underground storage system will adequately control the post-development runoff of the project. The project generated runoff will not alter the course of any downstream streams or rivers or cause substantial erosion or siltation downstream of the site. The project will not have significant erosion or siltation impacts on or off the 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, in a manner, which would result in flooding on or off site? Less Than Significant Impact.*** As discussed in Section “I. c)” above, the project will not significantly alter the existing drainage patterns on the vacant automobile dealership site and the drainage patterns of the other existing businesses will not be altered or changed with the project. Thus, the existing drainage patterns to the north to Valley Boulevard will remain with the project. Maintaining the existing on-site drainage pattern along with the proposed underground storm water retention systems will prevent significant flooding impacts on or off the site.
- e) ***Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? Less Than Significant Impact.*** A hydrology report¹⁵ was prepared for the proposed mixed use project. Based on the hydrology report the project will generate less surface water runoff from the

¹⁵ Cal Land Engineering, Inc. dba Quartech Consultants, Hydrology Study & Drainage Analysis, 11640-11710 Valley Boulevard, El Monte, Ca. 91732, June 11, 2015.

site compared to the existing condition. The project is estimated to generate approximately 6.86 cubic feet per second (cfs) of runoff for a 50-year storm compared to 6.92 cfs with current conditions, a reduction of 0.06 cfs. Designated landscape set-backs by the project will allow some stormwater to percolate into the soil compared to the existing condition that has minimal area for storm water percolation. Because the project will provide more pervious area for storm water compared to the existing condition, the project will generate less storm water runoff to the off-site storm drain collection system than the existing condition. The surface water runoff from the site will not exceed the capacity of the existing storm drain facilities in Valley Boulevard.

The project will be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water runoff does not provide sources of polluted runoff. As discussed in Section “I.a)” above, a SWPPP and SUSMP have been prepared and show the BMPs that will be installed and maintained to remove and prevent most project generated pollutants from the storm water prior to being discharge from the site into the local storm drain system. The installation and maintenance of the BMPs in compliance with the SUSMP will reduce and filter most project runoff pollutants. The project will not significantly change or impact surface water quality.

- f) **Otherwise substantially degrade water quality? No Impact.** Please see Section “I. e)” above.
- 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? No Impact.** The project site is located in flood zone X and outside the 100-year flood plain of the San Gabriel and Rio Hondo rivers. The proposed residences will not be impacted by a 100-year flood.
- h) **Place within a 100-year flood hazard area structures that will impede or redirect flood flows? No Impact.** The project is outside the 100-year flood plain of the San Gabriel and Rio Hondo rivers. The project would have no impact on placing structures within a 100-year flood hazard area and impeding or redirecting flood flows.
- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a levee or dam. Less Than Significant Impact.** El Monte is framed by two major dams and reservoirs that protect the community from floodwaters from the San Gabriel Mountains. The Santa Fe Dam and Reservoir is on the San Gabriel River two miles northeast of the City and the dam that could impact the project. The major threat from the failure of the Santa Fe Dam and Reservoir is flood inundation in the rare case of its structural failure or breach.¹⁶ In the unlikely event of a dam breach or failure of the Santa Fe Dam and Reservoir, waters would reach two feet in depth on the site.¹⁷ The actual potential and severity for flooding due to dam breach is very remote and depends on the speed of inundation, location and nature of the dam failure, and topography.

The Cobey-Alquist Floodplain Management Act encourages the planning, adoption, and enforcement of land use regulations to protect from flood hazards. According to the Federal Emergency Management Agency, the City is designated as “No Special Flood Hazard Area, All Zone C.” This special designation corresponds to areas that are: (1) outside the 100-year floodplain; (2) protected from the 100-year flood by levees; or 3) subject to minimal flooding from sheet flow flooding or 100-year stream flooding. The City’s designation means that the threat of flooding potential is minimal.¹⁸

¹⁶ El Monte General Plan June 2011, page PHS-14.

¹⁷ Ibid, Figure PHS-12, page PHS-15.

¹⁸ Ibid, page PHS-14.

The levee along the San Gabriel and Rio Hondo rivers were constructed to FEMA 100-year standards. The risk due to a levee break at either the San Gabriel or Rio Hondo River is considered low and will not significantly impact the project. The project will not expose people to any greater flooding than the existing condition.

The project site is located approximately five miles downstream of the San Gabriel River basin, which is on the San Gabriel River. The basin is part of a regional flood control system and on-going flood protection upgrades and improvements to protect downstream flooding. Based on the existing flood protection structures and facilities that are in place to protect the City and the project site from flooding due to a dam or levee failure, the project will have a less than significant impact with regards to exposing the project to flooding from a levee or dam failure.

- j) **Inundation by seiche, tsunami, or mudflow? No Impact.** There are no water bodies, such as lakes, water tank, etc. adjacent to or upstream of the site that could impact the project due to a seiche. The project site is more than 25 miles east of the Pacific Ocean and 280 feet above sea level. The site would not be impacted by a tsunami. As stated in the El Monte General Plan¹⁹ the City of El Monte is in a flood inundation area of the Santa Fe Dam and Reservoir that is upstream and northeast of El Monte. The actual potential and severity for flooding due to dam breach is very remote and depends on the speed of inundation, location and nature of the dam failure, and topography. The damage associated with flooding could also be reduced by the containment effects on the floodwaters, if any, of the Irwindale gravel pits that border El Monte.²⁰ While there is some potential for the site to be inundated by a break in the Santa Fe Dam and Reservoir, the likelihood is minimal. There are no hillsides or other geotechnical conditions either on or adjacent to the site that would inundate the site due to a mudflow. The project will not be impacted by a seiche, tsunami, or mudflow.

J. LAND USE AND PLANNING: Will the project:

- a) **Physically divide an established community? No Impact.** The project is an infill site surrounded by commercial and residential development. Most of the existing uses within the project site will be retained in their existing use and not change with the project. The project will not divide or significantly impact any of the established commercial and residential communities adjacent to the site. The project will have no impact to an established community.
- b) **Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Less Than Significant Impact.** The General Plan land use designation for the project site is General Commercial and the zoning is C-3. However, the southern portion of the parcel at 3147 Baseball Avenue is zoned R-3 and the remaining area of the parcel facing Valley Boulevard is zoned C-3. The mixed use project that is proposed for the vacant automobile dealership site is not consistent with the existing General Commercial land use and C-3 zone. Therefore, the project applicant is requesting a General Plan Amendment to Mixed/Multi Use and a Zone Change to MMU for the project to be consistent with the El Monte General Plan and zoning. In order to provide more opportunities for mixed use development within the City, the City of El Monte requested the project applicant to include the three commercially zoned properties south of the vacant automobile dealership site to Baseball Avenue be included in the project that totals approximately 3.69 acres. As a result, the land use and zoning of the four existing properties would

¹⁹ El Monte General Plan, Public Health and Safety Element, page PHS-14.

