GOODMAN LOGISTICS CENTER

DESIGN REVIEW NO. 01-18
CONDITIONAL USE PERMIT NO. 03-18
MODIFICATION NO. 02-18
DEVELOPMENT AGREEMENT NO. 01-18

ADDENDUM TO THE CITY OF EL MONTE GENERAL PLAN AND ZONING CODE UPDATE FINAL ENVIRONMENTAL IMPACT REPORT

(STATE CLEARINGHOUSE NO. 2008071012)

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EXECUTIVE SUMMARY

This section summarizes the conclusions reached by T&B Planning, Inc. and City of El Monte staff during the environmental evaluation of the proposed Goodman Logistics Center project, in accordance with the California Environmental Quality Act (CEQA). As the decision-making body for the project, the El Monte City Council will be required to consider the CEQA document and accept its content and conclusions under its independent judgment.

To facilitate Planning Commission review, City Council consideration, and public understanding, this Executive Summary of the CEQA document was prepared.

CEQA DOCUMENT TYPE – EIR ADDENDUM

The attached document is the CEQA compliance document for the proposed Goodman Logistics Center project, which takes the form of **ADDENDUM to the City of El Monte's General Plan and Zoning Code Update Final Program Environmental Impact Report (FPEIR).** An EIR Addendum is proper under CEQA because redevelopment projects were contemplated and previously evaluated by the General Plan and Zoning Code Update FPEIR and none of the triggers calling for the preparation of a subsequent or supplemental EIR have been met. Further, following a detailed evaluation of the project's potential environmental effects, T&B Planning, Inc. and City of El Monte staff have determined that the proposed Goodman Logistics Center redevelopment project would not cause any new or more severe environmental effects beyond those already disclosed by the General Plan and Zoning Code Update FPEIR.

TECHNICAL STUDIES

The following technical studies were prepared for the Goodman Logistics Center project. These studies are appended to the EIR Addendum.

Appendix A:	Air Quality Impact Analysis
Appendix B:	Health Risk Assessment
Appendix C:	Historical Structure Assessment
Appendix D:	Geotechnical Report
Appendix E:	Greenhouse Gas Analysis
Appendix F:	Phase I Environmental Site Assessment
Appendix G:	Preliminary Hydrology Study
Appendix H:	Noise Impact Analysis
Appendix I:	Traffic Impact Analysis
Appendix J:	Water Supply Assessment
Appendix K:	On-Site Tree Inventory Report

PROJECT SUMMARY

The 55.7-acre Goodman Logistics Center property currently contains outdated warehousing facilities built in approximately 1956 that were used by the grocery industry (Vons) to store and distribute food products. Vons vacated the site in early 2018. The Project Applicant proposes to redevelop the property by demolishing all on-site features, including approximately 1,036,371 square feet of obsolete building space and other site improvements, to construct two (2) new state-of-the-art logistics warehouse buildings in addition to the installation of new landscaping, drive isles, truck courts, parking areas, and street frontage improvements to Lower Azusa Road and Shirley Avenue. Building 1 will total 572,240 square feet and Building 2 will total 663,100 square feet for an overall total of 1,235,340 square feet. Some of the project's features are:

- The existing site is occupied by older, obsolete, vacant warehouse buildings that will be demolished. The older buildings are not desirable to modern warehouse users and are not energy efficient. The new buildings are required to comply with the California Green Building Standards Code and many other regulations that will result in an environmentally superior site compared to the existing site conditions and prior Vons operation.

- The proposed project is consistent with the "Industrial/Business Park" land use designation applied to the site by the City of El Monte General Plan. Redevelopment is encouraged by the City of El Monte General Plan; thus, the proposed redevelopment project is consistent with the City's long-range vision.

- Because the site is within 150 feet of residential uses, the project requires a Conditional Use Permit (CUP) per the City's Municipal Code. The EIR Addendum recommends that several conditions of approval be placed on the project to reduce its impact on the surrounding community, including residences located on north side of Lower Azusa Road, residences on the south side of the Union Pacific Railroad track, and Gidley Elementary School to the east. [A list of the conditions of approval recommended as part of the EIR Addendum are listed below.]

- The Project's environmental effects will be no greater, and in many cases, less, than those disclosed in the General Plan and Zoning Code Update FPEIR. In regards to traffic in particular, the project is calculated to generate about one-third of the traffic that the General Plan Update and Zoning Code PFEIR assumed would be generated by industrial development of the site.

COMPARISON TO IMPACTS DISCLOSED IN THE CITY OF EL MONTE GENERAL PLAN UPDATE PROGRAM EIR

After thorough analysis of the proposed project's environmental effects, it is apparent that the project would not cause any new impacts or more severe environmental impacts than were previously disclosed by the El Monte General Plan and Zoning Code Update PEIR. Thus, an Addendum to the FPEIR is the appropriate form of CEQA compliance document. A summary of the EIR Addendum's conclusions is as follows:

Aesthetics

The General Plan and Zoning Code Update FPEIR concluded that the aesthetic impacts of City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials, including but not limited to the site plan, architectural plans, landscaping plans, and lighting plan, the EIR Addendum concludes that the project's aesthetic impacts would be less than significant.

Agricultural Resources

The General Plan and Zoning Code Update FPEIR concluded that there are no agricultural or forest resources on the project site or in the City of El Monte. Similarly, there are no agricultural or forest resources on the project site. Thus, the EIR Addendum concludes that no impact to these resources will occur.

Air Quality

The General Plan and Zoning Code Update FPEIR concluded that air quality impacts associated with traffic-generated pollution and objectional odors would be less than significant, but that construction emissions; conflicts with South Coast Air Quality Management District (SCAQMD) plans and thresholds; and the placement of sensitive land uses near Interstate 10 (I-10) would be significant and unavoidable. The PFEIR included three mitigation measures to address air quality. FPEIR Mitigation Measure 2-1 specifies that the City shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions, incorporated as conditions of approval. FPEIR Mitigation Measure 2-2 specifies that the City shall evaluate require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks). FPEIR Mitigation Measure 2-3 specifies that the City shall evaluate new development proposals for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), and that new development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.

Related to FPEIR Mitigation Measure 2-2, the project will install meandering sidewalks along its frontage with Lower Azusa Road and Shirley Avenue. A bus stop is already located on Lower Azusa Road at the northern Project boundary and will be retained by the project. To address FPEIR Mitigation Measures 2-1 and 2-3, two technical reports were prepared to analyze the project. The project's Air Quality Impact Analysis (AQIA) concluded similarly to the FPEIR that SCAQMD daily air emission thresholds would be exceeded and recommended measures to reduce project-specific air pollutant emissions. The AQIA concluded that localized air quality pollutants during project construction and long-term operation would be below the SCAQMD localized significance thresholds, and thus the Project would not expose nearby sensitive receptors (i.e., residences and school uses) to substantial pollutant concentrations. Additionally, the project's Health Risk Assessment (HRA) report concluded that the project would not expose nearby sensitive receptors, including residents, school children, and workers, to harmful concentrations of air pollutants (including cancer or non-cancer risks) that exceed the SCAQMD thresholds of significance. The project would not cause any air quality impacts that were not already disclosed in the FPEIR.

The project's construction and operational activities are required to comply with the following regulatory requirements to reduce air quality emissions.

CARB Rule 2485, Commercial Truck and Bus Idling Restrictions Near Schools: School busses, transit busses, and commercial motor vehicles are prohibited from idling within 100 feet of a school for more than five consecutive minutes or periods aggregating more than five minutes in any one hour.

CARB Rules 2485 and 2449, Off-Road Equipment and Commercial Vehicle Idling Regulations: Diesel-powered off-road equipment and commercial vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier are prohibited by law from idling for more than 5 minutes.

CARB Truck and Bus Regulation, Rule 2025: Diesel trucks and buses registered in California with a Gross Vehicle Weight Rating (GVWR) of 14,001+lbs are required to meet particulate matter (PM) filter requirements and upgrade to 2010 model year (MY) or newer engines by January 1, 2023.

California Green Building Standards Code (CBSC), Title 20 and Title 24 Requirements: Non-residential projects are required to comply with mandatory provisions including but not limited to providing parking areas for clean air vehicles, providing secure bicycle parking, providing electric vehicle charging stations, installing energy efficient appliances, lighting and fixtures, constructing roofs to be solar-ready, and recycling and/or reusing at least 65% of non-hazardous construction debris. [These features reduce energy use and fossil fuel use, which reduce air pollutant and GHG emissions.]

SCAQMD Rule 201: A permit is required from the SCAQMD to erect, install, alter or replace any stationary equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants.

SCAQMD Rule 402: All Project-related construction and operational activities are required to comply with SCAQMD Rule 402, "Nuisance." Rule 402 prohibits the discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

SCAQMD Rule 403: All Project-related construction activities are required to comply with the provisions of SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads.

SCAQMD Rule 1113: Construction activities are required to comply with SCAQMD Rule 1113 "Table of Standards." Rule 1113 pertains to VOC emissions by requiring the use of architectural coatings that contain low amounts of VOC (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications.

SCAQMD Rule 1186: All Project-related construction activities are required to comply with SCAQMD Rule 1186 "PM10 Emissions from Paved and Unpaved Roads and Livestock Operation." Rule 1186 requires the use of street sweepers certified by the Air Quality Management District (AQMD), and the use of non-toxic chemical stabilizers for dust control.

SCAQMD Rule 1403: All asbestos-related work is required to conform to SCAQMD Rule 1403 requirements and be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant.

Further, the EIR Addendum recommends that the following conditions of approval be applied to the project's Conditional Use Permit to supplement the regulatory requirements listed above.

COA 5.3-1: As a condition of grading permits and building permits, the developer shall prepare, submit for review, and obtain approval from the City of El Monte of a dust control plan in accordance with SCAQMD Rule 403 and Rule 1186. Construction contractors shall be required to ensure compliance with the dust control plan and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, the requirement to comply with the dust control plan shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-2: Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte agreeing that all construction equipment used on the Project site over 150 horsepower will be rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-3: As a condition of building permits, on-site electrical power shall be made available to the construction contractor(s) to encourage the use of electric-powered construction equipment.

COA 5.3-4: Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte verifying that all construction equipment engines to be used on the Project site engines are properly serviced and maintained per manufacturer's standards and have been tuned-up in the past 6 months. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.3-5: As conditions of grading permits and building permits, construction contractors shall be required to post signs on the site that instruct construction equipment operators to turn off equipment when not in use and limit idling to a maximum of 5 consecutive minutes. Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.3-6: As a condition of building permits, paint products must comply with the VOC requirements specified in SCAQMD Rule 1113. Construction contractors shall be required to ensure compliance and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-7: As conditions of grading permits and building permits, simultaneous soil disturbance shall be limited to a maximum of 5 acres per day. Construction and demolition contractors shall be required to ensure compliance and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-8: As a condition of building occupancy permits, signs shall be required to be posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) five minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations].

COA 5.3-9: As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic inspection of the site by the City of El Monte or its designee to confirm compliance.

Biological Resources

The General Plan and Zoning Code Update FPEIR concluded that impacts to biological resources associated with City General Plan buildout (including from redevelopment projects) would be less than significant. The project site is devoid of biological resources with the exception of ornamental landscaping, including several large trees. After evaluating the project's application materials and Tree Inventory Report, the EIR Addendum concludes that the project would have less-than-significant impacts to biological resources. The following regulatory requirement will apply.

City of El Monte Municipal Code Chapter 14.03: The project is required to comply with City of El Monte Municipal Code Chapter 14.03 (Tree Protection and Preservation) related to all tree removals.

Cultural Resources

The General Plan Update Program EIR concluded that impacts to historic, archaeological, and paleontological resources associated with City General Plan buildout (including from redevelopment projects) would be less than significant. After evaluating the project's application materials and Historic Building Report, which concluded that none of the on-site buildings are historically significant, the EIR Addendum concluded that the project would have less-than-significant impacts to cultural resources. The

following mandatory regulatory requirement will apply in the unlikely event that Native American remains are found during ground-disturbing construction activities.

California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq.: In the event that Native American human remains are discovered, the California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. require that the Native American Heritage Commission (NAHC) be contacted within 24 hours of the discovery and that the Most Likely Descendant, as identified by the NAHC, be contacted in order to determine proper treatment and disposition.

Geology and Soils

The General Plan and Zoning Code Update FPEIR concluded that geology and soils impacts associated with City General Plan buildout (including from redevelopment projects) would be less than significant. After evaluating the project's application materials, Low Impact Development (LID) Plan, and project-specific Geotechnical Report, which makes recommendations for project construction specifications, the EIR Addendum concluded that the project would have less-than-significant impacts associated with geology and soils. The following regulatory requirements will apply.

California Building Standards Code (CBSC) Section 1613 (2016): Identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2016 California Building Standards Code requirements, or applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects.

Geotechnical Study Compliance: In accordance with City requirements to implement site-specific geotechnical recommendations, all grading and building plans shall incorporate the recommendations of the report titled, "Geotechnical Investigation – Proposed Commercial/ Industrial Development, 4300 Shirley Avenue," dated February 3, 2016 and prepared by Southern California Geotechnical. Alternatively, the Project shall incorporate the recommendations of any new or updated geotechnical studies that may be prepared to address construction of the Project.

State Water Resources Control Board Requirements: The Project is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit and implement provisions specified in the Project's Stormwater Pollution Prevention Plan (SWPPP). Compliance with the NPDES permit and the SWPPP would ensure the implementation of an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges.

Greenhouse Gas Emissions

The General Plan and Zoning Code Update FPEIR concluded that greenhouse gas (GHG) emission effects associated with City General Plan buildout (including from redevelopment projects) would be less than significant. The PFEIR included three mitigation measures to address GHG emissions. FPEIR Mitigation

Measures 5-1 and 5-2 address California Assembly Bill 32 and suggests a minimum 15% GHG reduction target for the City by, among other actions, requiring that that new developments design buildings to be energy efficient, implement diesel emission reduction strategies, use high-efficient water irrigation systems, install outdoor electric outlets, implement measures to reduce employee vehicle trips, and divert solid waste from landfills. PFEIR Mitigation Measure 5-3 directs the City to evaluate new developments for consistency with SCAG's Sustainable Communities Strategy. After evaluating the project's application materials and proposed design features and the project's Greenhouse Gas Emissions Report, the EIR Addendum concluded that the project would meet the City's 15% GHG emissions reduction goal and have less-than-significant GHG emission effects. The following regulatory requirements will apply.

> California Building Standards Code, Title 24: Title 24 establishes energy efficiency requirements for new construction. The Title 24 energy standards address the energy efficiency of new (and altered) buildings. The Project is required to comply with applicable Title 24 regulations and would therefore increase the Project's energy efficiency and reduce its associated GHG emissions.
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> City of El Monte Water Efficient Landscape Requirements: The California Water Conservation in Landscaping Act of 2006 (AB 1881) required local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes. The Project is required to comply with the City of El Monte 's adopted water efficient landscape requirements and would therefore be consistent with the requirements of AB 1881 in order to help conserve California's water resources and to promote efficient water use, thereby reducing GHG emission associated with the provision, conveyance, and treatment of water. Executive Order B-29-15 further enhanced water restrictions to meet the mandatory 25% potable water use restrictions.

Further, the EIR Addendum recommends that the following conditions of approval be applied to the project's Conditional Use Permit to supplement the regulatory requirements listed above.

> COA 5.7-1: As a condition of any demolition permits, the Project Applicant shall prepare and the City of El Monte shall approve a demolition and waste reduction plan to reduce waste by recycling and/or salvaging at least 65% of all non-hazardous construction and demolition debris. [Reuse of materials limits GHG emissions associated with the production of new materials.]
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> COA 5.7-2: As a condition of building permits, dedicated landscape water meters are required. All landscaping irrigation systems shall be required to be automated, high-efficient irrigation systems that use dripline bubbler irrigation; low-angle, low-flow spray heads; or pressure regulators and moisture sensors to reduce water use. [Water conservation reduces GHG emissions associated with the production and distribution of water.]
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> COA 5.7-3: As a condition of building permits, the City of El Monte shall ensure that energy efficient lighting and lighting control systems will be used that meet or exceed the CBSC

requirements. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]

COA 5.7-4: As a condition of building permits, at least 15% of the building's roof is required to be solar ready, and passenger car electric vehicle (EV) charging stations shall be installed, consistent with CBSC requirements. [Use of solar energy and encouragement of EV use reduces GHG emissions associated with fossil fuel consumption.]

COA 5.7-5: As a condition of building permits, all on-site drive isles and truck courts shall consist of concrete. Use of asphalt shall be restricted. [Concrete has a lower heat value than asphalt and reduces the heat island effect.]

COA 5.7-6: As a condition of building permits, light-colored roofing materials shall be required that have a low heat reflective value. Dark-colored roofing materials shall be restricted. [Light-colored roofing materials have a lower heat value than dark colors and reduces the heat island effect.]

COA 5.7-7: Construction plans shall show adequate electrical capacity in the buildings to accommodate the future installation of EV charging facilities where most appropriately located on the Project site.

COA 5.7-8: As a condition of building permits, outdoor electrical outlets shall be installed on buildings to support the use of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. [Use of electric-powered equipment reduces GHG emissions from the use of combustion engines.]

COA 5.7-9: As a condition of building occupancy permits, signs shall be required to be posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) five minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations]. [Reduction of vehicle idling limits GHG emissions from tailpipe emissions.]

COA 5.7-10: As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic inspection of the site by the City of El Monte or its designee to confirm compliance.

COA 5.7-11: As a condition of building permits, the building shell shall be designed to meet LEED certification standards. The developer shall submit the LEED point worksheet to the City of El Monte for verification.

COA 5.7-12: Prior to issuance of grading or building permits, the Project Applicant shall prepare a landscape documentation package that includes a water efficient landscape worksheet, soil

management report, and grading and drainage review plan for areas to be landscaped. The water efficient landscape worksheet is required to include calculations that show that the estimated total water use (ETWU) is below the maximum applied water allowance (MAWA), as defined in the ordinance. [Water conservation reduces GHG emissions associated with the production and distribution of water.]

Hazards and Hazardous Materials

The General Plan and Zoning Code Update FPEIR concluded that hazards and hazardous materials impacts associated with City General Plan buildout (including from redevelopment projects) would be less than significant. After evaluating the project's application materials and the project-specific Phase I Environmental Assessment report, the EIR Addendum concluded that the project would have less-than-significant impacts associated with hazards and hazardous materials. The following regulatory requirement will apply to the removal of asbestos that is present in the site's existing buildings.

SCAQMD Rule 1403: The City of El Monte shall condition all demolition permits to comply with South Coast Air Quality Management District (SCAQMD) Rule 1403 with respect to asbestos containing materials and the demolition contractor shall be required to comply with Rule 1403. All asbestos-related work conducted during the demolition process shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos-containing construction materials (ACCMs) shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks. During demolition, the demolition contractor shall maintain all records of compliance with Rule 1403, including, but not limited to, the following: evidence of notification of SCAQMD pursuant to Rule 1403; contact information for the Asbestos-abatement Contractor and Asbestos Consultant; and receipts (or other evidence) of off-site disposal of all ACCMs. These records shall be made available for City inspection upon request.

Hydrology and Water Quality

The General Plan and Zoning Code Update FPEIR concluded that hydrology and water quality impacts associated with City General Plan buildout (including from redevelopment projects) would be less than significant. After evaluating the project's application materials and Low Impact Development (LID) Plan, the EIR Addendum concluded that the project would have less-than-significant impacts associated with hydrology and water quality. The following regulatory requirement will apply.

State Water Resources Control Board Requirements: The Project is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit and implement provisions specified in the Project's Stormwater Pollution Prevention Plan (SWPPP). Compliance with the NPDES permit and the SWPPP would ensure the implementation of an effective combination of water pollutant control measures (i.e., Best Management Practices) to reduce or eliminate the discharge of pollutants in stormwater.

Land Use and Planning

The General Plan and Zoning Code Update FPEIR concluded that impacts to land use and planning resulting from City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials and the General Plan Consistency Analysis contained as Attachment A to the EIR Addendum, the EIR Addendum concludes that the project's land use and planning impacts would be less than significant.

Mineral Resources

The General Plan and Zoning Code Update FPEIR concluded that impacts to mineral resources resulting from City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials review of State Department of Conservation (DOC) mineral resource mapping, the EIR Addendum concludes that the project's land use and planning impacts would be less than significant.

Noise

The General Plan and Zoning Code Update FPEIR concluded that buildout of the City's General Plan (including from redevelopment projects) would result in significant and unavoidable noise impacts from transportation sources, sources of groundborne vibration, and the overall increase in existing noise levels. The PFEIR included four mitigation measures to address noise. FPEIR Mitigation Measures 9-1 and 9-2 require acoustical and vibration analyses to be conducted for new development projects. FPEIR Mitigation Measure 9-3 address development adjacent to railways and is not applicable to the project site. FPEIR Mitigation Measure 9-4 requires that construction activities associated with new development that occurs near sensitive receptors be evaluated for potential noise impacts that noise attenuating measures be incorporated into the construction operations to reduce construction-related noise to the extent feasible. Based on an evaluation of the project's Noise Report and application materials, including but not limited to the site plan that shows the location of proposed noise barrier walls, the EIR Addendum concludes that the project's construction-related and operational-related noise and vibration impacts would be less than significant. The following regulatory requirement will apply.

> <u>City of El Monte Noise Ordinance (Title 8, Chapter 8.36):</u> Project construction-related and operational-related activities will be required to comply with the City of El Monte Noise Ordinance, which prescribes permitted construction hours and maximum allowable noise levels.

Further, based on the results of the project's Noise Report, the EIR Addendum recommends that the following conditions of approval be applied to the project's Conditional Use Permit to supplement the regulatory requirement listed above.

> <u>COA 5.12-1:</u> As conditions of grading permits and building permits, during construction of the Project construction equipment may be allowed within 100 feet of the adjacent school, at all times the school is occupied, provided the construction equipment does not generate noise levels in excess of 87 dBA Leq (10-minute) at 10 feet or vibration levels of 0.01 in/sec RMS (refer to EIR Addendum Figure 5-4, Construction Noise Attenuation Measures). There shall be no limit on construction equipment when the school is not occupied. Project contractors shall be required

to ensure compliance with these requirements and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. This requirement also shall be specified in bid documents issued to prospective construction contractors.

COA 5.12-2: Prior to issuance of occupancy permits, the City of El Monte shall ensure that noise barriers have been constructed on the Project site in the locations shown on EIR Addendum Figure 5-5, Operational Noise Attenuation Measures. EIR Addendum Figure 5-5 indicates the need for 1) a noise barrier ranging from 8 to 14 feet in height at the northern interface of Building 1 with the adjacent Gidley Elementary School site to the east; 2) a 10-foot high noise barrier at the northwestern portion of the Building 1 truck court (near the northernmost entrance driveway at Shirley Avenue); and 3) construction of minimum 5-foot high parapet/screening walls for all roof-top mechanical ventilation equipment on Buildings 1 and 2.

COA 5.12-3: The noise mitigation barriers required by Condition of Approval 5.12-2 shall be constructed at the eastern Project site boundary as early in the construction process as possible to reduce construction noise levels experienced at the adjacent Gidley Elementary School.

COA 5.12-4: Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte verifying that all construction equipment, fixed or mobile, has been equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.12-5: As conditions of grading permits and building permits, the construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site. Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.12-6: As conditions of grading permits and building permits, the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the center). Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

Population and Housing

The General Plan and Zoning Code Update FPEIR concluded that impacts to population and housing resulting from City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials and the absence of housing units on the site under existing and proposed conditions, the EIR Addendum concludes that the project's population and housing impacts would be less than significant.

Public Services

The General Plan and Zoning Code Update FPEIR concluded that public services impacts resulting from City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials and the existing and projected levels of fire, police, school, and parks services in the area, the EIR Addendum concludes that public service facilities would not need to be physically expanded or newly constructed as a result of the project, and impacts would be less than significant.

Recreation

The General Plan and Zoning Code Update FPEIR concluded that impacts to recreational facilities resulting from City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials, the EIR Addendum concludes that no recreation facilities would be impacted as a result of the project, and impacts would be less than significant.

Transportation and Traffic

The General Plan and Zoning Code Update FPEIR concluded that buildout of the City's General Plan (including from redevelopment projects) would result in significant and unavoidable traffic impacts associated with traffic on Lower Azusa Road; traffic on state highway (Caltrans) intersections, freeway mainlines, and ramps; and traffic on County Congestion Management Plan (CMP) roadways. Based on an evaluation of the project's application materials and project's Traffic Impact Analysis report, the EIR Addendum concludes that the project would generate a net total of 1,729 vehicle trip-ends per day, including 1,190 passenger vehicle trips and 539 truck trips. When the trucks are converted to passenger-car-equivalent (PCE) trips (to account for the fact that trucks are longer in length and take more time to pass through an intersection as compared to passenger vehicles), the project is calculated to generate 2,561 daily PCE trips. In comparison, the FPEIR assumed that up to 9,145 PCE trips would be generated by industrial development of the project site. Nonetheless, the EIR Addendum concludes, based on the project's Traffic Impact Analysis report, that the Project would result in significant impacts to the following intersections; the Project Applicant would either construct physical improvements or make fair-share fee payments to the City to implement improvements at these intersections, which is consistent with the findings of the General Plan and Zoning Code Update FPEIR.

- Baldwin Ave. & Loftus Dr.
- Baldwin Ave. & Valley Blvd.
- Santa Anita Ave. & Lower Azusa Rd.
- Santa Anita Ave. & Valley Blvd.
- Peck Rd. & Lower Azusa Rd.

In addition, even though the Project would not significant impact either Gidley Street or Shirley Avenue, the Project Applicant is proposing improvements to segments of Gidley Street and Shirley Avenue to ensure that the Project is served with adequate site access.

The following regulatory requirement will apply, which will reduce the project's impacts on transportation facilities by requiring the payment of fees that are used by the City for traffic signals and other street and transportation improvements:

> El Monte Municipal Code Chapter 15.08: Prior to the issuance of building permits, the Project Applicant shall pay fees pursuant to the City of El Monte Municipal Code Chapter 15.08, *Public Facilities Impact Fees*.

Further, the EIR Addendum recommends that the following conditions of approval be applied to the project's Conditional Use Permit to supplement the regulatory requirement listed above.

> COA 5.16-1: Prior to the issuance of occupancy permits for the proposed Project, the Project Applicant shall make a fair-share fee contribution towards improving the intersection of Baldwin Avenue at Loftus Drive to prohibit on-street parking within 100 feet of the westbound approach to the intersection and to restripe the westbound approach to accommodate a 100-foot long right-turn lane.
>
> COA 5.16-2: Prior to issuance of occupancy permits for the proposed Project, the Project Applicant shall make a fair-share contribution towards improving Valley Boulevard between Garvey Avenue and the eastern City limit to eliminate the de facto eastbound and westbound right-turn lanes and to provide for a six-lane roadway through restriping.
>
> COA 5.16-3: Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the roadway segment of Baldwin Avenue between Valley Boulevard and the I-10 Freeway to provide three (3) southbound lanes and two (2) northbound lanes, for a total of five lanes.
>
> COA 5.16-4: Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Santa Anita Avenue and Lower Azusa Road to eliminate on-street parking and restripe the northbound approach to accommodate a third northbound through lane.
>
> COA 5.16-5: Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Santa Anita Avenue and Valley Boulevard to provide a northbound right turn lane and a southbound right turn lane.
>
> COA 5.16-6: Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Peck Road and Lower Azusa Road to provide a second northbound left turn lane.

Although the Project would not result in significant impacts to Shirley Avenue or Gidley Street between Shirley Avenue and Baldwin Avenue, the EIR Addendum recommends the following conditions of approval to ensure that the project is served with adequate site access.

COA 5.16-7: Prior to issuance of the first certificate of occupancy, the Project Applicant shall reconstruct Shirley Avenue along the Project site's frontage, up to the curb on the west side of the street, in accordance with improvement plans to be approved by the City.

COA 5.16-8: Prior to issuance of the first certificate of occupancy, the Project Applicant shall widen Gidley Street between Shirley Avenue and Baldwin Avenue in accordance with improvement plans to be approved by the City.

Utilities and Service Systems

The General Plan and Zoning Code Update FPEIR concluded that public services impacts resulting from City General Plan buildout (including from redevelopment projects) would be less than significant. Based on an evaluation of the project's application materials, the project's expected utility and service demands, and the project's Water Supply Assessment, which evaluates provision of domestic water to the project site from the City of El Monte, the EIR Addendum concludes that impacts associated with the provision of water, sewer, stormwater, and solid waste collection and disposal services to the project would be less than significant.

CONCLUSION

The City's General Plan and Zoning Code allow for the redevelopment of properties and the General Plan and Zoning Code Update FPEIR contemplated that redevelopment activities would occur on previously-developed sites throughout the City. After a thorough environmental review, the City of El Monte, serving as the CEQA Lead Agency for the Goodman Logistics Center project pursuant to CEQA Guidelines § 15367, is within its jurisdictional authority, based on the City Council's independent judgment, to determine that an Addendum to the FPEIR is the appropriate form of CEQA compliance document, and that the EIR Addendum prepared for the Goodman Logistics Center project is adequate under CEQA.

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LIST OF ACRONYMS

Acronym	Definition
A	Inhalation absorption factor
AT	Averaging Time
AAQS	Ambient Air Quality Standards
AEP	Association of Environmental Professionals
AB 32	California Global Warming Solutions Act (Assembly Bill 32)
AB 52	Native Americans: California Environmental Quality Act (Assembly Bill 52)
AB 939	California Integrated Waste Management Act (Assembly Bill 939)
AB 1493	Pavely Fuel Efficiency Standards (Assembly Bill 1493)
AB 1881	California Water Conservation in Landscaping Act of 2006
AB 2185	Annual Chemical Disclosure Standards (Assembly Bill 2185)
ACM	Asbestos containing material
ACCM	Asbestos containing construction material
ADT	Average daily traffic
AIA	Airport Influence Area
ALUC	Los Angeles Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Los Angeles County Airport Land Use Plan
amsl	Above mean sea level
APN	Assessor Parcel Number
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plan
AST	Aboveground storage tank
BAU	Business as Usual
BTEX	Benzene, toluene, ethylbenzene, and xylenes
bgs	Below ground surface
BMPs	Best Management Practices
BR/BW	Daily breathing rate normalized to body rate
BW	Body weight
C-3	Retail Commercial Zone
Cair	Concentration of Contaminant in air (ug/m^3)
CAP	Climate Action Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod™	California Emission Estimator Model™
Caltrans	California Department of Transportation
CAO	Cleanup and Abatement Order
CNNDB	California Natural Diversity Database

LIST OF ACRONYMS

Acronym	Definition
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Codes
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Order
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	Cubic feet per second
CH_4	Methane
CGS	California Geological Survey
CHP	Combined Heat and Power
CIWMP	Countywide Integrated Waste Management Plan
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CREC	Controlled Recognized Environmental Conditions
CSWRCB	California State Water Resources Control Board
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CPF	Cancer Potency Factor
CUP	Conditional Use Permit
c.y.	Cubic Yards
Db	Decibel
Dba	A-weighted Decibel
DOSEair	Chronic daily intake (mg/kg/day)
DOC	Department of Conservation
DPM	Diesel Particulate Matter
DPW	Department of Public Works
DR	Design Review
DTSC	Department of Toxic Substance Control
du/ac	Dwelling unit(s) per acre
E.avg	Logarithmic Energy Average
E+P	Existing plus Project

LIST OF ACRONYMS

Acronym	Definition
EA	Existing plus Ambient Growth
EAC	Existing plus Ambient Growth plus Cumulative
EAP	Existing plus Ambient Growth plus Project
EAPC	Existing plus Ambient Growth plus Project plus Cumulative
ED	Number of years within a particular age group
EF	Exposure frequency (days/365 days)
EI	Expansion index
EIR	Environmental Impact Report
EMFAC	Emission Factor
EMOU	El Monte Operable Unit
EMPD	El Monte Police Department
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPEIR	Final Program Environmental Impact Report
FTA	Federal Transportation Administration
g/VMT	Grams per Vehicle Mile Traveled
GHG	Greenhouse Gas
gpd	Gallons per Day
g/idle hr	Grams per Idle Hour
GP/ZC	General Plan and Zoning Code
gpy	Gallons per Year
GSWD	Golden State Water District
HHD	Heavy-Heavy-Duty
HCM	Highway Capacity Manual
HMBEP	Hazardous Materials Business Emergency Plan
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Condition
HSA	Historical Structure Assessment
I-10	Interstate 10
I/BP	Industrial Business Park