²⁰ Ibid.

be changed to Mixed/Multi Use and MMU, respectively by the project. The MMU zone development regulations allow the development of mixed use projects consisting of retail and residential uses within the same building.²¹

Per the El Monte Municipal Code, Chapter 17.45, the MMU zone allows the following development on the remaining 1.12 acres of the project that are developed and not proposed for the mixed use project:

1. Minimum density (residential uses) 25 du/ac. Minimum density for residential uses expressed as dwelling units per acre. Density is incentivized through land assembly/lot consolidation. See Section 17.45.040 for lot area per dwelling unit.
2. Maximum density (residential uses) 35 du/ac. Maximum density for residential uses expressed as dwelling units per acre. The maximum density of 35 dwelling units on a one-acre lot with established percentages of open space required. It is not intended that lots less than one acre in size provide housing at the maximum density of the zone.
3. Maximum intensity (nonresidential uses) 1.0 FAR. Maximum floor area ratio (FAR) for nonresidential uses. Podium and underground parking is not counted toward floor area ratio (FAR).

Table 17.45.040A of the El Monte Municipal Code provides the minimum lot sizes of properties for residential development. Should the owners of the four parcels desire to develop their properties different from the existing uses to the maximum development allowed by the MMU zone, the properties could result in the maximum development of 38 residential units, or up to 48,944 square feet of commercial use, or a combination of the two land uses. Table 14 shows the three remainder parcels (excluding the mixed-use site) and the maximum development allowed with the proposed MMU zone.

**Table 14
Maximum Development Allowed by MMU Zone**

Parcel Address	Size (acres)	Residential	Commercial (FAR 1.0)
11730 Valley Boulevard	0.22 (9,975 sq. ft.)	8 units	9,975 sq. ft.
11740 Valley Boulevard	0.47 (20,615 sq. ft.)	16 units	20,615 sq. ft.
3147 Baseball Avenue	0.42 (18,354)	14 units	18,354 sq. ft.

The proposed mixed-use project would change the land use of the former automobile dealership from a vacant site to mixed use with 24-hour activity. The site would change from the current vacant use to 24-hour activities associated with project residents leaving and returning to the site, associated traffic noise, people talking and playing music, nighttime safety and security lighting throughout the parking areas and interior and exterior lighting, daytime activity by both residents and the anticipated commercial uses, daytime truck deliveries, etc. While the project will increase the noise, traffic, lights, etc. on the site compared to the existing condition, those activities must comply with all applicable City municipal code requirements (Chapter 8.36 Noise Control, Chapter 8.44 Property Maintenance).

The proposed MMU zone allows residential and commercial uses the same as the type of commercial uses on and adjacent to the site. The allowed residential uses would not be out of

²¹ El Monte Municipal Code, Table 17.45.038A.

character with or have any significant land use impacts with the adjacent single-family detached residential units. The project would not conflict with any City land use policies or regulations that govern the project and has no significant land use impact.

- c) ***Conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact.*** See response in Section “D. f)” above. The project will not have an impact to any habitat conservation plan or natural community conservation plan.

K. MINERAL RESOURCES: Will the project:

- a) ***Result in the loss of availability of a known important mineral resource that would be of value to the region and the residents of the state? No Impact.*** The site is located in Mineral Resource Zone 2 (MRZ-2) as designated by the State of California.²² MRZ-2 is an area where geologic data indicate that significant PCC (Portland Concrete Cement)-grade aggregate resources are present. While the site is in MRZ-2, the El Monte General Plan does not show that any important minerals are located either on or adjacent to the site and there are no mining operations either on or adjacent to the site. The geotechnical feasibility report that was prepared for the mixed-use site did not identify the presence of any mineral resources. The project will not result in the loss of an important mineral resource and have no mineral resource impacts.
- 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? No Impact.*** See Response to “K. a)” above.

L. NOISE: Will the project result in: A noise report²³ was prepared by Giroux & Associates and a copy is provided in Appendix F.

- 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? Less Than Significant Impact.*** The project site is located in an urbanized area and the site is exposed to noise from vehicular traffic on Valley Boulevard that is adjacent to the site, Interstate State 10 that is approximately one-quarter mile northeast of the site and traffic from other area streets, daily activities associated with surrounding commercial and residential uses that extend onto and affect existing noise levels on the site. The vacant automobile dealership on a portion of the project site does not generate any noise. The existing commercial uses on the remainder of the site generate noise with the daily operation of those businesses.

The City of El Monte considers noise compatibility standards in evaluating land use projects. A proposed land use must be shown to be compatible with the ambient noise environment, particularly for noise sources over which direct City control is preempted by other agencies. As shown in Figure 16, City of El Monte Noise Compatibility Guidelines, community noise exposures are recommended as normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for various classes of land use sensitivity. The City of El Monte guidelines recommend an exterior noise exposure of less than 60 dB CNEL in usable outdoor space for residential noise sensitive uses as “normally acceptable” and up to 70 dB CNEL are considered “conditionally acceptable” and may be permitted if noise mitigation is included in the design.

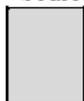
²² ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.

²³ Noise Impact Analysis, Valley Plaza, City of El Monte, California, Giroux & Associates, July 19, 2015.

Figure 16
City of El Monte Noise Compatibility Guidelines

Land Use	Community Noise Exposure (Ldn or CNEL)					
	55	60	65	70	75	80
Residential	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging – Motel, Hotel	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters ¹	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports ¹	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Parks	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Course, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial, and Professional	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable

Source: Modified by Cotton/Bridges/Associates from 1998 State of California General Plan Guidelines.



Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.



Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.



Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.



Clearly Unacceptable: New construction or development clearly should not be undertaken.