LIST OF ACRONYMS

Acronym	Definition
ICU	Intersection Capacity Utilization
in	Inch
IS	Initial Study
ITE	Institute of Transportation Engineers
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACoCUPA	Los Angeles County Certified Unified Program Agency
LACoFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation Districts
LCFS	Low Carbon Fuel Standard
LEUSD	El Monte Unified School District
LHD	Light-Heavy-Duty
Lmax	Maximum Noise Levels
LOS	Level of Service
LST	Localized Significance Thresholds
LUST	Leaking underground storage unit
M-2	General Manufacturing Zone
MEIR	Maximally exposed individual receptor
MEISC	Maximally exposed individual school child
MEIW	Maximally exposed individual worker
MGD	Million Gallons per Day
mg/kg/day	Milligrams per kilogram per day
MHD	Medium-Heavy-Duty
MICR	Maximum Individual Cancer Risk
MM	Mitigation Measure
MMI	Modified Mercalli Intensity
MMT	Million Metric Tons
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
MOD	Modification No.
MPO	Metropolitan Planning Organization
MRZ-	Mineral Resources Zone
MSSL	Maximum Soil Screening Level
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

LIST OF ACRONYMS

Acronym	Definition
NAIOP	National Association of Industrial and Office Properties
NavCom	NavCom Defense Electronics, Inc.
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHMP	Natural Hazards Mitigation Plan
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NSFHA	No Special Flood Hazard Area
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	California Office of Emergency Services
OS	Open Space
Pb	Lead
PCE	Perchloroethylene
PCE	Passenger Car Equivalent
PF	Public Facility
pH	Potential of Hydrogen (acidity/basicity)
PHF	Peak hour factor
$PM_{2.5}$	Particulate Matter ≤ 2.5 Microns
PM_{10}	Particulate Matter ≤ 10 Microns
ppm	Part per million
ppb	Part per billion
R-1	Single Family Dwelling, up to 6 dwelling units per acre [du/acre
R-2	Low Density Multiple-Family Dwelling Zone (City of El Monte), Single/Multiple Family, Duplexes, up to 12 du/acre (Temple City)
R-3	Single/Multiple Family and Duplexes, up to 18 du/acre
R-4	High Density Multiple-Family Dwelling Zone
REC	Recognized Environmental Condition
REL	Reference Exposure Level
REMEL	Reference Energy Mean Emission Level
RMS	Root-Mean-Square
ROW	Right-of-Way
RPZ	Runway Protection Zone
RSA	Regional Statistical Area
RTP/SCS	Regional Transportation Plan and Sustainable Communities Strategy

LIST OF ACRONYMS

Acronym	Definition
RWQCB	Regional Water Quality Control Board
SB 50	Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50)
SB 375	Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill 375)
SB 1078	Renewable Portfolio Standards (Senate Bill 1078)
SCAB	South Coast Air Basin
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
s.f.	square foot/square feet
SGVCOG	San Gabriel Valley Council of Governments
SJCWRP	Sa Jose Creek Wastewater Reclamation Plant
SOC	Statement of Overriding Consideration
SOx	Sulfur Oxide
SRA	Source Receptor Area
SWH	Solar Water Heater
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
TCE	Trichloroethylene
tpd	Tons per Day
TPH	Total petroleum hydrocarbon
tpy	Tons per Year
TTCP	Traditional Tribal Cultural Places
TIA	Traffic Impact Analysis
Title 24	California Building Standards Code
TRPH	Total Recoverable Petroleum Hydrocarbons
UPRR	Union Pacific Railroad
USEPA	United Stated Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
UTM	Universal Transverse Mercator
UWMP	Urban Water Management Plan

LIST OF ACRONYMS

Acronym	Definition
v/c	Volume-to-capacity
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
W-1	Water Use Efficiency
W-3	Water System Energy Efficiency
WGS	World Geodetic System
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

This document is an Addendum to the City of El Monte's General Plan and Zoning Code Update Final Environmental Impact Report and addresses the environmental effects of a warehouse redevelopment project that is consistent with the City's General Plan. The City of El Monte (hereafter "City") received applications from GLC El Monte LLC (hereafter "Project Applicant") for Design Review (DR 01-18), Conditional Use Permit (CUP 03-18), a Modification (MOD No. 02-18) and a Development Agreement (DA No. 01-18) to allow for the redevelopment of an approximately 55.7-acre property located at the southeast corner of the intersection of Lower Azusa Road and Shirley Avenue (hereafter, "Project site") that the General Plan designates for "Industrial/Business Park (I/BP)" land uses. The property currently contains unoccupied warehousing facilities built in approximately 1956 that were previously used by the grocery industry (Vons) to store and distribute food products. The Project Applicant is proposing to redevelop the property by demolishing the existing site improvements and building a new state-of-the-art logistics warehouse center with two warehouse buildings totaling 1,235,340 square feet (s.f.) of building space (hereafter, "Project" or "proposed Project").

The proposed Project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). The City's General Plan and Zoning Code allow for the redevelopment of properties and the General Plan and Zoning Code Update Final Environmental Impact Report (FPEIR) contemplated that redevelopment activities would occur on previously-developed sites throughout the City. After a thorough environmental review, the City of El Monte, serving as the CEQA Lead Agency for the Project pursuant to CEQA Guidelines § 15367, determined that an Addendum to the FPEIR is the appropriate form of CEQA compliance document.

This Introduction discusses: 1) the Project summary; 2) the primary purpose of an Environmental Impact Report (EIR) Addendum; 3) the standards of adequacy of an EIR Addendum pursuant to the state CEQA Guidelines; 4) the format and content of this Initial Study; 5) the City's processing requirements to consider the proposed Project for approval; 6) an explanation of the Environmental Checklist provided in Sections 4.0 and 5.0 of this document; and 7) a summary of documents to be incorporated by reference and points of contact for the proposed Project.

1.1 PROJECT SUMMARY

The Project Applicant proposes to redevelop an approximately 55.7-acre property located south of Lower Azusa Road, east of Shirley Avenue, north of the Union Pacific Railroad (UPRR) rail tracks, and west of Arden Drive in the City of El Monte. The property currently contains approximately 1,036,371 s.f. of unoccupied warehouse buildings that were constructed in approximately 1956. In part due to the age and design characteristics of the existing structures, the current buildings on site are inefficient and are not competitive in the current market for industrial space. As part of the proposed Project, the existing buildings on the site would be removed and replaced with a modern logistics warehouse complex containing two buildings. The southern building would consist of 663,100 s.f. of high-cube warehouse uses and the northern building would consist of 572,240 s.f. of high-cube warehouse use, for a combined total of 1,235,340 s.f. of building space. Discretionary approvals that would be considered in conjunction with the Project include Design Review No. 01-18 (DR 01-18), Conditional Use Permit No. 03-18 (CUP 03-

18), Modification No. 02-18 (MOD 02-18), and a Development Agreement No. 01-18 (DA 01-18). Please refer to Section 2.0, *Project Description,* of this document for a comprehensive description of the proposed Project and its associated characteristics.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an Environmental Impact Report and balance the project's environmental concerns with other goals and benefits in a Statement of Overriding Considerations.

1.3 PRIOR CEQA COMPLIANCE

1.3.1 *GENERAL PLAN AND ZONING CODE UPDATE ENVIRONMENTAL IMPACT REPORT*

In 2011, the City of El Monte prepared an update to its General Plan and Zoning Code (herein, "GP/ZC Update"). In compliance with CEQA as amended (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Administrative Code Section 1500 et seq.), the City, as Lead Agency under CEQA, prepared and certified the *City of El Monte General Plan and Zoning Code Update Environmental Impact Report (EIR) (*hereafter*, Final Program EIR (FPEIR)),* State Clearinghouse Number 2008071012 (SCH No. 2008071012). The FPEIR was prepared to evaluate the potential environmental impacts associated with the update of the El Monte General Plan Elements, Land Use Map, Zoning Code, and ultimate buildout of the City. The General Plan Land Use Map that was included as part of the GP/ZC Update, which was evaluated as part of the FPEIR, designated the 55.7-acre Project site for "Industrial/Business Park" land uses. The FPEIR was certified by the El Monte City Council in June 2011.

Pursuant to CEQA Guidelines Section 15064(d), the FPEIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the *General Plan/Zone Change Update*. Consequently, the FPEIR focuses on impacts from changes to land use associated with buildout of the General Plan Land Use Plan and impacts from the resultant population and employment growth in the City. The General Plan Land Use Map for the ultimate development of the City is not linked to a timeline. However, for the purposes of the environmental analysis, buildout of the Proposed Land Use Plan was forecasted for the year 2035. (El Monte, 2011a, p. 4) The location of the Project site, previous approvals granted, and the proposed discretionary actions associated with the Project evaluated in this EIR Addendum are further addressed in Subsection 2.0, *Project Description.*

Provided below is a summary of the FPEIR's findings and conclusions with respect to potential impacts to the environment that could result from implementation of the GP/ZC Update.

A. Impacts Considered Less than Significant

The FPEIR identified the following twelve (12) environmental factors as having less than significant impacts that do not require mitigation (El Monte, 2011a, Findings of Fact/Statement of Overriding Considerations p. 6):

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

B. Impacts Reduced to Less-than-Significant Levels with Mitigation

The FPEIR identified the following as potentially resulting in significant adverse impacts that can be mitigated, avoided, or substantially lessened with the incorporation of mitigation measures (El Monte, 2011a, Findings of Fact/Statement of Overriding Considerations p. 6):

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

C. Impacts that Remain Significant and Unavoidable Following Mitigation

The FPEIR identified the following as significant and unavoidable impacts (El Monte, 2011a, Findings of Fact/Statement of Overriding Considerations p. 7):

- Air Quality (construction emissions; long-term operation conflicts with South Coast Air Quality Management District (SCAQMD) plans and thresholds; sensitive land uses near Interstate 10 (I-10));

- Noise (noise from transportation sources; groundborne vibration; increase in existing noise levels); and
- Transportation and Traffic (LOS for existing roadway system, state highway intersections, freeway mainline segments, state highway ramp operations, facilities under Congestion Management Plan (CMP)).

D. Statement of Overriding Considerations

As part of the City's approval of the GP/ZC Update and certification of the FPEIR, the City adopted a Statement of Overriding Considerations (SOC) pursuant to CEQA Guidelines § 15093 for the following significant and unavoidable impacts associated with implementation of the GP/ZC Update:

- **Air Quality – Consistency with the AQMP.** The GP/ZC Update would not be consistent with the AQMP because air pollutant emissions associated with buildout of the City of El Monte would cumulatively contribute to the nonattainment designations in the SCAB. Furthermore, buildout of the Proposed Land Use Plan would exceed current estimates of population, employment, and vehicle miles traveled for El Monte; and therefore, these emissions are not included in the current regional emissions inventory for the SCAB. The project would be considered inconsistent with the AQMP. (El Monte, 2011a, p. 27)

- **Air Quality – Construction-Related Impacts.** Construction activities associated with buildout of the El Monte General Plan Update would generate short-term emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$. They would also cumulatively contribute to the SCAB nonattainment designations for O_3, NO_X, PM_{10}, and $PM_{2.5}$ and potentially elevate concentrations of air pollutants at sensitive receptors. (El Monte, 2011a, p. 27)

- **Air Quality – Operational Phase Impacts.** Buildout of the El Monte General Plan Update would generate long-term operational phase emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO_X, PM_{10}, and $PM_{2.5}$ and cumulatively contribute to the SCAB nonattainment designations for O_3, NO_X, PM_{10}, and $PM_{2.5}$. (El Monte, 2011a, p. 27)

- **Air Quality – Land Use Compatibility**. Approval of residential and other sensitive land uses within proximity to I-10 and other major stationary sources would result in exposure of persons to substantial concentrations of diesel particulate matter or other toxic air contaminants. (El Monte, 2011a, p. 27)

- **Noise – Transportation Sources.** Buildout of the El Monte General Plan Update would result in the placement of noise-sensitive land uses near transportation land uses that have noise environments exceeding the City's normally accepted land-use compatibility criterion. (El Monte, 2011a, p. 27)

- **Noise – Construction-Related Vibration.** Construction activities associated with buildout of the individual land uses associated with the proposed Land Use Plan would expose sensitive uses to strong levels of groundborne vibration. (El Monte, 2011a, p. 27)

- **Noise – Construction-Related Noise**. Construction activities associated with buildout of the individual and uses of the proposed Land Use Plan would substantially elevate noise levels in the vicinity of noise- sensitive land uses. (El Monte, 2011a, p. 27)

- **Transportation and Traffic – City Roadway Segments.** The roadway segment on Lower Azusa Road between Santa Anita Avenue and Peck Road would not operate at LOS E or better, even with planned improvements. There is no additional right-of-way to widen to roadway segment and restriping would not increase capacity on this segment. (El Monte, 2011a, pp. 27-28)

- **Transportation and Traffic – State Highway Intersections and Mainline Segments.** While planned improvements would result in state highway intersections and freeway mainline segments operating at acceptable levels of service at buildout of the general plan, any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections and mainline segments, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented. (El Monte, 2011a, p. 28)

- **Transportation and Traffic – State Highway Ramp Operations.** As stated above, state highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2 in the DPEIR), it cannot be guaranteed that such measures would be implemented. (El Monte, 2011a, p. 28)

- **Transportation and Traffic – County Congestion Management Plan**. State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting (Appendix F2 in the DPEIR), it cannot be guaranteed that such measures would be implemented. (El Monte, 2011a, p. 28)

1.4 California Environmental Quality Act Requirements

The CEQA Guidelines allow for the updating and use of a previously-certified EIR or adopted MND for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR or adopted MND. In cases where changes or additions occur with no new or more severe significant environmental impacts, an Addendum to a previously certified EIR or adopted MND may be

prepared. The following describes the requirements of an Addendum, as defined in § 15164 of the CEQA Guidelines:

a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.

b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, CEQA Guidelines § 15164(a) allows for the preparation of an Addendum if none of the conditions described in § 15162 are met. CEQA Guidelines § 15162 describes the conditions under which a Subsequent EIR must be prepared, as follows:

a. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or Negative Declaration was adopted, shows any of the following:

    1. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

    2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or

4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR or previously adopted MND, an Addendum may be prepared. See CEQA Guidelines § 15164. In the case of the proposed Project, and as demonstrated in the analysis presented in Section 5.0, none of the above circumstances that warrant the preparation of a Subsequent EIR are present.

The City has determined that an Addendum to the FPEIR should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

a. The FPEIR anticipated development of the Project site with "Industrial/Business Park" land uses, pursuant to the site's General Plan land use designation. The Project Applicant proposes to demolish the existing buildings on the site and redevelop the site with 1,235,340 s.f. of modern high-cube warehouse uses. The high-cube warehouse uses proposed by the Project Applicant are consistent with the site's "Industrial/Business Park" General Plan land use designation. The General Plan also identifies the Project site as part of the Northwest Industrial District, which is a designated redevelopment area; thus, redevelopment of the site as proposed by the Project was anticipated by the FPEIR (El Monte, 2011c, p. 3-17). Furthermore, as demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), the proposed Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts as compared to what was evaluated and disclosed in the FPEIR. Thus, there are no substantial changes proposed by the Project that would require major revisions to the certified FPEIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects. See CEQA Guidelines § 15162(a)(1).

b. Subsequent to the certification of the FPEIR, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time the GP/ZC Update was approved and FPEIR was certified, the Project site is fully developed with five buildings, including 518,145 s.f. of ambient-temperature warehousing, 467,826 s.f. of cold storage warehousing for perishable goods, an ancillary office building comprising 38,400 s.f. in size, and a 12,000 s.f. truck repair facility. Truck trailer parking spaces occur throughout the property, with passenger-vehicle parking in the southwestern portions of the site near the office building and truck repair facility. Areas surrounding the Project site are

fully developed with uses that existed at the time the FPEIR was certified. Furthermore, the General Plan identifies the Project site as part of the Northwest Industrial District, which is a designated redevelopment area; thus, redevelopment of the site as proposed by the Project Applicant was anticipated by the FPEIR (El Monte, 2011c, p. 3-17). Furthermore, as demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), the proposed Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts as compared to what was evaluated and disclosed in the FPEIR. Thus, there are no changes to the circumstances under which the Project would be undertaken that would require major revisions to the certified FPEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. See CEQA Guidelines § 15162(a)(2).

c. As demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), subsequent to the certification of the FPEIR, no new information of substantial importance has become available which was not known at the time the FPEIR was prepared and that would result in new or more severe effects to the environment. See CEQA Guidelines § 15162(a)(3)(A).

d. As demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), subsequent to the certification of the FPEIR, no new information of substantial importance has become available which was not known at the time the FPEIR was prepared and that would result in a determination that significant effects previously examined will be substantially more severe than shown in the FPEIR. See CEQA Guidelines § 15162(a)(3)(B).

e. As demonstrated in the accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively), subsequent to the certification of the FPEIR, no new information of substantial importance has become available that would indicate that mitigation measures or alternatives previously found not to be feasible would in fact be feasible to reduce one or more significant effects identified by the FPEIR. See CEQA Guidelines § 15162(a)(3)(C).

f. The accompanying Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively) show that the impacts of the proposed Project would be similar to or reduced in comparison to what was disclosed by the FPEIR. There are no new mitigation measures or alternatives which are considerably different from those analyzed in the FPEIR that would substantially reduce one or more significant effects on the environment as identified by the FPEIR. See CEQA Guidelines § 15162(a)(3)(D).

As demonstrated above, the Project does not meet any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR. There are no conditions associated with the Project or its circumstances that would warrant preparation of a subsequent EIR, and no new information has become available that would require preparation of a subsequent EIR. The accompanying

Environmental Checklist Form and its associated analyses (refer to Sections 3.0 and 4.0, respectively) demonstrate that the Project would not result in new or more severe impacts to the environment compared to what was disclosed by the FPEIR and that only minor technical changes or additions to the FPEIR are necessary to evaluate the Project pursuant to CEQA. Thus, based on the above facts and substantial evidence in the Project's administrative record, the City of El Monte determined that an Addendum to the previously-certified FPEIR is the appropriate type of CEQA-compliance document for the proposed Project in accordance with CEQA Guidelines §§ 15162(b), 15164(a), and 15164(b).

1.5 Type of CEQA-Compliance Document and Level of Analysis

This document is an Addendum to the previously-certified *City of El Monte General Plan and Zoning Code Update EIR* (SCH. No. 2008071012) ("FPEIR"). As such, this Addendum analyzes the potential environmental effects of the proposed Project as compared to the effects identified in the certified FPEIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the FPEIR was certified. This evaluation includes a determination as to whether the changes proposed for the Project would a) result in any new significant impact; b) result in a more severe impact; c) result in a new ability to substantially reduce a significant impact; or d) result in no substantial change from the previous analysis of the FPEIR.

CEQA Guidelines §15168(a) states that a Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1) Geographically,
2) A logical parts *[sic]* in the chain of contemplated actions,
3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

CEQA Guidelines § 15168(c) states that subsequent activities undertaken pursuant to a Program EIR must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. Pursuant to CEQA Guidelines § 15168(c)(4), where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the site-specific operational characteristics were covered in the Program EIR. This EIR Addendum complies with the requirements of CEQA Guidelines § 15168(c)(4) because it analyzes site-specific operations of the Project site and how the operational characteristics of the Project were covered in the FPEIR.

1.6 Format and Content of this Initial Study

The following components comprise the Initial Study (IS) that supports this EIR Addendum in its totality:

Section 1.0, Introduction, identifies the purpose of this Initial Study (IS) and EIR Addendum, provides an overview of relevant CEQA requirements, identifies the intended use of this EIR Addendum, provides an overview of the organizational format of this Addendum, identifies the scope of environmental analysis, and discloses the permits and entitlements needed for Project approval.

Section 2.0, Project Description, describes the proposed Project and provides a description of proposed discretionary approvals and permits required for Project implementation.

Section 3.0, Environmental Setting, provides a description of the physical environmental conditions in the vicinity of the Project, from both a local and regional perspective, and describes the existing jurisdictional and regulatory requirements that apply to the Project area.

Section 4.0, Environmental Checklist, presents a summary of the results of the environmental evaluation of the proposed Project, and identifies whether the Project would result in any new or more severe environmental effects.

Section 5.0, Environmental Analysis, evaluates each response provided in the environmental checklist form. Each response checked is briefly discussed and supported by substantial evidence. As appropriate, each response discussion describes and identifies specific effects anticipated with Project implementation, compares those effects against the conclusions of FPEIR, and provides a conclusion as to whether the Project would result in any new or more severe impacts to the environment not previously identified.

Section 5.0, References, provides a list of references that were consulted in preparation of this document.

Eleven (11) technical reports were prepared to evaluate the proposed Project, which are attached as EIR Addendum as Technical Appendices A-J.

Appendix A:	Air Quality Impact Analysis
Appendix B:	Health Risk Assessment
Appendix C:	Historical Structure Assessment
Appendix D:	Geotechnical Report
Appendix E:	Greenhouse Gas Analysis
Appendix F:	Phase I Environmental Site Assessment
Appendix G:	Preliminary Hydrology Study
Appendix H:	Noise Impact Analysis
Appendix I:	Traffic Impact Analysis
Appendix J:	Water Supply Assessment
Appendix K:	On-Site Tree Inventory Report

The adopted FPEIR, accompanying Mitigation Monitoring Program, and Technical Appendices, which are all herein incorporated by reference pursuant to CEQA Guidelines Section § 15150, are available for review at City of El Monte Planning Division; 11333 Valley Boulevard, El Monte, CA 91731.

1.7 Scope of Environmental Analysis

The City of El Monte prepared the proposed Project's Initial Study Checklist as suggested by CEQA Guidelines §§ 15063(d)(3) and 15168(c)(4). The CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in § 15162, which would require a subsequent EIR or MND, are met and whether there would be new significant impacts resulting from the Project not examined in the previously-certified FPEIR. The checklist, along with explanation and discussion of each answer is found in Section 5.0. There are four possible responses to each of the environmental issues including on the checklist:

1. **New Significant Impact.** This response is used to indicate when the Project has changed to such an extent that major revisions of the FPEIR are required to due to the presence of new significant environmental effects.

2. **More Severe Impact.** This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions of FPEIR are required due to the fact that the severity of previously identified significant effects would substantially increase.

3. **New Ability to Substantially Reduce Significant Impact.** This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time FPEIR was adopted, indicates that there are new mitigation measures or alternatives available to result in less severe environmental impacts of the Project, and the Project proponent agrees to adopt the mitigation measures or alternatives. This response also is used to indicate when the Project would implement Project-specific mitigation measures that implement and provide more detail than the mitigation measures presented in the FPEIR.

4. **No Substantial Change from Previous FPEIR Analysis.** This response is used to indicate when the FPEIR found an environmental impact to not occur or to be less than significant with or without mitigation, and the proposed Project would not create a new impact or substantially increase the severity of the previously identified environmental impact. In addition, this response is used for issues that were found by the FPEIR to be significant and unavoidable, but the proposed Project would not result in any new or more severe impacts beyond what was disclosed by the FPEIR.

1.8 Preparation and Processing of this Initial Study

The City of El Monte Community Development Department, Planning Division, directed and supervised the preparation of this EIR Addendum. Although prepared with assistance of the consulting firm T&B

Planning, Inc., the content contained within and the conclusions drawn by the Initial Study and EIR Addendum reflect the sole independent judgment of the City.

This Initial Study will be forwarded, along with the previously-certified FPEIR, to the City of El Monte Planning Commission for review as part of their deliberations concerning the proposed Project. A public hearing(s) will be held before the City of El Monte Planning Commission to consider the proposed Project and the adequacy of this EIR Addendum, at which time public comments will be heard. Following conclusion of the hearing(s) before the City of El Monte Planning Commission, the Planning Commission will recommend approval, conditional approval, or denial of the proposed Project, and shall prepare a report and recommendation to the El Monte City Council with respect to the proposed Development Agreement. Following the Planning Commission's recommendations, the City Council will hold a hearing(s) on the proposed Project, and will decide whether to approve, conditionally approve, or deny the proposed Project. Because the Development Agreement would be adopted by ordinance, a second City Council hearing would be required prior to Project approval. (El Monte, 2017a)

1.9 Existing Documents Incorporated by Reference

State CEQA Guidelines §§ 15150 and 15168(c)(3) and (d)(2) permit and encourage an environmental document to incorporate by reference other documents that provide relevant data. The documents listed in 6.0, *References*, are hereby incorporated by reference, and the pertinent material is summarized as needed within this EIR Addendum. All documents incorporated by reference are available for review at the City of El Monte, Planning Division, City Hall West, 11333 Valley Boulevard, El Monte, CA 91731.

1.10 Points of Contact

The Lead Agency for this environmental document is the City of El Monte. Any questions about the preparation of this EIR Addendum, its assumptions, or its conclusions should be referred to:

City of El Monte Planning Division
Attn: Betty Donavanik, Senior Planner
11333 Valley Boulevard
El Monte, CA 91731
Phone: (626) 580-2056
bdonavanik@elmonteca.gov

The point of contact for the Project Applicant is:

GLC El Monte LLC
Attn: Blair Dahl, Vice President Entitlements & Construction, Southwest Region
18201 Von Karman Avenue, Suite 1170
Irvine, CA 92612

2.0 PROJECT DESCRIPTION

As previously noted, the City's General Plan and Zoning Code designates the subject property for "Industrial/Business Park (I/BP)" land uses. The I/BP designation is primarily applied to the northwestern portion of the City, and allows for a mix of sustainable manufacturing, processing, office, warehousing, and distribution uses that generate employment, minimize traffic, and are compatible with residential neighborhoods. Supporting and limited retail uses are also allowed. Industrial uses are allowed at an intensity of up to 1.0 Floor Area Ratio (FAR). The General Plan also designates the Northwest Industrial District, within which the Project site is located, as a "redevelopment project area." (El Monte, 2011a, p. LU-8 and Figure LU-1; El Monte, 2011c, p. 3-17)

Under existing conditions, the Project site is fully developed with 1,036,371 s.f. of industrial warehouse space that is now vacant and was formerly used by the supermarket chain Vons. The existing buildings on the site were constructed in approximately 1956, and due to age, the existing buildings are no longer competitive in the modern industrial market. In conformance with the City's General Plan and the assumptions made in the General Plan and Zoning Code Update Final Program Environmental Impact Report (FPEIR), and as more fully explained in this subsection, the Project proposes to demolish the existing buildings on the site and redevelop the site with 1,235,340 s.f. of modern high-cube warehouse uses.

Redevelopment of the Project site was anticipated by the City's General Plan and Zoning Code Update Final EIR (FPEIR), which was prepared as a Program EIR pursuant to CEQA Guidelines § 15168. As noted in the FPEIR:

> "Once a program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. In this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis." (El Monte, 2011c, p. 1-4)

Consistent with the description in the FPEIR, the proposed Project comprises a subsequent activity that is within the scope of the FPEIR because it comprises redevelopment of industrial uses in an area designated by the General Plan and Zoning Code Update for both industrial uses and redevelopment. Provided in this subsection is a detailed description of the proposed Project. Section 5.0, *Environmental Analysis*, provides a comparative analysis of the currently proposed Project to the impacts that would be attributable to the Project site as determined by the FPEIR. Section 5.0 also identifies which of the FPEIR's mitigation

measures are applicable to the Project and, where necessary, explains how the Project will be required to implement each of the FPEIR's applicable mitigation measures.

2.1 PROJECT LOCATION

The Project site consists of an approximately 55.7-acre property (APNs 8577-007-018, 8577-007-010, and 8577-007-011) located in the northwestern potion of the City of El Monte. As shown on Figure 2-1, *Vicinity Map*, the Project site is located at the southeast corner of Shirley Avenue and Lower Azusa Road. The Project site is bound to the east by existing light industrial, commercial, and school uses, and is bound to the south by the Union Pacific Railroad (UPRR) rail tracks. Baldwin Avenue occurs approximately 0.1 mile to the west of the site, while Arden Drive occurs approximately 0.2 mile to the east. The Project site occurs at 34° 05' 12" North Longitude and 118° 02' 51" West Latitude.

2.2 PROPOSED DISCRETIONARY APPROVALS

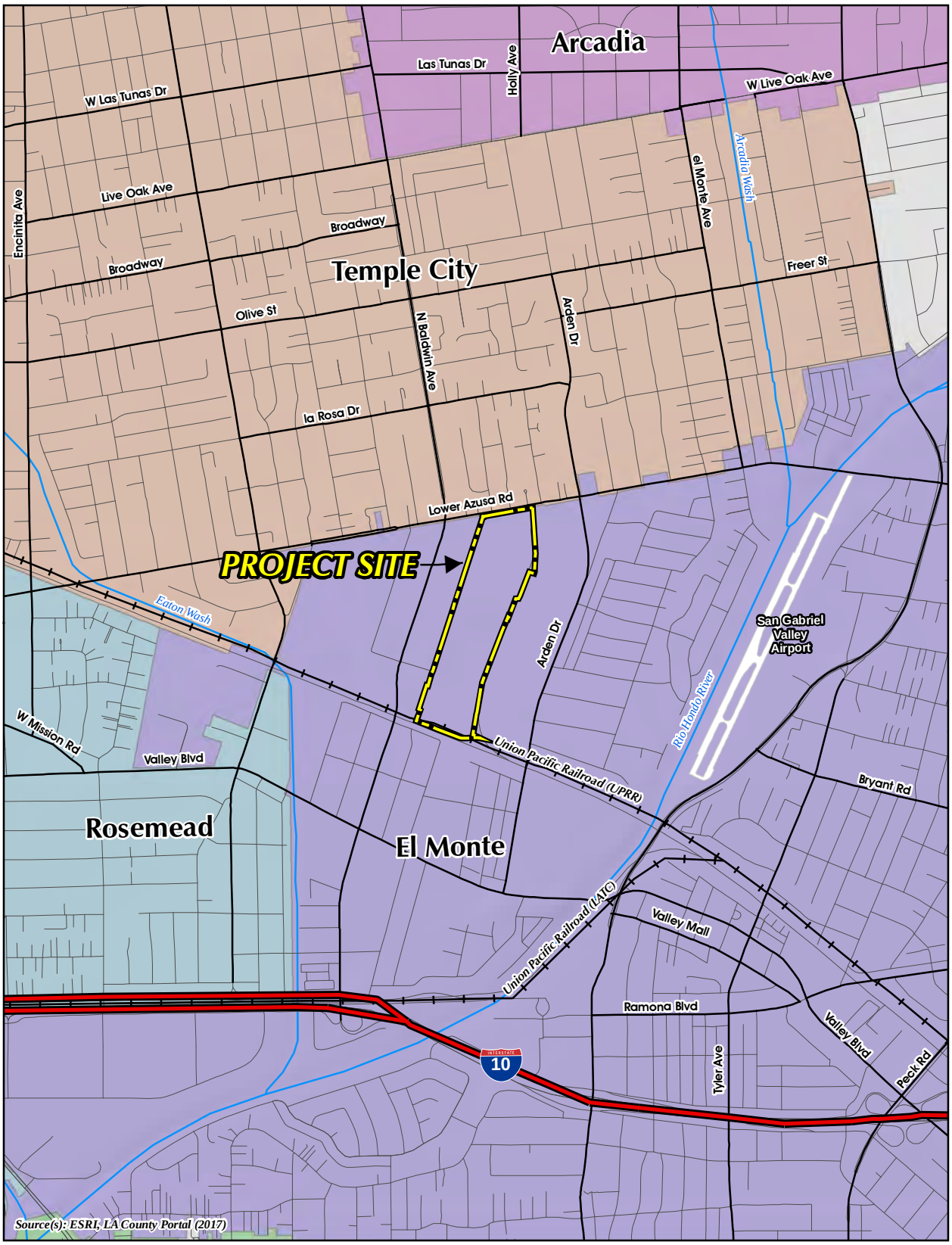
The proposed Project consists of requests for the approval of Design Review Approval No. 01-18 (DR 01-18), Conditional Use Permit No. 03-18 (CUP 03-18), a Modification (MOD No. 02-18), and a Development Agreement (DA No. 01-18). Each of these applications are discussed below. Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the City of El Monte Planning Division, City Hall West, 11333 Valley Boulevard, El Monte, CA 91731. A detailed description of the proposed Project is provided in the following subsections. It should be noted that the Project design features described in the following subsections would be fully enforceable by the City as part of its review of implementing ministerial applications.

2.2.1 DESIGN REVIEW APPROVAL NO. 01-18 (DR 01-18)

§ 17.22.020.A of the City's Municipal Code requires Design Review approval for any new commercial, office, or industrial building. Accordingly, Design Review Approval 01-18 is proposed to fulfill the requirements of Municipal Code § 17.22.020.A. As part of the Design Review process, the City considers the following components of a proposed development: a) site planning and configurations; b) architectural design; c) circulation and parking; and d) landscaping. A description of each of these components is provided below, as well as a description the Project's proposed walls and fencing; grading and site work; and water, sewer, and drainage.