Although the El Monte guidelines allows exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the level that ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. CNEL-based standards generally apply to usable outdoor recreational space at backyards,

patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

Because retail/commercial/office uses are not occupied on a 24-hour basis, the exterior noise exposure standard for less sensitive land uses is generally less stringent. Unless commercial projects include noise-sensitive uses such as outdoor dining, noise exposure is generally not considered a commercial facility siting constraint for typical project area noise exposures. The City of El Monte noise compatibility guidelines recommend 70 dB CNEL as “normally acceptable” and 75 dB CNEL as a “conditionally acceptable” exterior noise exposure for commercial uses such as the proposed commercial retail uses.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30 dB, an exterior noise exposure of 70-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment. An interior noise threshold of 50 dB CNEL is typically applied to commercial uses.

Noise Standards

For noise generated on one property affecting an adjacent use, the City of El Monte limits the amount of noise crossing the boundary between the two uses. For regulated on-site sources of noise generation, the El Monte noise ordinance prescribes limits that are considered an acceptable exposure for residential uses in proximity to regulated noise sources. The L_{50} metric used in the El Monte noise ordinance is the level exceeded 50% of the measurement period of thirty minutes in an hour. One-half of all readings may exceed this average standard with larger excursions from the average allowed for progressively shorter periods. The larger the deviation, the shorter the allowed duration up to a never-to-exceed 20 dB increase above the 50th percentile standard. Nighttime noise levels limits are reduced by 5 dB to reflect the increased sensitivity to noise occurring during that time period.

The City L_{50} noise standard is 65 dB during the day (7 a.m. – 10 p.m.), and 60 dB at night (10 p.m. – 7 a.m.). These noise standards are shown in Table 15. The Municipal Code also states that if a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed 50 dBA between the hours of 10 P.M. and 7 A.M.

Public agencies typically allow for a relaxation of noise standards if the baseline noise levels already exceed the noise levels shown in Table 15. If the ambient noise level is greater than the identified noise standards, the noise standard becomes the ambient noise level.

Table 15
EL Monte Noise Ordinance Limits
(Exterior Noise Level not to be Exceeded)

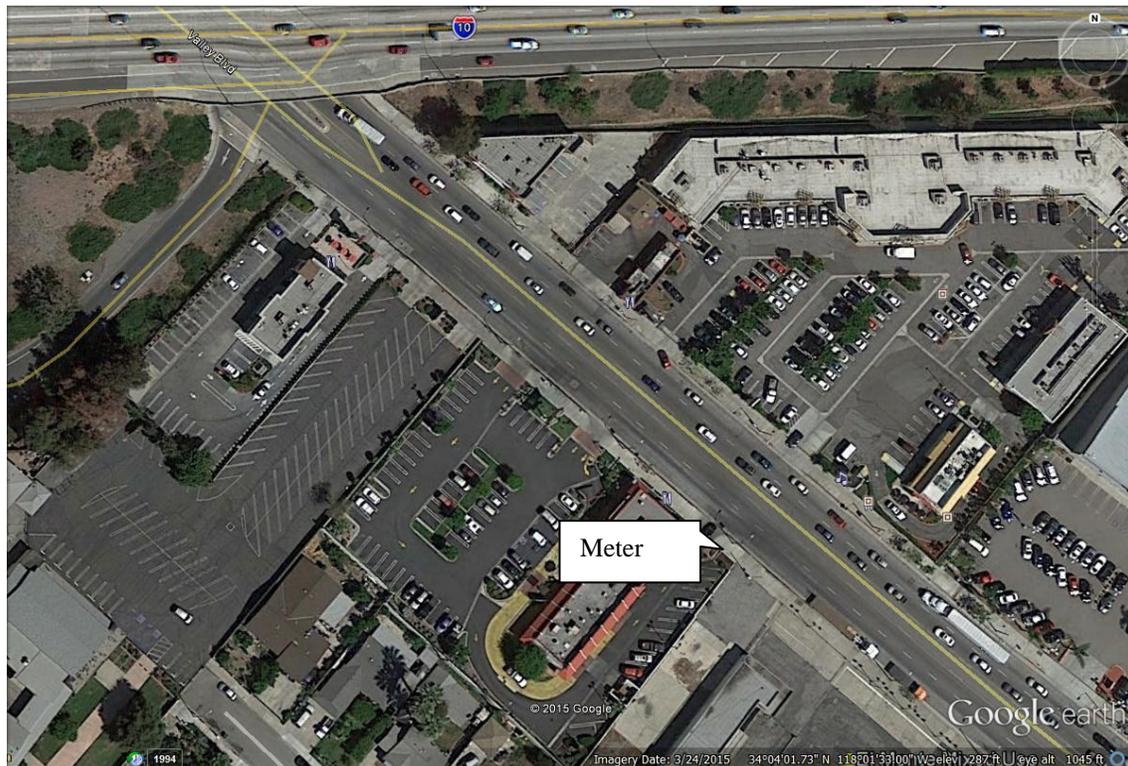
Zone	Day 7:00 A.M. to 10:00 P.M.	Night 10:00 P.M. to 7:00 A.M.
Single-family	50 dBA	45 dBA
Multifamily	55 dBA	50 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: El Monte Municipal Code Section 8.36.040

Baseline Noise Levels

A short term on-site noise measurement was taken to document the existing baseline noise level on the site and the project area. The baseline noise levels are used to calculate the future noise levels by the project to the surrounding community and noise from the surrounding community on the project. Noise monitoring was conducted Friday, June 12, 2015 from approximately 11:50-12:15 P.M. at the location shown on Figure 17. The noise levels that were measured at the location are shown in Table 16.

Figure 17
Noise Meter Location



**Table 16
Measured Noise Levels (dBA)**

	Leq	L₂₅ (15 min)	L₈ (5 min)	L₂ (1 min)
Measured Noise Levels	67	67	70	72
Exterior Noise Limit Daytime	65	70	75	80
Exterior Noise Limit Nighttime	60	65	70	75

The noise measurement location is representative of the noise levels along the project perimeter closest to Valley Boulevard, the I-10 freeway and the adjacent commercial use northwest of the site. As shown, the noise levels approximately 50 feet from the Valley Boulevard centerline are approximately 69-70 dB CNEL. With limited additional traffic volume growth, future traffic noise levels may increase. However, decibels are a logarithmic progression. If all activity levels were to increase by +25%, future noise levels would only increase by +1 dB. Such an increase is imperceptible to human ears. Future project site noise levels will be almost indistinguishable from currently measured levels. Levels near 70 dB CNEL in any usable residential outdoor space would exceed General Plan Noise Element Standards but are readily mitigated by standard design features such as the incorporation of transparent glass or plastic shields on the balconies that front Valley Boulevard.

Noise Level Significance Criteria

Noise impacts are considered significant if:

1. They create violations of noise standards, or;
2. They substantially worsen an already excessive noise environment, or;
3. They substantially increase an existing quiet environment even if noise standards are not violated by the proposed action.

According to the current CEQA Appendix G guidelines, noise impacts are considered potentially significant if they:

- Expose persons to generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise levels exceeding the City of El Monte Noise Standards would be considered significant.

While the term "substantial increase" is not accurately defined, the limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is approximately 1.5 dB. Under ambient conditions, people generally do not perceive a change in the noise level until there is a 3 dB difference. A threshold of 3 dB is commonly used to define "substantial increase." An increase of +3 dBA CNEL in traffic noise would be considered a significant impact.

Off-Site Project-Related Vehicular Noise Impacts

Long-term noise concerns from the residential and commercial uses at the project site can be derived from vehicular operations on roadways in the project area. The California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108) was used to address the potential off-site vehicular noise impacts to the project,

Table 17 summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along area roadway segments. Two traffic years were evaluated; existing conditions (“with project” and “without project”), and year 2018, (“with project” and “without project”).

Table 18 shows the traffic noise level increase by the project in the existing and opening year conditions does not significantly increase. Because the area is mostly built out, the addition of project traffic to area roadways will not significantly impact any existing land use. The greatest project related traffic noise level increase is +0.9 dB CNEL at 50 feet from the Valley Boulevard centerline and most segments show no discernable impact. The cumulative analysis, which compares “future with project” to “existing” conditions, shows a maximum impact of +1.0 dB CNEL at 50 feet from roadway centerline. These noise level increases by the project are less than the +3 dB significance threshold. Therefore, the project and cumulative traffic noise levels will be less than significant.

Table 17
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)

Segment		Existing No Project	Existing With Project	2018 No Project	2018 With Project
Valley Boulevard/	Ramona-Johnson	68.8	68.9	69.3	69.3
	Meeker-Peck	69.1	69.2	69.5	69.6
	E of I-10	69.8	70.0	70.2	70.4
	E of Mountain View	69.0	69.1	69.5	69.5
Peck Road/	N of Valley	70.7	70.8	71.0	71.0
	S of Meeker	69.1	69.1	69.4	69.4
Mountain View Road/	Lansdale –Valley	64.8	64.9	64.9	65.1
	Valley-Garvey	64.8	64.9	64.9	65.0
Garvey Avenue/	N of Valley	66.8	66.8	66.9	66.9
	Valley-Mountain View	68.0	68.0	68.4	68.4
La Madera/	S of Valley	55.7	56.6	55.8	56.7

**Table 18
Project Traffic Noise Level Increases
(dBA CNEL at 50 feet from centerline)**

		Project	Cumulative*
Valley Boulevard/	Ramona-Johnson	0.1	0.5
	Meeker-Peck	0.1	0.5
	E of I-10	0.2	0.6
	E of Mountain View	0.1	0.5
Peck Road/	N of Valley	0.1	0.3
	S of Meeker	0.0	0.3
Mountain View Road/	Lansdale -Valley	0.1	0.3
	Valley-Garvey	0.1	0.3
	N of Valley	0.0	0.1
Garvey Avenue/	Valley-Mountain View	0.0	0.4
	S of Valley	0.9	1.0

*The difference between “2018 with project” and “existing” traffic noise levels

On-Site Vehicular Noise Impacts

Although the City of El Monte guidelines allows exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the exterior noise land use compatibility guideline for new residential dwellings in California.

The future noise levels at the site associated with project traffic on Valley Boulevard is calculated to be more than 70 dB CNEL at 50 feet from centerline. The project proposes residential units with balconies that will front Valley Boulevard. The balconies are approximately 55 feet from the centerline of Valley Boulevard centerline and the noise levels at the balconies that front Valley Boulevard are calculated to be less than 70 dB CNEL.

If the individual residential balconies for the residential units that front and have a direct line-of-sight to Valley Boulevard are required to meet established noise compatibility guidelines, noise protection would be required. The balconies could be equipped with a shield to break the line-of-sight between the receiver and noise source and still provide an off-site view. A combination solid base and upper transparent noise shield (e.g., plexi-glass) along the perimeter of the residential balconies facing Valley Boulevard would reduce noise levels on the balconies by at least 5 dBA. This would facilitate a noise level at the receiving use of 65 dB CNEL and meet the City of El Montes noise compatibility guideline.

The indoor Fitness Center, outdoor West Central Courtyard and East Central Courtyard and BBQ areas are setback from Valley Boulevard. The Courtyards and BBQ areas are noise protected by on-site structures and setback distances. The Fitness Center is an indoor use. These areas are afforded acoustical protection such that noise levels are expected to be well within the 65 dBA CNEL limit.

In order to reduce noise levels for the balconies of the project that directly front Valley Boulevard, the following mitigation measure is recommended:

Mitigation Measure No. 6 Prior to the issuance of occupancy permits for each building, all residential balconies with a direct line-of-sight to Valley Boulevard shall be shielded with transparent glass or a plastic shield that is a minimum of 5 feet tall and fills the entire roadway frontage and meet a 65 dB CNEL standard within the balcony.

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:

Partly open windows – 12 dB
Closed single-paned windows – 20 dB
Closed dual-paned windows – 30 dB

Use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new residential construction. Interior standards will be met as long as residents have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning or a fresh air inlet on a whole house fan would meet this requirement.

Because commercial uses are not occupied on a 24-hour basis, the exterior noise exposure standard for less sensitive land uses is generally is less stringent. Unless commercial projects include noise-sensitive uses such as outdoor dining, noise exposure is generally not considered a commercial facility siting constraint for typical project area noise. The recommended interior noise standard of 50 dB CNEL will be met with closed windows.

Site Operational Noise

The project proposes a mixed use development that includes a retail, restaurant and office use component on the ground level. The proposed retail, restaurant or office use is not anticipated to generate noise levels that would significantly impact on-site residents.