A. Site Planning and Building Configuration

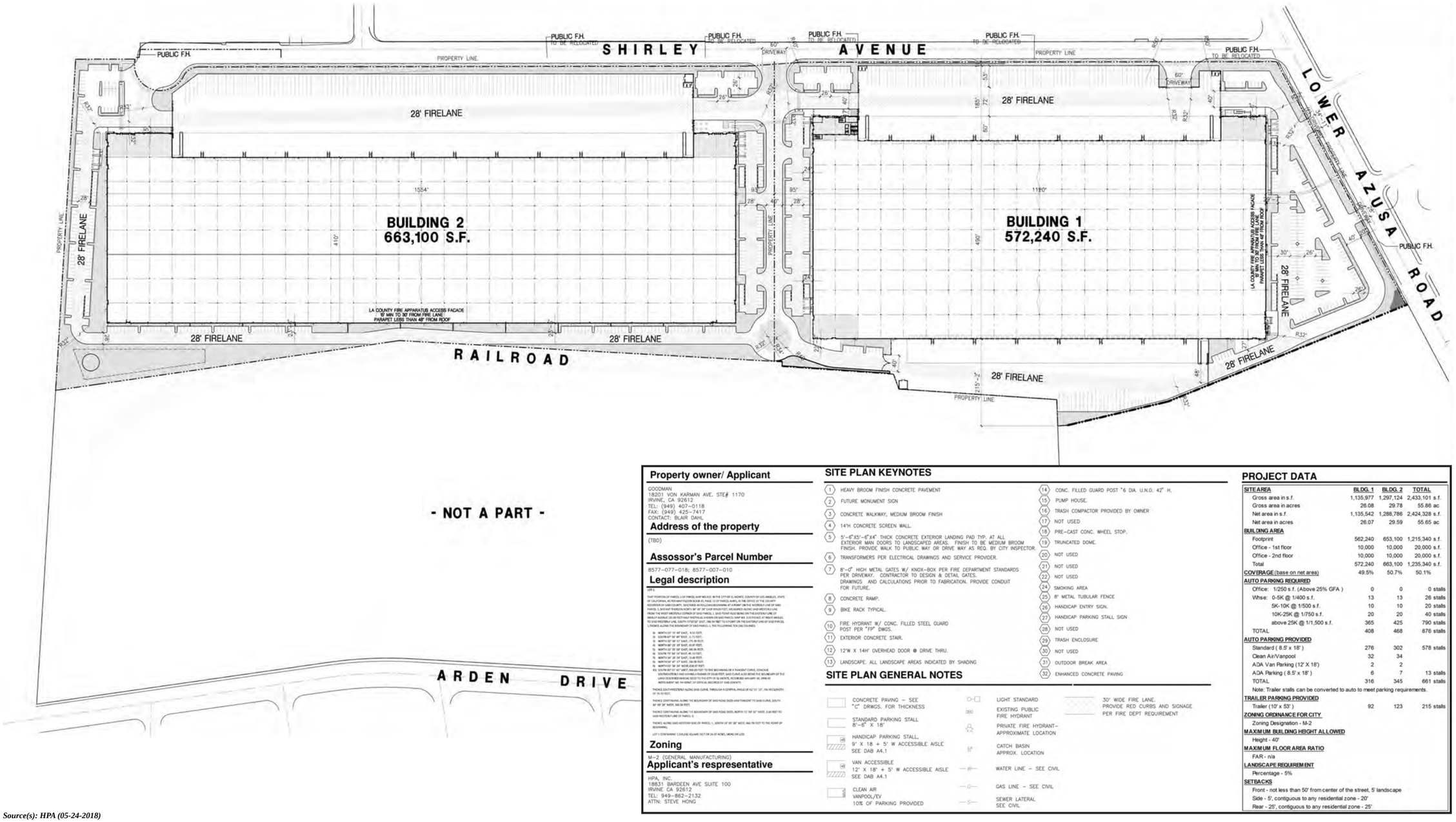
Figure 2-2, *Master Site Plan*, depicts the overall site plan proposed by the Project. As shown, the Project proposes to redevelop the 55.7-acre site with two high-cube warehousing buildings. Building 1, located in the north of the site, would provide for approximately 572,240 s.f. of high-cube warehousing uses, while Building 2, located south of Building 1, would provide a total of 663,100 s.f. of high-cube warehousing uses. In total, the Project would provide 1,235,340 s.f. of high-cube warehouse uses. A total of 187 dock doors are proposed along the eastern and western sides of Building 1 and the western side of Building 2. A total of 215 stalls are proposed for truck trailer parking, primarily along the west side of the site. Access to the dock doors and trailer parking stalls would be controlled by eight-foot tall metal



0 500 1,000 2,000 Feet

Figure 2-1

VICINITY MAP



Source(s): HPA (05-24-2018)

NOT TO SCALE

Figure 2-2

MASTER SITE PLAN

gates. A total of 553 parking stalls for passenger vehicles are proposed, which would be located in the south of the site, between Buildings 1 and 2, and at the north end of the site. A 28-foot wide fire lane is accommodated around and between both buildings. A detailed description of each building is provided in the following subsections.

Building 1 Site Plan

Figure 2-3, *Building 1 Site Plan*, depicts the proposed site plan for Building 1. As shown, Building 1 would measure 572,240 s.f. in size. Building 1 would include up to 20,000 s.f. of office space, with 10,000 s.f. each on the first and second floors. The remaining 552,240 s.f. of the building would consist of high-cube warehouse uses. A total of 104 dock doors are proposed on the building, with 56 dock doors on the west side of the building and 48 dock doors on the east side. A total of 92 truck trailer parking stalls are proposed, with 75 stalls occurring to the west of Building 1 and 17 stalls occurring to the east of Building 1. Access to the dock doors and trailer parking stalls would be controlled by 12-foot tall metal gates. A total of 316 passenger vehicle parking stalls are proposed and would be located along the southern and northern portions of the building. A 28-foot fire lane surrounds Building 1 and would accommodate emergency access throughout the site.

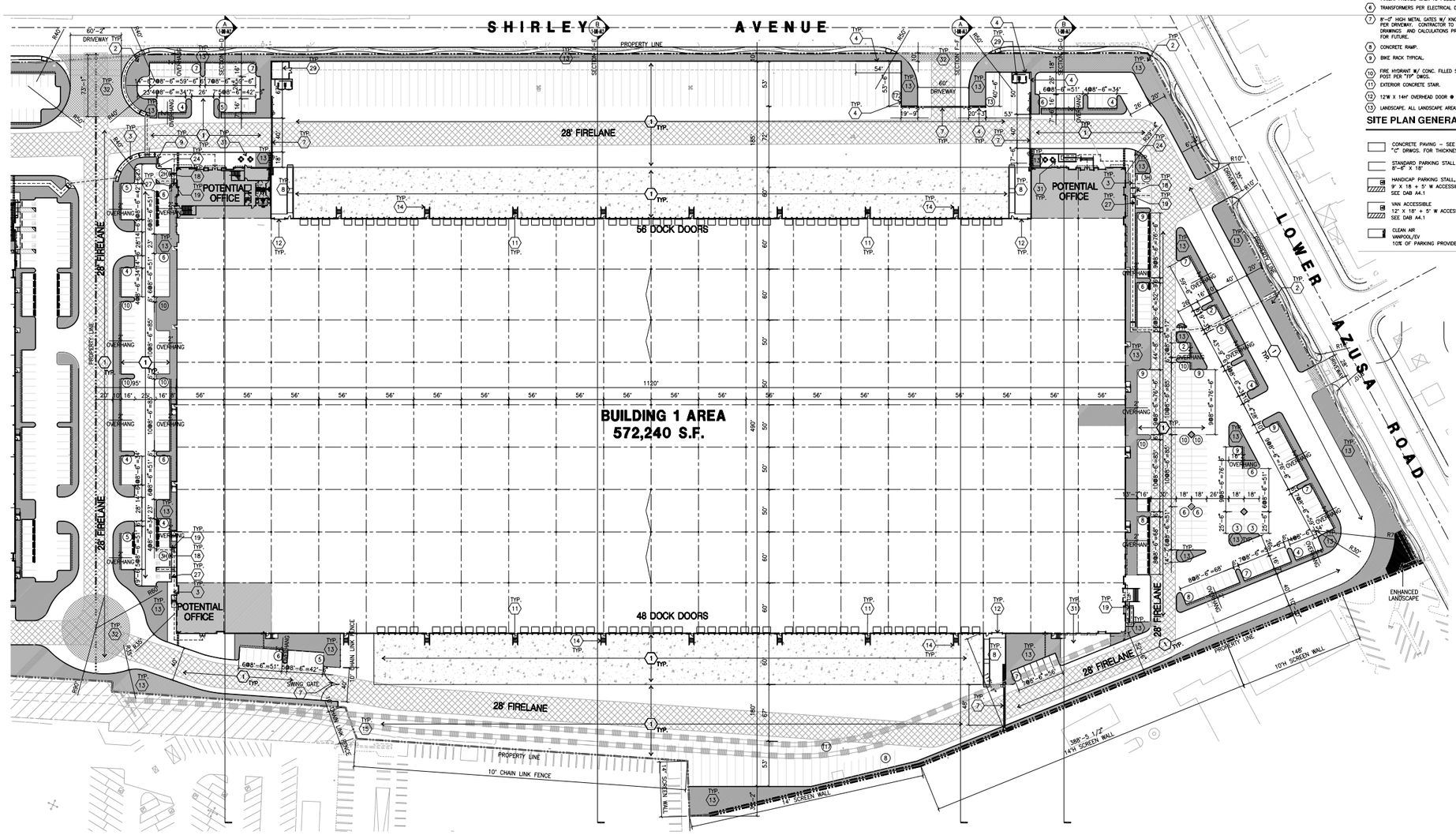
Building 2 Site Plan

Figure 2-4, *Building 2 Site Plan*, depicts the proposed site plan for Building 2. As shown, Building 2 would measure 663,100 s.f. in size. Building 2 would include up to 20,000 s.f. of office space, with 10,000 s.f. each on the first and second floors. The remaining 643,100 s.f. would consist of high-cube warehouse uses. A total of 83 dock doors are proposed along the western side of the building. Access to the dock doors and trailer parking stalls would be controlled by 12-foot tall metal gates. A total of 247 passenger vehicle parking stalls are proposed and would be located to the south and north of Building 2. A 28-foot fire lane surrounds Building 2 and would accommodate emergency access throughout the site.

B. Architectural Design

Figure 2-5, *Building 1 Elevations*, and Figure 2-6, *Building 2 Elevations*, depicts the building elevations for both of the proposed buildings. Figure 2-7, *Building 1 Conceptual Illustration*, presents a conceptual rendering of Building 1 as would be viewed from Lower Azusa Road. As shown, both buildings are proposed to consist of concrete tilt-up panels that would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. Aluminum storefront framing with tempered glass would be provided at all entries to the buildings. Eight-foot by eight-foot green signs are proposed near the main corners of both buildings. Exterior horizontal canopies are proposed to highlight the building entries, while freestanding elements are proposed to accent the building facades. Within docking areas would be a series of overhead doors to facilitate the transfer of goods to and from trucks.

Both buildings would feature varied rooflines. At the corners of the building where office uses are proposed, the buildings would measure approximately 40’ 6” in height and would extend to a height of 41’ 6”. Within the loading dock areas, total building height would extend to approximately 45’ 6” in



SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. FUTURE MONUMENT SIGN
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. 14'H CONCRETE SCREEN WALL.
5. 5'-0"X5'-0"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. TRANSFORMERS PER ELECTRICAL DRAWINGS AND SERVICE PROVIDER.
7. 8'-0" HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. CONTRACTOR TO DESIGN & DETAIL GATES. DRAWINGS AND CALCULATIONS PRIOR TO FABRICATION. PROVIDE CONDUIT FOR FUTURE.
8. CONCRETE RAMP.
9. BIKE RACK TYPICAL.
10. FIRE HYDRANT W/ CONC. FILLED STEEL GUARD POST PER "TIP" DWGS.
11. EXTERIOR CONCRETE STAIR.
12. 12'W X 14H' OVERHEAD DOOR @ DRIVE THRU.
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING
14. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H.
15. PUMP HOUSE.
16. TRASH COMPACTOR PROVIDED BY OWNER
17. NOT USED
18. PRE-CAST CONC. WHEEL STOP.
19. TRUNCATED DOME.
20. NOT USED
21. NOT USED
22. NOT USED
24. SMOKING AREA
25. 8' METAL TUBULAR FENCE
26. HANDICAP ENTRY SIGN.
27. HANDICAP PARKING STALL SIGN
28. NOT USED
29. TRASH ENCLOSURE
30. NOT USED
31. OUTDOOR BREAK AREA
32. ENHANCED CONCRETE PAVING

SITE PLAN GENERAL NOTES

- CONCRETE PAVING – SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 8'-0" X 18'
- HANDICAP PARKING STALL, 9' X 18 + 5' W ACCESSIBLE AISLE SEE DAB A4.1
- VAN ACCESSIBLE 12' X 18' + 5' W ACCESSIBLE AISLE SEE DAB A4.1
- CLEAN AIR VANPOOL/EV 10% OF PARKING PROVIDED
- LIGHT STANDARD
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- CATCH BASIN APPROX. LOCATION
- WATER LINE – SEE CIVIL
- GAS LINE – SEE CIVIL
- SEWER LATERAL SEE CIVIL
- 30' WIDE FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT

Property owner/ Applicant

GOODMAN
18201 VON KARMAN AVE. STE# 1170
IRVINE, CA 92612
TEL: (949) 407-0118
FAX: (949) 425-7417
CONTACT: BLAIR DAHL

Address of the property

(TBD)

Assossor's Parcel Number

8577-077-018; 8577-007-010

Legal descrIptIon

Zoning

M-2 (GENERAL MANUFACTURING)

Applicant's respresentative

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2132
ATTN: STEVE HONG

PROJECT DATA

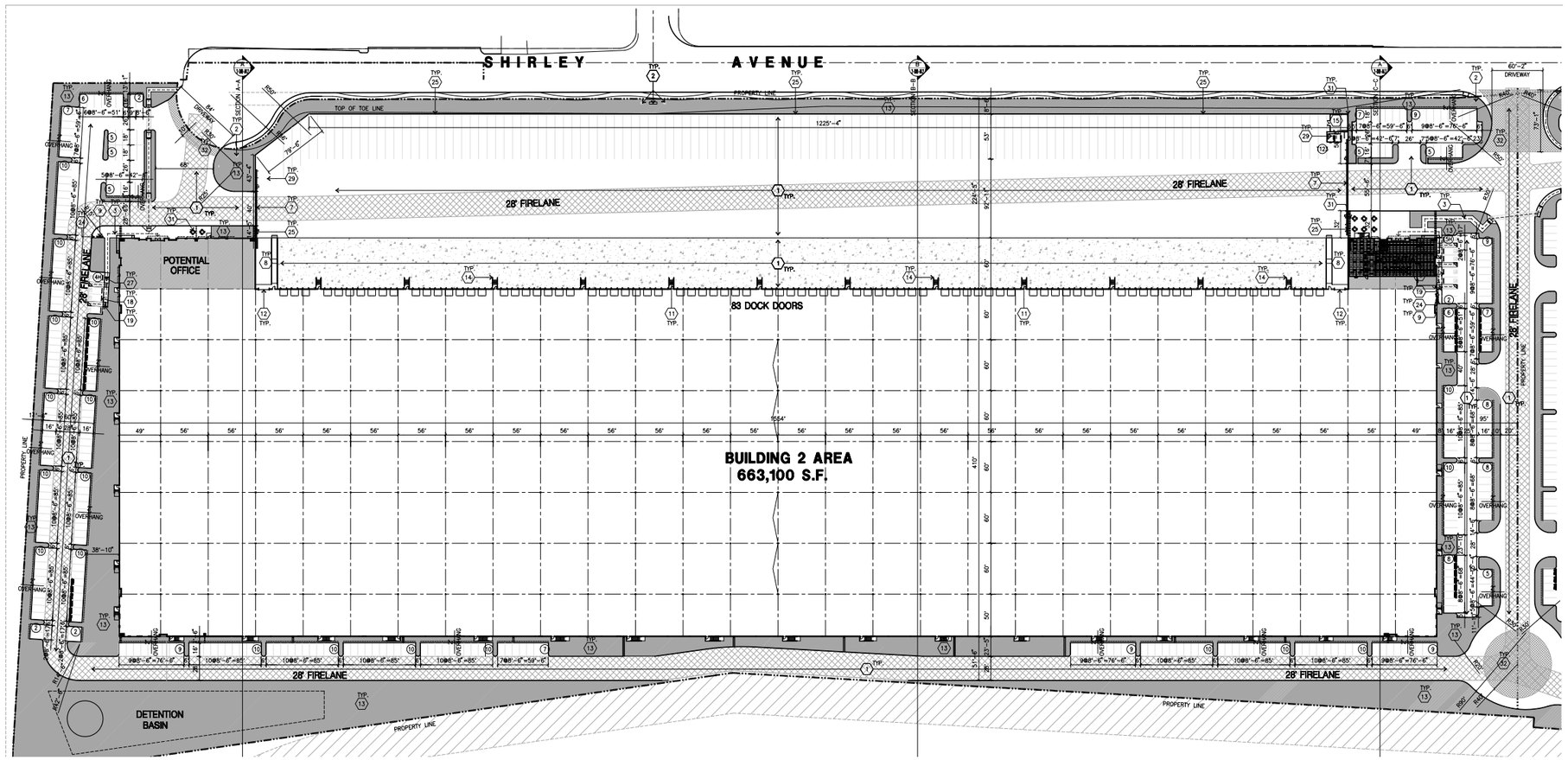
	BLDG. 1	BLDG. 2	TOTAL
SITE AREA			
Gross area in s.f.	1,138,977	1,297,124	2,433,101 s.f.
Gross area in acres	26.08	29.78	55.86 ac
Net area in s.f.	1,138,542	1,288,786	2,424,328 s.f.
Net area in acres	26.07	29.59	55.65 ac
BUILDING AREA			
Footprint	562,240	653,100	1,215,340 s.f.
Office - 1st floor	10,000	10,000	20,000 s.f.
Office - 2nd floor	10,000	10,000	20,000 s.f.
Total	572,240	663,100	1,235,340 s.f.
COVERAGE (base on net area)	49.5%	50.7%	50.1%
AUTO PARKING REQUIRED			
Office: 1/250 s.f. (Above 25% GFA)	0	0	0 stalls
Whse: 0-5K @ 1/800 s.f.	13	13	26 stalls
5K-10K @ 1/500 s.f.	10	10	20 stalls
10K-25K @ 1/750 s.f.	20	20	40 stalls
above 25K @ 1/1,500 s.f.	365	426	791 stalls
TOTAL	408	469	877 stalls
AUTO PARKING PROVIDED			
Standard (8.5' x 18')	277	302	579 stalls
Clean Air/Vanpool	32	34	
ADA Van Parking (12' X 18')	2	2	
ADA Parking (8.5' x 18')	6	7	13 stalls
TOTAL	317	345	662 stalls
Note: Trailer stalls can be converted to auto to meet parking requirements.			
TRAILER PARKING PROVIDED			
Trailer (10' x 53')	91	123	214 stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - M-2			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 40'			
MAXIMUM FLOOR AREA RATIO			
FAR - n/a			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
SETBACKS			
Front - not less than 50' from center of the street, 5' landscape			
Side - 5', contiguous to any residential zone - 20'			
Rear - 25', contiguous to any residential zone - 25'			

Source(s): HPA Architecture (01-03-2018)

NOT TO SCALE

Figure 2-3

BUILDING 1 SITE PLAN



SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. FUTURE MONUMENT SIGN
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
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FAR - n/a			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
SETBACKS			
Front - not less than 50' from center of the street, 5' landscape			
Side - 5', contiguous to any residential zone - 20'			
Rear - 25', contiguous to any residential zone - 25'			

Source(s): HPA Architecture (01-03-2018)

NOT TO SCALE

Figure 2-4

BUILDING 2 SITE PLAN

Source(s): HPA Architecture (05-24-2018)

Figure 2-5

NOT TO SCALE

BUILDING 1 ELEVATIONS

North Elevation

West Elevation

South Elevation

East Elevation

Source(s): HPA Architecture (05-24-2018)

NOT TO SCALE

Figure 2-6

BUILDING 2 ELEVATIONS

Source(s): HPA Architecture (01-11-2018)

Figure 2-7

NOT TO SCALE

BUILDING 1 CONCEPTUAL ILLUSTRATION

height, although this would occur as a result of ramps at the docking doors that slope down four feet such that, when viewed from off-site locations, the building height in the docking areas would appear to be the same height as building elements in the non-docking areas. At varied intervals (between 20 and 50 feet), lowered rooflines are proposed that would be two to three feet below the height of the main building.

C. Circulation and Parking

As previously indicated, the Project would accommodate a total of 661 passenger-vehicle parking stalls and a total of 215 truck trailer parking stalls. A total of 316 passenger vehicle parking stalls are proposed for Building 1 and would be located along the southern and northern portions of the building. A total of 345 passenger vehicle parking stalls are proposed for Building 2 and would be located to the south, north, and east of Building 2. Additionally, a total of 92 truck trailer parking stalls are proposed for Building 1, with 75 stalls on the west side of the building and 17 stalls located on the east side of the building. A total of 123 truck trailer parking stalls also are proposed on the west side of Building 2.

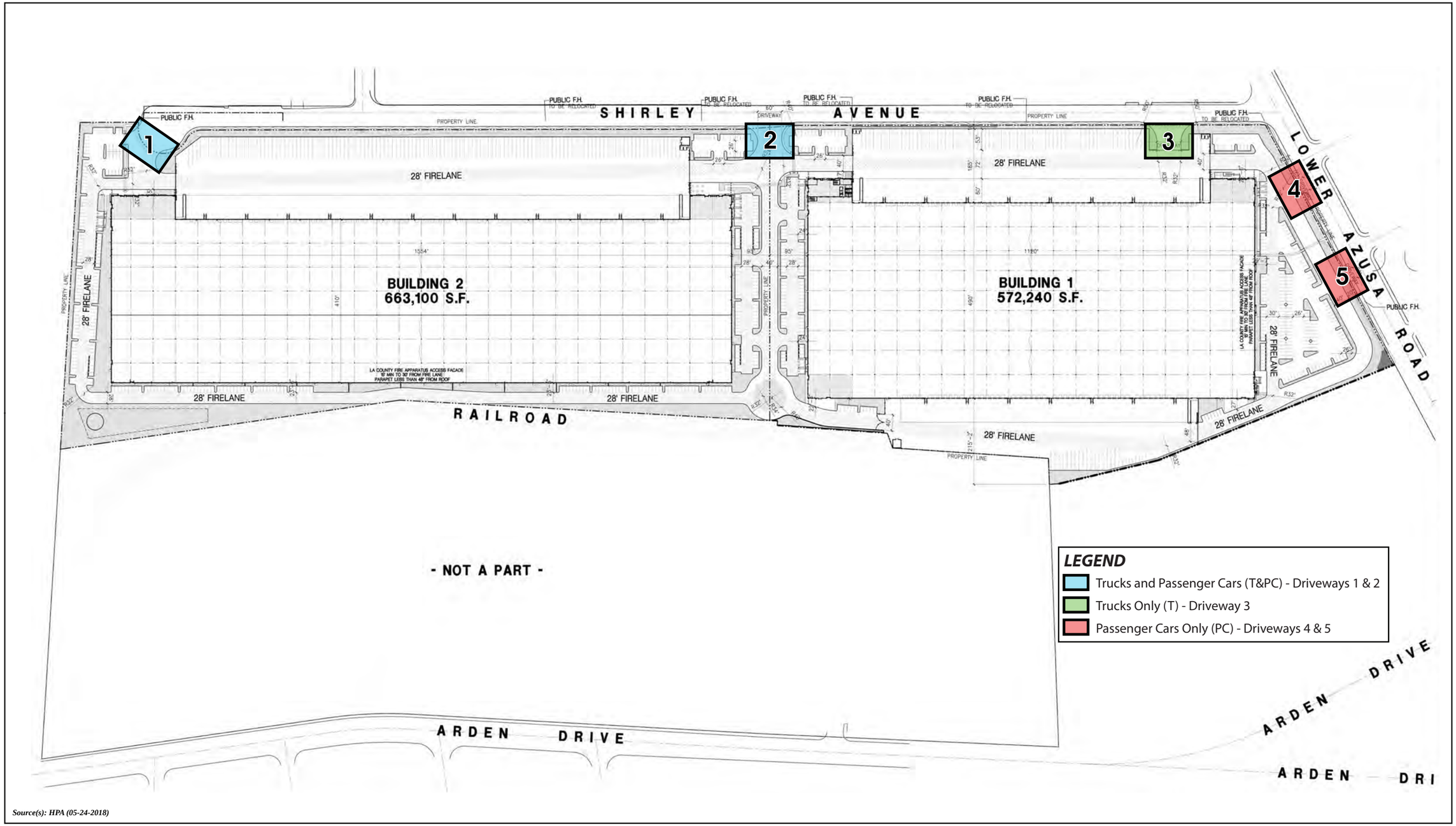
As shown on Figure 2-8, *Site Access*, access to the Project site would be provided via Shirley Avenue to the west and Lower Azusa Road to the north from five driveways. Driveway 1 occurs at the southern extent of Shirley Avenue, and provides both truck and passenger vehicle access to Building 2. Driveway 2 occurs between proposed Buildings 1 and 2 and would provide both truck and passenger vehicle access to Buildings 1 and 2. Driveway 3 occurs in the northern portion of the Building 1 site and provides access for truck traffic (only) from Shirley Avenue. Driveway 3 would be controlled by 12-foot tall metal gates. Driveways 4 and 5 occur at the northern Project boundary and provide access to Building 1 for passenger vehicles only. Truck trips to the Project site would occur via Shirley Avenue from Lower Azusa Road, and from Baldwin Avenue via Gidley Street and Shirley Avenue. Trucks would not be allowed to access the site via Lower Azusa Road. Most truck trips arriving or departing from the site would either originate from or be destined to Interstate 10 (I-10), located approximately 0.7-mile south of the Project site.

D. Landscaping

Figure 2-9, *Landscape Plan*, depicts the Project's proposed landscape plan. As shown, the Project proposes to remove all existing landscaping from the site, and would install trees, shrubs, accent shrubs and groundcover throughout the site and in particular along the Project's boundaries. The Project's frontage with Lower Azusa Road would be landscaped with trees, shrubs and groundcover, and a meandering sidewalk. Along the Project's frontage with Shirley Avenue, landscaping also would include trees, shrubs, and groundcover, with a meandering sidewalk. Entrances to the Project site from Shirley Avenue also would be highlighted by landscaping. Landscaping including trees, shrubs, and groundcover also would occur along the Project's southern perimeter, the Project's eastern perimeter (except for the truck loading dock area east of Building 1), passenger vehicle parking areas, and immediately surrounding both buildings. All proposed trees would consist of evergreen trees.

E. Walls and Fencing

As shown on Figure 2-10, *Proposed Walls and Fencing*, the Project proposes a number of walls and fences for security and screening purposes. Specifically, a screen wall varying in height from 10 to 14 feet would



Source(s): HPA (05-24-2018)

NOT TO SCALE

Figure 2-8

SITE ACCESS

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Chilopsis tashkentensis Chilopsis	24" Box	157	L	Standard
	Cupressus sempervirens Italian Cypress	24" Box	146	L	Standard
	Heteromeles arbutifolia Toyon	15 Gal	15	VL	Multi
	Juniperus 'Skyrocket' Skyrocket Juniper	24" Box	9	L	Standard
	Koelreuteria bipinnata Chinese Flame Tree	36" Box	22	M	Multi
	Lagerstroemia i 'Muskogee' Crape Myrtle	24" Box 36" Box	5 74	M M	Standard Street trees
	Pinus canariensis Canary Island Pine	24" Box	40	L	Standard
	Pinus eldarica Afghan Pine	24" Box	70	VL	Standard
	Quercus virginiana Southern Live Oak	24" Box	14	M	Standard
	Rhus lancea African Sumac	24" Box	9	L	Standard
	Schinus molle California Pepper	24" Box	7	VL	Multi
	Tabebuia impetiginosa Pink Trumpet Tree	36" Box	7	M	Standard
	Tristania conferta Brisbane Box	15 Gal	66	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acanthus mollis Bear's Breech	5 Gal	3'	M	
	Agave vilmoriniana Pineapple Agave	5 Gal	3'	L	
	Artemisia 'Powis Castle' Artemisia	5 Gal	3'	M	
	Buxus j. 'Green Beauty' Japanese Boxwood	5 Gal	2.5'	M	Hedge
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	3'	L	
	Carissa macrocarpa 'Tuttle' Natal Plum	5 Gal	3.5'	L	
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	3.5'	L	
	Dianella 'Little Rev' Dwarf Dianella	5 Gal	2'	M	
	Dianella tasmanica Dianella	5 Gal	3'	M	
	Dodonaea viscosa 'Purpurea' Hopseed Bush	5 Gal	4'	L	
	Elaeagnus pungens Silverberry	5 Gal	5'	L	
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	4'	L	
	Ligustrum j. 'Texanum' Texas Privet	5 Gal	3'	M	
	Pittosporum tobira 'Variegata' Variegated Mock Orange	5 Gal	3'	M	Hedge
	Pittosporum t. 'Wheeler' Wheeler's Dwarf	5 Gal	2.5'	M	
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	3'	L	Hedge
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	3'	L	Hedge
	Rhamnus californica Coffeeberry	5 Gal	4'	VL	
	Rhamnus c. 'Mound San Bruno' Dwarf Coffeeberry	5 Gal	4'	VL	
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	3'	VL	
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	4'	VL	
	Salvia greggii Autumn Sage	5 Gal	3'	L	
	Salvia leucantha Mexican Sage	5 Gal	3'	L	
	Senna artemisioides Feathery Cassia	5 Gal	4'	L	
	Westringia fruticosa Coast Rosemary	5 Gal	5'	L	
	Xylosma congestum Shiny Xylosma	5 Gal	3'	L	Hedge

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	8' O.C.	L	
	Baccharis p. 'Centennial' Coyote Bush	1 Gal	48" O.C.	L	
	Carex barbarae California Meadow Sedge	4" Pots	12" O.C.	M	Grass
	Carex tumulicola Foothill Sedge	1 Gal	18" O.C.	L	Grass
	Festuca mairei Atlas Fescue	1 Gal	24" O.C.	L	Grass
	Festuca o. 'Glauca' Blue Fescue	1 Gal	12" O.C.	L	Grass
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Juncus patens California Rush	1 Gal	36" O.C.	M	Grass
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Liriope gigantea Big Blue Lily Turf	1 Gal	24" O.C.	M	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	M	Grass
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Nassella tenuissima Mexican Feather Grass	1 Gal	24" O.C.	L	Grass
	Pennisetum messiacum Red Bunny Tails Fountain Grass	1 Gal	30" O.C.	L	Grass
	Pennisetum a. 'Little Bunny' Little Bunny Fountain Grass	1 Gal	12" O.C.	L	Grass
	Pennisetum orientale Oriental Fountain Grass	1 Gal	30" O.C.	L	Grass
	Pennisetum rubrum Purple Fountain Grass	1 Gal	36" O.C.	L	Grass
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	M	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	VL	
	Salvia 'Bee's Bliss' Bee's Bliss Sage	1 Gal	48" O.C.	L	
	Sesleria autumnalis Moor Grass	1 Gal	18" O.C.	M	Grass
	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	
	Tulbaghia violacea Society Garlic	1 Gal	24" O.C.	L	