Noise impacts associated with the restaurant will occur during clean-up operations late in the evening when trash is dumped, water sprayed under pressure to remove waste, employee conversations, etc. All restaurant operations, including clean-up and maintenance, will be completed by 11 PM, Monday through Sunday. As a result, all restaurant clean-up and maintenance activities will be completed by 11 PM. The commercial units and the trash enclosures will be setback 69'-6", including 6' of landscape buffer, from the closest residents west of the site. There will be a vertical separation between the commercial units and the trash enclosure to the first level of residential units by a 12" thick, 4-hour rated concrete deck/slab. This 12" thick concrete slab will minimize noise from the retail uses and their operations and maintenance to the first level of residential units.

Based on the noise study prepared for the project, the project will not be significantly impacted by existing or future off-site noise, including vehicular noise on adjacent and area roadways with the implementation of Mitigation Measure No. 6. The project will not generate any noise that will impact adjacent residents, commercial uses or on-site residents.

- b) ***Exposure of person to or generation of excessive groundborne vibration or ground borne noise levels? Less Than Significant Impact.*** The project site is surrounded by commercial and residential development and a public street (Valley Boulevard). The operation of grading and

construction equipment near the west project boundary could generate short-term vibration impacts to the adjacent residences, which are considered to be vibration sensitive.

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects rather than the air. Unlike noise, vibration is typically at a frequency that is felt rather than heard. Vibration can be either natural (e.g., earthquakes, volcanic eruptions, sea waves, or landslides) or man-made (e.g., explosions, the action of heavy machinery, or heavy vehicles such as trains).

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways, including displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and, for the purposes of soil displacement, is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 100 VdB - minor cosmetic damage

To determine the potential vibration impacts of project construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table 19.

Table 19
Vibration Levels from Project Construction Activities

Equipment	Approximate Vibration Levels (VdB)*			
	25 feet	50 feet	100 feet	200 feet
Large Bulldozer	87	81	75	69
Loaded Truck	86	80	74	68
Jackhammer	79	73	67	61
Small Bulldozer	58	52	46	40

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 1995)

The on-site construction equipment that will create the maximum potential vibration is a large bulldozer. The stated vibration source level in the FTA Handbook for such equipment is 81 VdB at 50 feet from the source. With typical vibrational energy spreading loss, the vibration annoyance standard of 72 VdB is met at 56 feet. Effects of vibration perception such as rattling windows could only occur at the nearest residential structures, though vibration resulting from project construction would not exceed cosmetic damage threshold of 100 VdB.

Large bulldozers are not anticipated to be operating directly adjacent to the shared property line with the adjacent residents. Final grading at and near the property west and south property line should be performed with small bulldozers, which are shown above to have a 30 VdB or less vibration potential.

To ensure adequate vibration annoyance protection, the following mitigation measure is recommended to reduce construction activity vibration impacts to less-than-significant.

Mitigation Measure No. 7 Small bulldozers only shall be permitted to operate within 56 feet of the nearest adjacent residential structures.

- c) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact.*** Because the site that is proposed for the mixed-use project is vacant the project would generate new sources of noise both on the site and to the adjacent surrounding land uses compared to the existing condition. As discussed in the noise study that was prepared for the mixed-use project, the noise generated by the project would not significantly increase the ambient noise levels above existing levels or result in substantial permanent noise level impacts. Noise from the operations of the on-site uses would have to comply with El Monte Municipal Code 6.28.050 as discussed in Section “L a)” above, including noise from the site at the property line to 55 d BA during the hours of 7 a.m. to 10 p.m. and 50 d BA from 10 p.m. to 7 a.m. Because the project would be required to comply with municipal code the permanent increase in the ambient noise level in the area by the project would be less than significant.
- d) ***A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact.*** The construction of the mixed-use project will generate noise during demolition of the vacant automobile dealership buildings and other site improvements, grading the site and construction of the buildings and other site improvements. Short-term noise will be generated by the operation of grading equipment to grade the site suitable for construction, workers commuting to the site, material deliveries, etc. Noise will also be generated by motorized and electrical equipment that will be used to construct the buildings and other improvements, etc. The noise generated during the short-term grading and construction phase will increase the existing noise levels in the immediate vicinity of the site. All construction activities, including demolition and grading, will have to comply with the El Monte Municipal Code, Section 8.36.050 that restricts construction activity to the hours of 6 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 7 p.m. on Saturday and Sunday. Construction is not allowed on Federal holidays. Noise sources associated with construction activities of real property is exempt from the noise ordinance. Construction noise is controlled by restricting construction to the hours stated above. The following measures are recommended to reduce construction noise to less than significant.

Mitigation Measure No. 8 The applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00am and 6:00pm on weekdays and 9:00am to 5:00pm on Saturdays, with no construction permitted on Sundays or Federal Holidays.

Mitigation Measure No. 9

The applicant shall notify the nearby residents on Baseball Avenue and Fennell Street as to the time and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of individual residences, signage must be placed on the construction security fence located along the project site. The signs must clearly identify a contact person (and phone number) that local residents may call should there be a complaint about noise related to construction and/or operations. Upon reception of a complaint, the contractor must respond immediately by reducing noise to acceptable levels. In addition, all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Economic Development Department.

- 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? No Impact.** The closest public airport to the project is the San Gabriel Valley Airport (formerly El Monte Airport) that is approximately 1.5 miles northwest of the project. The operations at the airport would not expose residents, employees or customers of the proposed mixed use project to excessive noise levels associated with airport operations. The project would not be impacted by noise levels at the San Gabriel Valley Airport.
- f) **For a project with the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area to excessive noise levels? No Impact.** The project site is not located within the vicinity of a private airstrip. There are no private airstrips in the project vicinity that would expose residents, employees, or customers of the proposed mixed-use project to excessive noise levels.

M. POPULATION AND HOUSING: Will the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)? Less Than Significant Impact.** The project proposes to replace the existing vacant automobile dealership site with two mixed use buildings that total 31,046 square feet of retail space and 76 apartments. Based on the type of units proposed, it is anticipated that many of the future project residents are existing El Monte residents and live in El Monte. Any existing El Monte residents that move to and relocate from their existing residence to the project will not increase the City's population. For those future project residents that live outside El Monte and move to the site, the city's population is not anticipated to increase significantly with the relocation of residents outside the City to the project in El Monte. The people that will be employed by the proposed retail space are anticipated to commute to the site from their current place of residence whether their residence is in El Monte or adjacent cities and not relocated to El Monte once employed at the site. Valley Boulevard that is adjacent to the site will provide suitable vehicle access to the project. No new roads or the extension of existing roads are required or proposed to provide vehicular access to the project. Because the proposed retail space and the proposed residential units are not anticipated to result in a large number of people moving to El Monte, the project is anticipated to have a less-than-significant impact to the city's population growth.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact.** The project site is developed with commercial uses and a vacant automobile dealership. There is no housing on the site, therefore the project would not be required to construct replacement housing elsewhere.
- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.** As discussed in Section “M. b)” above, there are no houses on the project site. The mixed-use development proposed for the vacant automobile dealership would not displace existing residents and require the construction of replacement housing.

N. PUBLIC SERVICES:

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**
 - i. **Fire protection? Less Than Significant Impact.** The El Monte Fire Department provides fire protection services for the City, including the project site. Fire Station 168 located at Cogswell Road in El Monte serves the site. The proposed mixed-use project could require fire protection services during construction due to accidents and other on-site emergencies. Once the proposed mixed-use project is constructed and operational, fire protection services such as fire safety inspections, emergency calls for accidents, fires, etc. will incrementally increase compared to the existing condition. While the project will require additional fire protection services, the increase will be incremental and not anticipated to be significant and impact the Fire Department’s ability to continue to provide an adequate level of fire protection service to the community.²⁴ The project applicant will be required to pay all applicable Fire Department Land Development fees prior to the issuance of building permits. The impact to fire protection services by the project will be less than significant.
 - ii. **Police protection? Less Than Significant Impact.** The El Monte Police Department provides police protection services for the City, including the project site. The El Monte Police Department headquarters are located at 11333 Valley Boulevard, approximately one-half mile north of the project. Priority 1 calls have an average response time of 4.5 minutes. The proposed mixed-use project could require police protection services during construction to respond to theft, vandalism, accidents and other police emergencies. Once the project is constructed and operational, police services such as routine police patrols, vandalism, and other service calls will incrementally increase compared to the existing condition. While the project will require additional police protection services, the increase will be incremental and not anticipated to be significant and impact the Police Department’s ability to continue to provide an adequate level of service to the community.²⁵ The impact to police protection services by the project will be less than significant.
 - iii. **Schools? Less Than Significant Impact.** The project is located in the El Monte Union High School District, which serves students 9-12. El Monte High School at 3048 N. Tyler Avenue in El Monte will serve the project. The Mountain View School District will serve grades K-8. Students will attend Baker Elementary School located at 12043 Exline Street in El Monte and

²⁴ Assistant Fire Chief Nick Duvally, El Monte Fire Department, email May 5, 2015.

²⁵ El Monte Police Department, Lt. Christopher Williams, May 21, 2015.

Madrid Middle School located at 3300 Gilman Road in El Monte. The project is estimated to generate approximately 16 students for grades 9-12 and 47 students to grades K-8. All the schools serving the project have capacity to accommodate the students that could be generated by the project.

The El Monte Union High School District would collect a developer fee not to exceed \$3.36 per square foot and disperse the fee to each feeder district, including the Mountain View School District. The project applicant would be required to pay the appropriate developer fee prior to the issuance of building permits. The developer fee will be used to off-set the costs of K-12 students that may be generated by development within the project site to either of the school districts that serve the project site. The payment of the required developer fee would reduce the impact of development within the project site to less than significant.

iv. Parks? No Impact. The project is required to provide 15,200 square feet of common outdoor open space. The project proposes 19,760 square feet of common open space in the form of the central courtyard that separates the two buildings. Thus, the project proposes 4,560 square feet more common open space than required by the El Monte Municipal Code. The project is also required to provide 8,900 square feet of private open space and the project proposes 15,870 square feet of private open space in the form of patio's and private yards, or 6,970 more square feet of private open space in the form of balconies and private decks than required by the Municipal Code. Therefore, the project will exceed the amount of public and private open space that is required for the site.

It is anticipated that any existing El Monte residents that move to the project will not significantly increase their use of existing City park and recreational facilities. For those residents that move to the site from outside El Monte, there could be an incremental increase in the use of City park and recreational facilities. However, any increased use of City park and recreational facilities by the project residents is not anticipated to significantly impact the existing facilities.

The mixed-use project provides the common and private open space required by the MMU zone. In addition to the on-site open space, the project developer will be required to pay the city-required Quimby park fee as required by El Monte Municipal Code 16.34.030. Per EMMC 16.34.030, the project developer will be required to dedicate land, pay fees in lieu thereof, or pay and dedicate a combination of both, for park and/or recreational purposes, including open space purposes established in City Council Ordinance No. 2663. The park fee will be used by the City to provide new park and recreational facilities or upgrade existing facilities for use by the residents. The compliance by the project developer with EMMC 16.34.030, including payment of any required Quimby fee, will reduce project impacts to City park and recreational facilities to less-than-significant.

v. Other public facilities? No Impact. There are no public facilities or services that will be impacted by the project. The project will have no impacts to other public facilities.

O. RECREATION

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? No Impact.** Please see Public Services Section "N.a) iv" above.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? **No Impact.** Please see Public Services Section “N.a) iv” above.

P. TRANSPORTATION/TRAFFIC: Will 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? Potentially Significant Unless Mitigation Incorporated.*** A traffic report²⁶ was prepared for the project. A copy of the traffic report is included in Appendix G.

The proposed mixed-use project is estimated to generate approximately 2,766 daily vehicle trips, including 184 AM and 207 PM trips. In addition, the existing commercial uses within the project site generate approximately 1,367 daily vehicle trips, including 31 AM and 119 PM trips. The traffic report evaluated nine area intersections that would serve the project to determine if the project traffic would impact any area intersections. The nine intersections that were studied include:

- Valley Boulevard and Ramona Boulevard (signalized);
- Valley Boulevard Johnson Avenue (signalized);
- Valley Boulevard Peck Road (signalized);
- Valley Boulevard I-10 Westbound Ramps (stop-controlled);
- Valley Boulevard La Madera Avenue (stop-controlled);
- Valley Boulevard Mountain View Road (signalized); and
- Valley Boulevard Garvey Avenue (signalized);
- Garvey Avenue and Meeker Avenue (signalized); and
- Garvey Avenue and Peck Road (signalized).