ACCENTS

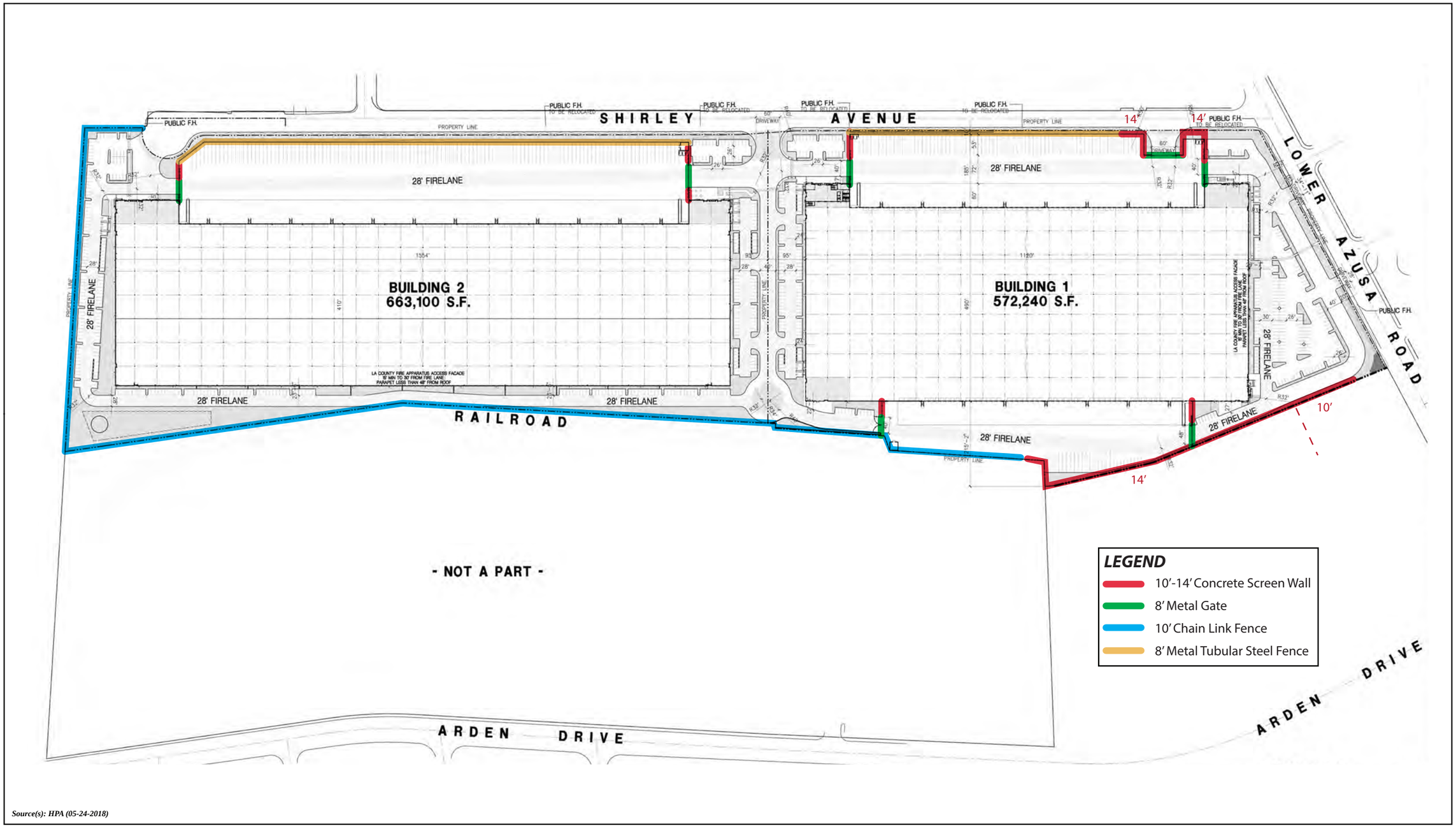
SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Agave americana Century Plant	5 Gal		VL	
	Agave 'Blue Flame' Blue Flame Agave	5 Gal		L	
	Agave 'Blue Glow' Blue Glow Agave	5 Gal		L	
	Agave desmetiana Smooth Agave	5 Gal		L	
	Agave lophio Kan Var. Lucky Crown Agave	5 Gal		L	
	Agave victoria-reginae Agave	5 Gal		VL	
	Agave vilmoriniana Agave	5 Gal		VL	
	Aloe maculata Soap Aloe	5 Gal		L	
	Aloe petrosa Stone Aloe	1 Gal		L	
	Aloe polyphylla Spiral Aloe	1 Gal		L	
	Aloe striata Coral Aloe	1 Gal		L	
	Dasylirion wheeleri Desert Spoon	5 Gal		L	
	Echeveria 'Ruffles' Ruffles Echeveria	5 Gal		L	
	Hesperaloe parviflora Red Yucca	5 Gal		VL	
	Lantana 'Gold Mound' Yellow Lantana	5 Gal		L	

Source(s): Hunter Landscape (05-24-2018)

NOT TO SCALE

Figure 2-9

LANDSCAPE PLAN



Source(s): HPA (05-24-2018)

NOT TO SCALE

Figure 2-10

PROPOSED WALLS AND FENCING

occur along the Project's boundary with the Gidley Elementary School. An additional screen wall is proposed around the northernmost access from Shirley Avenue, and is intended to shield residences to the north of Lower Azusa Road from noise associated with on-site truck activity. Eight-foot tall tubular fencing would be provided along the western property line adjacent to the truck trailer docking door areas to the west of Buildings 1 and 2. Access to the three truck trailer dock door areas would be controlled by a total of seven, 12-foot tall metal gates with Knox-Box for fire department access, with three gates controlling access to the truck trailer dock area west of Building 1, two controlling access to the truck trailer dock area east of Building 1, and two controlling access to the truck trailer dock area west of Building 2. Chain link fencing is proposed along the southern and eastern site boundary.

F. Grading and Site Work

Site work and grading would result in approximately 488,410 cubic yards (c.y.) of cut and 489,377 c.y. of fill. The Project's engineer estimates that earthwork activities on site would balance, with no need for import or export of materials. Proposed elevations on site would range from 280.4 feet above mean sea level (amsl) in the proposed water quality treatment basin in the southeast portion of the site, to 311 feet amsl in the northwest portion of the site.

G. Water, Sewer, and Drainage

Potable water service to the site would be provided via two proposed connections to an existing 12-inch water line within Arden Drive, east of the site (approximately 775 feet southeast of the Project's southeastern corner). Wastewater generated on site would be conveyed via a 6-inch sewer on site to an existing 12-inch sewer line within Shirley Avenue. Runoff on the Project site would be conveyed to a proposed water quality treatment basin in the southeast portion of the site, which would be conveyed to an existing 81-inch storm drain located along the Project's southern boundary.

2.2.2 Conditional Use Permit No. 03-18 (CUP 03-18)

The City's Municipal Code § 17.24.040 (item 39.) requires a Conditional Use Permit (CUP) for any new development or construction or occupancy of an industrial building in any M zones within 150 feet of a residentially zoned or used property. Thus, Conditional Use Permit No. 03-18 (CUP 03-18) is proposed to fulfill the requirements of Municipal Code § 17.24.040 because the Project site is zoned for "M-2 (General Manufacturing Zone)" land uses and is located within 100 feet of existing residential uses located north of the Project site in Temple City, as well as residences located south of the Project site in El Monte. CUP 03-18 would enable the City to condition the proposed Project to minimize potential adverse effects on existing residential uses in the area.

2.2.3 Modification No. 02-18 (MOD 02-18)

Modification No. 02-18 is required because the Project Applicant proposes fencing and walls that would exceed the maximum height requirements set forth in Chapter 17.06, *General Regulations*, of the City's Municipal Code. Specifically, Municipal Code § 17.06.120.D restricts the height of walls and fences to a maximum of eight (8) feet. As shown on Figure 2-10, the Project Applicant proposes 10-foot tall chain link fencing along the eastern Project boundary (south of Gidley Elementary), along the southern property line, and along a portion of the western property line between the southern terminus of Shirley Avenue

and the southern Project boundary. Additionally, and as also shown on Figure 2-10, noise attenuation walls ranging in height from 10 to 14 feet are proposed at the entrances into the truck trailer parking areas, along the Project site's frontage with the Gidley Elementary School, and at the northwest corner of the truck trailer parking area associated with Building 1. Approval of Modification No. 02-18 would allow for the construction of proposed walls and fences that exceed eight (8) feet in height, as depicted on Figure 2-10.

2.2.4 Development Agreement

A Development Agreement (DA) is proposed between the Project Applicant and the City that would establish provisions for development of the Project such as, but not limited to, financing of infrastructure, vesting of development rights, and timing of public improvements. Among other items that would have a reasonable potential to affect the physical environment, the DA obligates the Project Applicant to improve Shirley Avenue adjacent to the Project site's frontage and to make two (2) off-site physical improvements that warrant analysis in this EIR Addendum: 2) implement improvements to Gidley Street between Baldwin Avenue and Shirley Avenue; and 3) install subsurface water line infrastructure to the east of the Project site, as described below in Subsection 2.3.1.A.

2.3 Scope of Environmental Analysis

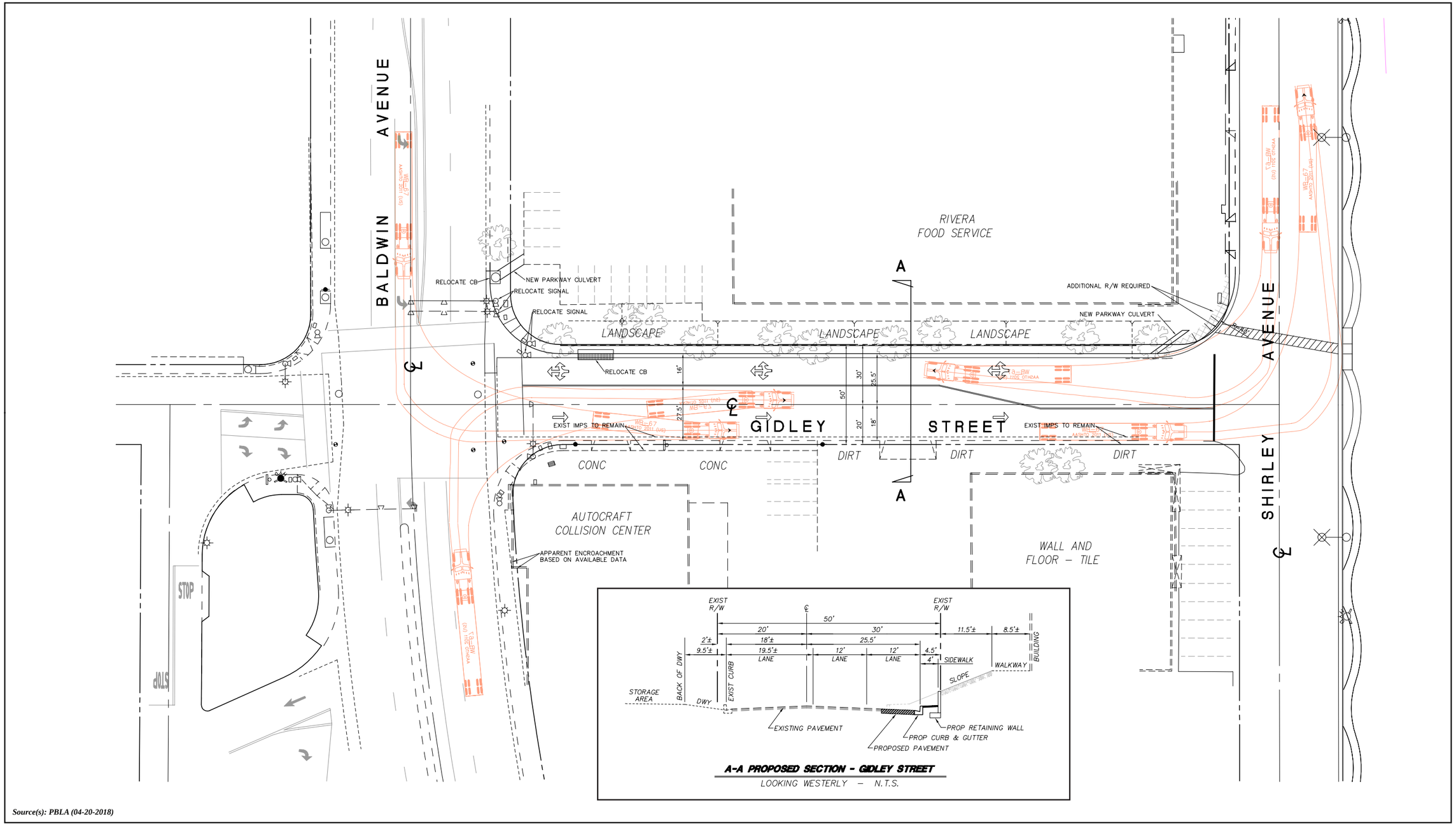
2.3.1 Construction Characteristics

A. Proposed Physical Disturbance

As part of the proposed Project, all of the existing site improvements would be demolished. This includes demolition of the ambient-temperature warehouse, both refrigerated warehouses, the ancillary office building, and the truck repair facility. In addition, all of the existing asphalt and concrete paving on site would be demolished. Consistent with Chapter 8.20 of the City's Municipal Code, a minimum of 65% of waste generated by demolition activities would be diverted from landfilling or other form of disposal (El Monte, 2017a). The Project Applicant proposes to conduct precise grading activities over the entire 55.7-acre site. As part of the Project, Shirley Avenue would be improved along the Project's frontage.

In addition, and as shown on Figure 2-11, *Proposed Gidley Street Improvements*, the Project Applicant has agreed to widen the northern edge of Gidley Street between Baldwin Avenue and Shirley Avenue. Although the ultimate improvements to be implemented would be determined by improvement plans to be approved by the City, this segment of Gidley Street would, generally, be widened to include approximately eight feet of additional pavement and a new sidewalk would be installed along the north side of the roadway. The improved roadway would be striped in a manner that allows for a wider turning radius for trucks turning westbound on Gidley Street from Shirley Avenue and for trucks turning eastbound on Gidley Street from Baldwin Avenue.

The Project also would be required to construct new water pipelines to connect to existing water mains within Arden Avenue. Specifically, and as shown on Figure 2-12, *Proposed Off-Site Water Improvements*, a looped water system would be constructed with two points of connection to the existing 12-inch water main in Arden Avenue. One connection would occur adjacent to the Union Pacific Railroad right-of-way

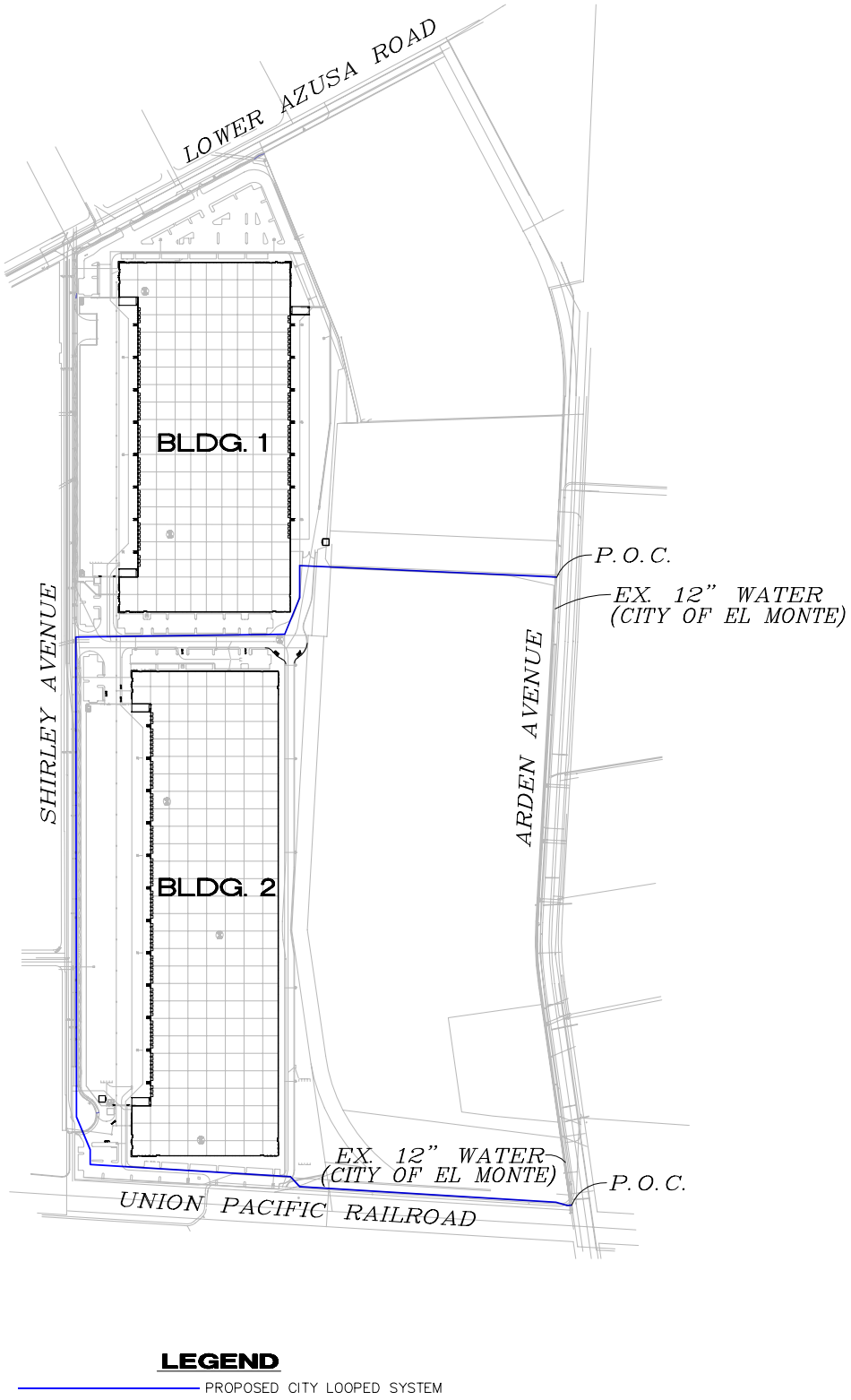


Source(s): PBLA (04-20-2018)

NOT TO SCALE

Figure 2-11

PROPOSED GIDLEY STREET IMPROVEMENTS



Source(s): PBLA (04-20-2018)

Figure 2-12

NOT TO SCALE

PROPOSED OFF-SITE WATER IMPROVEMENTS

within an existing paved access road. A second connection is proposed between the southwest corner of Building 1 and Arden Avenue through an existing off-site industrial development. No other off-site grading or ground-disturbing activities are anticipated, although minor disturbances would occur off site in association with connections to water, sewer, and/or other utilities, and the rebuilding of Shirley Avenue along the site's frontage. No other on- or off-site physical impacts are anticipated from Project implementation.