Baseline 2018 with Project Conditions

Opening year 2018 was used as the baseline year for the project traffic. Table 20 shows the results of the intersection level of service for 2018 with the project traffic. As shown, the project traffic volumes in 2018 show that all of the intersections within the study area will continue to operate at Level of Service D or better during the AM peak hour and the PM peak hour, with the exception of two intersections in the PM peak hour. The two intersections that will not operate at an acceptable level of service during the PM peak hour in 2018 are:

- Peck Road and Valley Boulevard, 0.99-E; and
- Garvey Avenue and Valley Boulevard, 0.92-E.

The following mitigation measures are recommended to reduce the traffic impact of the mixed-use project to acceptable levels of service.

²⁶ Valley Plaza Mixed-Use Development, Traffic Impact Analysis, El Monte, CA, VA Consulting, June 2015.

TABLE 21
Baseline 2018 with Project Level of Service at Study Area Intersections

Signalized Intersections	Baseline 2018				Baseline (2018) with Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Ramona Blvd/Valley Blvd	0.69	B	0.78	C	0.70	B	0.79	C
2. Johnson Ave/Valley Blvd	0.46	A	0.50	A	0.47	A	0.51	A
3. Peck Rd/Valley Blvd	0.89	D	0.96	E	0.90	D	0.99	E
6. Mountain View Rd/Valley Blvd	0.80	C	0.79	C	0.83	D	0.83	D
7. Garvey Ave/Valley Blvd	0.68	B	0.91	E	0.68	B	0.92	E
8. Meeker Ave/Garvey Ave	0.49	A	0.68	B	0.49	A	0.69	B
9. Peck Rd/Garvey Ave	0.69	B	0.83	D	0.69	B	0.83	D
3. Peck Rd/Valley Blvd (Add EBT and SBT)	0.83	D	0.89	D	0.84	D	0.90	D
7. Garvey Ave/Valley Blvd (Add NBRT)	0.65	B	0.79	C	0.65	B	0.80	C

Unsignalized Intersections	Baseline (2018)				Baseline (2018) with Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS
4. I-10 WB Ramp/Valley Blvd (HCM - Sec/Delay)	3.7	A	1.2	A	4.6	A	1.5	A
5. La Madera Ave/Valley Blvd (HCM - Sec/Delay)	0.9	A	3.5	A	1.7	A	15.2	C
A1. West'ly Project Access 1 (HCM - Sec/Delay)	-	-	-	-	1.0	A	3.5	A
A2. East'ly Project Access 2 (HCM - Sec/Delay)	-	-	-	-	0.5	A	0.9	A

Mitigation Measure No. 10 Prior to the issuance of the first occupancy permit of either the residential units or the retail space, the southbound and eastbound dedicated right-turn lanes shall be restriped to share through-right turn lanes to provide a third southbound and eastbound through lane at the intersection of Peck Road and Valley Boulevard.

Mitigation Measure No. 11 Prior to the issuance of the first occupancy permit of either the residential units or the retail space, the Garvey Avenue and Valley Boulevard intersection shall be widened to provide a northbound dedicated right-turn lane on Garvey Avenue.

Both mitigation measures require restriping. There is adequate space within the existing streets to allow for the restriping as recommended. No street widening is required to implement the suggested mitigation measures.

The recommended mitigation measure for the Peck Road and Valley Boulevard intersection would improve the PM peak hour level of service to LOS D in 2018 with the project and the cumulative project condition. The recommended mitigation measure for the Garvey Avenue and Valley Boulevard intersection would improve the PM peak hour level of service to LOS C in 2018 with the project and the cumulative project condition.

Fair Share Analysis

The project traffic baseline year of 2018 includes traffic volumes from the proposed project along with traffic from the identified cumulative projects. The project and cumulative LOS traffic conditions for the PM peak hour at the Peck Road/Valley Boulevard and Garvey Avenue/Valley Boulevard intersections is calculated to be LOS E. According to City of El Monte General Plan Goal Policy C-2.2, the City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:

- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in or adjacent to commercial districts

It is believed that the project meets three of the four circumstances for the two intersections that are forecast to operate at LOS E along with the cumulative traffic volumes of other development projects. The project's fair share analysis of the recommended mitigation measures to improve the Peck Road at Valley Boulevard and Garvey Avenue at Valley Boulevard intersections to LOS D or better during the PM peak hour in 2018 is shown below:

- Peck Road and Valley Boulevard - 23.13%
- Garvey Avenue and Valley Boulevard – 11.36%

Traffic Signal Warrant Analysis

Peak hour traffic signal warrant analyses were completed for the driveways of the mixed-use project and the unsignalized intersections in the project vicinity. Based on the traffic warrant analyses, the project driveways and the studied unsignalized intersections in the project area do not satisfy the minimum thresholds for signalization. The project traffic will not require signalization of any unsignalized intersections in the project area.

- 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? Less Than Significant Impact.*** The Los Angeles County Congestion Management Program (CMP), to which the City of El Monte subscribes, requires the preparation of a detailed Traffic Impact Analysis (TIA) for any project that generates over 2,400 daily trips, or adds more than 1,600 average daily trips to a CMP route. As required, a traffic study was prepared for the project.

According to Table C-4 of the Circulation Element, Valley Boulevard, which is adjacent to the site, is included under the "Corridor Improvement" plan. However, the section of Valley Boulevard that fronts the project is fully improved and therefore would not require any new or additional street improvements other than required driveway improvements to meet city driveway standards and is not a part of the "Corridor Improvement" plan. Based on the traffic

study and Table C-4 of the Circulation Element, the project will not significantly impact any CMP intersection or roadway.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? No Impact.** The closest airport to the project is the El Monte Airport and approximately 1.5 miles northwest of the project. The site is not located within the airport land use plan. The operations at the El Monte Airport will not have any safety impacts to the proposed project.
- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less Than Significant Impact.** The mixed-use project proposes two driveways, one at the east end and a second at the west end, along Valley Boulevard for ingress and egress to the site. Both driveways provide access to the ground-level parking spaces and the two security gate controlled ramps leading to the subterranean parking of the two mixed-use buildings. Both driveways provide full project access and there are no hazards or site access impacts with the proposed project driveways. The project driveway will provide safe access to and from the site and have less than significant design hazard impacts.
- e) **Result in inadequate emergency access? Less Than Significant Impact.** The driveways for the mixed-use project will provide adequate site access for emergency vehicles. Police, fire, paramedic/ambulance and other emergency vehicles will have adequate site access to respond to on-site emergencies. The project will have a less than significant emergency access impact.
- 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? No Impact.** There is a bus shelter on Valley Boulevard at the northeast corner of the proposed mixed-use project. The existing bus shelter would remain and not be impacted by the proposed mixed use project. The development allowed for the remaining parcels by the project would not conflict with or have any impacts to alternative transportation.

Q. UTILITIES AND SERVICE SYSTEMS: Will the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Less Than Significant Impact.** Because the project includes residential and retail commercial uses, the wastewater generated by the proposed uses is not anticipated to be different from other similar land uses and exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. The mixed-use project will be required to connect to the public wastewater collection system and the wastewater must meet all wastewater treatment requirements of the Regional Water Quality Control Board and the Los Angeles County Sanitation Districts before a wastewater discharge permit will be issued. The receipt of a wastewater discharge permit by the project applicant will ensure the project meets or exceeds the wastewater treatment requirements of the Regional Water Quality Control Board. As a result, the project would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.
- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact.** The San Gabriel Valley Water Company, which provides water to the existing uses on the site and will provide water to the mixed-use project, stated that it has an adequate supply of water to meet the water demand of

the project without the need to construct or expand existing water facilities.²⁷ The existing water main in Valley Boulevard has capacity to provide the required water supply for both fire flow and the needs of the project without the need to construct new water supply facilities or expand existing facilities.²⁸

An existing 15-inch sewer line in Valley Boulevard will collect the wastewater that will be generated by the mixed-use project. The existing 15-inch sewer line has adequate capacity to serve the mixed-use project. The LA County Sanitation District has adequate capacity to treat the wastewater generated by the mixed-use project without the need to construct new or expand the existing wastewater treatment facilities. The project will have less than significant impacts to existing water and wastewater facilities.

- 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? Less Than Significant Impact.** The proposed mixed-use project is estimated to generate approximately 3,532 cubic feet of stormwater less than the existing condition for a 50-year event. Therefore, the mixed-use project will have less of an impact to the existing storm drain collection system that serves the site than the existing condition. New on-site storm drains, including underground storage and surface collection facilities, will be constructed for the mixed-use site to collect and discharge surface storm water to Valley Boulevard. The new on-site storm drain facilities will be constructed during the construction of the overall project. The construction of the storm drain facilities will not cause any significant environmental effects in addition to or greater than the mixed-use project. The mixed-use project would have a positive impact to the capacity of the existing storm drain facilities that serve the site by reducing the amount of stormwater generated from the mixed-use site. The project would not have any significant storm drain expansion or construction impacts.
- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less Than Significant Impact.** The proposed mixed-use project is estimated to consume approximately 22,157 gallons of water per day as shown in Table 21. The San Gabriel Valley Water Company has an adequate water supply to meet the demand of the project without impacting its local water supply.²⁹ The project would have a less than significant impact on water supply.

Table 21
Estimated Project Water Consumption – Mixed Use

Use	Units/Sq. Ft.	Consumption Rate ³⁰	Consumption
<i>Residential</i>	76 units	160 gallons/day/unit	12,160 gallons/day
<i>Retail</i>	31,240 sq. ft.	320 gallons/day/1,000 sq. ft.	9,997 gallons/day
Total			22,157 gallons/day

- 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? Less Than Significant Impact.** Please see Response “Q.b)” above.

²⁷ San Gabriel Valley Water Company, will serve letter, October 27, 2015.

²⁸ Leo Barrera San Gabriel Valley Water Company, telephone conversation June 16, 2015.

²⁹ Ibid.

³⁰ City of Los Angeles, Bureau of Engineering.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less Than Significant Impact.** The proposed mixed-use project would generate various types of construction debris during the demolition of the vacant automobile dealership site, grading and construction of the mixed-use project. The concrete and asphalt that is removed can either be ground into small pieces and reused on the site as base material for driveways and parking lots or sold to a recycler. Other types of debris such as rocks, metal, wood, etc. that cannot be recycled would be hauled to a County landfill. Once constructed, the mixed-use project is estimated to generate approximately 352 pounds per day³¹ of solid waste as shown in Table 22.

**Table 22
Estimated Solid Waste Generation – Mixed Use**

Use	Units/Sq. Ft.	Generation Rate	Generation
<i>Residential</i>	76 units	3.6 lbs./unit/day	274 lbs./day
<i>Retail</i>	31,240 sq. ft.	2.5 lbs./day/1,000 sq. ft.	78 lbs./day
Total			352 lbs./day

Three solid waste disposal companies are contracted with the City of El Monte to collect solid waste. The developer of the proposed mixed-use project would contract with one of the three solid waste haulers allowed to operate in the City of El Monte to serve the project. The solid waste that would be collected from the proposed mixed use project would be hauled to a landfill operated by the County of Los Angeles. The City of El Monte adopted a Source Reduction and Recycling Element (SRRE) that requires the solid waste that will be generated by the project to be recycled and the materials that cannot be recycled would be hauled to a County landfill. The city's waste hauler would actively recycle the solid waste generated by the project to reduce the amount of material that is hauled to a landfill. The project will not have a significant solid waste impact on the capacity of the landfill.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste? No Impact.** The City of El Monte complies with all federal, state, and local statutes and regulations related to solid waste. The project will not have any solid waste impacts because it will comply with all applicable solid waste statutes and regulations and large quantities of solid waste will not be generated.

R. 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? No Impact.** The 3.69 acre site is developed with a vacant automobile dealership and existing commercial uses. Because the site has been disturbed and developed and no native wildlife or plants present, there are no important plants or wildlife resources that could be impacted by the project. Similarly, there are no examples of California history or prehistory on the site or suspected to be found on the site. The project would not have any biological or historical impacts.

³¹ California Department of Resources and Recycling (CalRecycle), Estimated Solid Waste Generation and Disposal Rates.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*** **Less Than Significant Impact.** The project would have short term air emissions impacts during grading and construction. These short-term air emission impacts would cease after 24 months when construction is completed. Once construction is completed the project would not have any significant air emission impacts and result in any cumulative air quality impacts. There have not been any impacts identified with the project that would in conjunction with other projects have significant cumulative impacts.
- c) ***Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*** **Less Than Significant Impact.** The project would generate air emissions during grading that will not exceed South Coast Air Quality Management District air emission thresholds. Although the project will not generate any emissions that exceed air emission thresholds, two mitigation measures are recommended during grading to further reduce the short-term air emissions (particulates) and precursor emission (ROG and NOX). There are no potential environmental effects of the project that could impact human beings directly or indirectly.