B. Anticipated Construction Schedule

Implementation of the proposed Project would include the phases of construction and estimated durations as depicted in Table 2-1, *Approximate Construction Schedule*. As shown, construction is anticipated to commence in approximately mid-2018 and the buildings are anticipated to be occupied in 2020. If the actual dates of construction occur later than the dates indicated below, the environmental effects associated with construction equipment operation would likely decrease as older pieces of construction equipment are regularly phased out of construction fleets over time and replaced with newer and less polluting equipment.

Table 2-1 Approximate Construction Schedule

Phase Name	Start Date*	End Date*	Duration (Days)
Demolition	06/01/2018	11/15/2018	120
Site Preparation	11/16/2018	12/13/2018	20
Grading	12/14/2018	02/14/2019	45
Building Construction	02/15/2019	12/19/2019	220
Architectural Coating	11/01/2019	02/06/2020	70
Paving	12/20/2019	02/06/2020	35

Note: It is acknowledged that the demolition start date will be later than 06/01/2018, thus shifting the other start and end dates presented in this table. Although demolition and construction activities may occur later than shown, the identified construction schedule represents a "worst-case" analysis of potential construction-related impacts because as the analysis period dates are delayed, the air quality emission factors for anticipated construction equipment pieces decrease due to the natural turnover of older equipment being replaced by newer, less polluting equipment that is subject to updated regulatory requirements. Thus, the evaluation of the Project's construction activities reflects a conservative analysis of potential impacts to the environment.

C. Major Construction Equipment

Table 2-2, *Anticipated Construction Equipment*, indicates the major construction equipment that the Project Applicant anticipates the construction contractor(s) would use during each phase of construction.

2.3.2 Proposed Operational Characteristics

A. Overview of Operational Characteristics

At this time, the occupants of the proposed Project's buildings are unknown. This EIR Addendum assumes the proposed buildings would be operational 24 hours per day, 365 days per year, with exterior areas lit at night. Lighting would be subject to compliance with the City's Municipal Code. The building is designed such that business operations would be conducted within the enclosed building, with the exception of

traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls. No refrigerated warehouse space is proposed as part of the Project.

Table 2-2 Anticipated Construction Equipment

Phase Name	Equipment Type	Amount	Usage Hours
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Architectural Coating	Air Compressors	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8

B. Future Employment

Based on a calculation of 1,145 square feet of occupied industrial space per employee for the Los Angeles-Long Beach-Santa Ana metropolitan area as reported by the Commercial Real Estate Development Association (formerly the National Association of Industrial and Office Properties [NAIOP]), it is projected that the proposed warehouse buildings would accommodate up to 1,079 employees (1,235,340 s.f. ÷ 1,145 s.f./employee = 1,079 employees). (NAIOP, 2009, p. 10)

C. Future Traffic

The Project's traffic impact analysis (Technical Appendix I to this EIR Addendum), calculated that the Project would generate up to 1,190 daily passenger car trips and 539 daily truck trips.

D. Water and Wastewater Demands

The Project would be supplied domestic water service by the City of El Monte. Based on the Project's Water Supply Assessment the Project would result in an overall demand of approximately 34,995 gallons per day (gpd), or approximately 39.2 acre-feet per year. (Psomas, 2018, Table 3-3)

The Project's wastewater would be treated by the Sanitation Districts of Los Angeles County. Based on the wastewater generation rates shown in FPEIR Table 5.14-4, industrial land uses generate approximately 0.2 gallon per day per square foot of industrial use. Although this rate is high for high-cube warehouse buildings, the Project would be calculated to generate approximately 247,068 gpd of wastewater, or approximately 90.2 million gallons per year (gpy) by applying that rate.

2.4 Related Environmental Review and Consultation Requirements

The City of El Monte has primary approval responsibility for the proposed Project. As such, the City is serving as the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050. As indicated in Subsection 1.8, the City's Planning Commission will consider the Project's requested discretionary permit applications and will recommend to the City Council whether to approve, approve with changes, or deny the requested actions that are within the City's jurisdiction. Following the Planning Commission's recommendations, the City Council will consider the information contained in this EIR Addendum and the Project's Administrative Record in its determination whether to approve, approve with conditions, or deny the proposed Project. Upon approval of the Project and approval of this EIR Addendum, the City would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. At this time, no state or federal approvals or permits are anticipated to be necessary, other than the issuance of a National Pollutant Discharge Elimination Permit (NPDES) Permit by the Los Angeles Regional Water Quality Control Board. Coverage under a NPDES Permit is required for all construction projects in the State that disturb more than one acre of land.

3.0 EXISTING CONDITION AND ENVIRONMENTAL SETTING

3.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and a regional perspective." A notice of preparation is not required for an EIR Addendum; thus, the Project's environmental baseline is January 2018, which is when the environmental analysis for the Project commenced. As required by CEQA Guidelines § 15063(d)(2), this subsection provides a summary of the Project's environmental setting as it existed in January 2018.

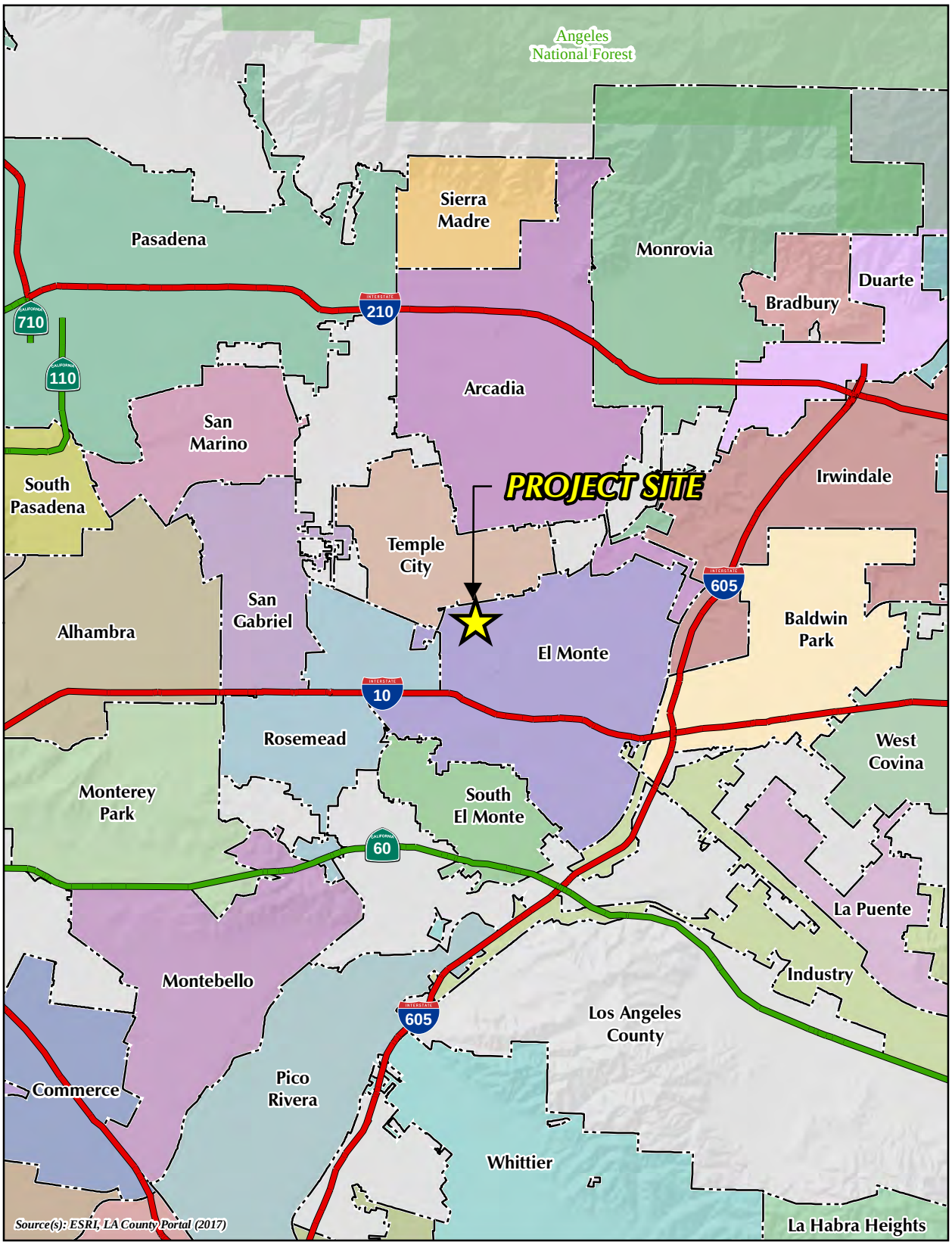
3.2 REGIONAL AND PROJECT SITE LOCATION

The subject of this EIR Addendum is a warehouse redevelopment project in the City of El Monte. The City of El Monte is located 12 miles east of downtown Los Angeles in the San Gabriel Valley. The incorporated areas of El Monte are generally described as bounded by the San Gabriel River to the east, Rosemead Boulevard and Strang Avenue to the west, Lower Azusa Road to the north, and East Fern Street and East Elliot Avenue to the south. As shown on Figure 3-1, *Regional Map*, the City of El Monte is surrounded by the cities of Baldwin Park, Industry, Arcadia, Irwindale, Temple City, Rosemead, and South El Monte and unincorporated Los Angeles County. I-10 provides access to Los Angeles to the west and West Covina and Pomona to the east. Outside of the City's borders, I-605 runs northeast-southwest along the San Gabriel River and provides access to Long Beach to the southwest and Azusa to the northeast (El Monte, 2011c, p. 4-1).

From a local perspective, as shown previously on Figure 2-1, *Vicinity Map*, and as shown on Figure 3-2, *USGS Topographic Map*, the Project site proposed for redevelopment is located east of Shirley Avenue and south of Lower Azusa Road, and is bound to the east by existing industrial development and to the south by the Union Pacific Railroad (UPRR) rail tracks. The Project site is located approximately 0.75 miles north of Interstate 10 (I-10) and approximately 3.0 miles west of I-605. (Google Earth, 2016)

3.3 EXISTING CONDITION OF THE PROJECT SITE

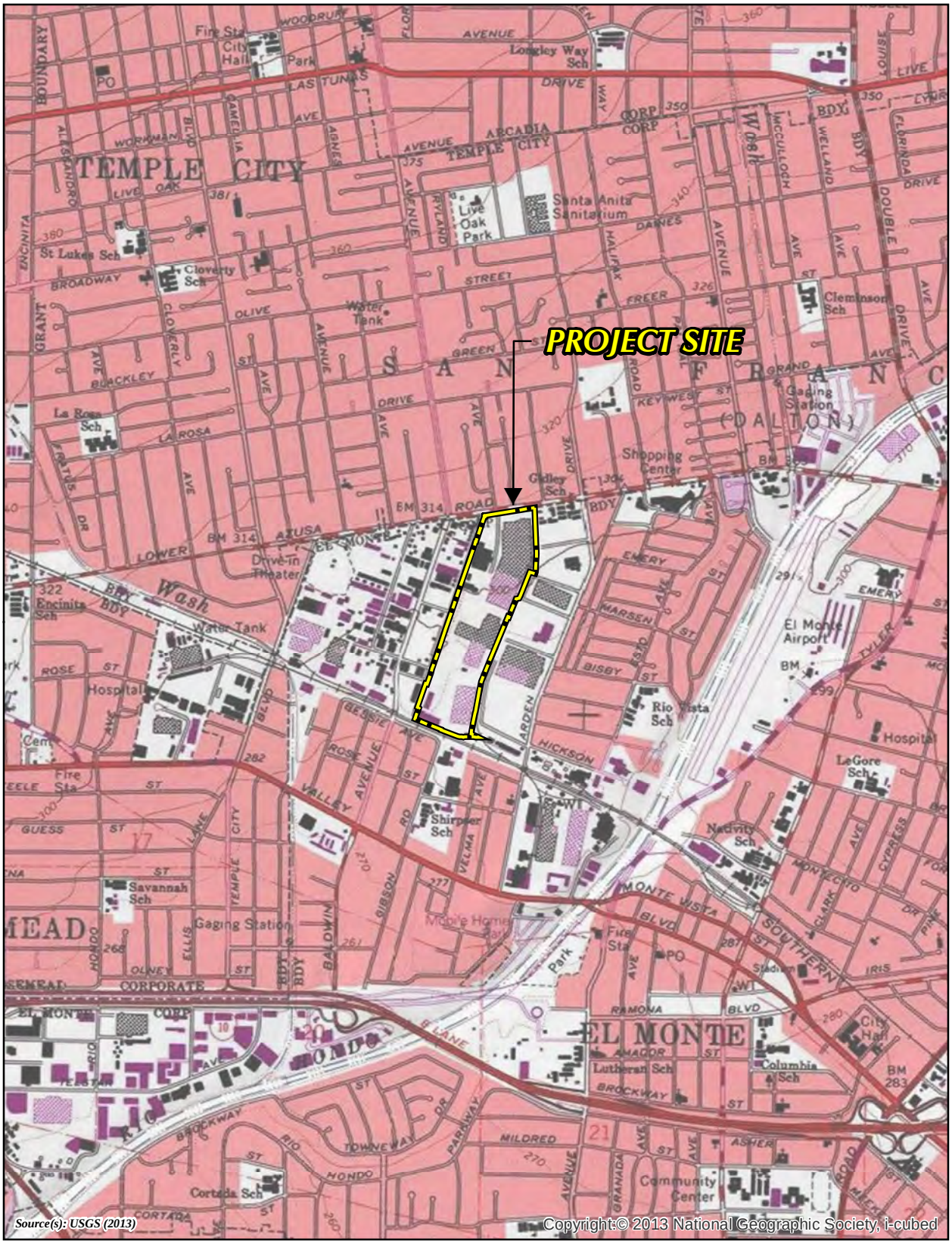
Under existing conditions, and as shown on Figure 3-3, *Aerial Photograph*, the ±55.7-acre site is fully developed with a distribution warehouse complex constructed in 1956. The existing physical condition of the site (2018) is substantively the same as the conditions of the site that existed at the time the FPEIR was certified in 2011, although a building used as a bakery and a former aerosol building were demolished sometime before March 2011 (Google Earth, 2016). However, the former operator of the existing warehouse complex (Vons), which operated on the site for 50+ years, has substantially scaled back operations on the property and the on-site buildings are no longer occupied with the exception of some minor uses. In order to provide a conservative analysis, it is assumed, for the purposes of this Addendum, that there are no operations occurring on the property. Specifically, the 55.7-acre site is developed with



0 0.5 1 2 Miles

Figure 3-1

REGIONAL MAP



0 500 1,000 2,000 Feet

Figure 3-2

USGS TOPOGRAPHIC MAP

0 125 250 500 Feet

Figure 3-3

AERIAL PHOTOGRAPH

five buildings, as shown on Figure 3-4, *Existing Site Development*, and summarized in Table 3-1, *Existing Site Development*. Buildings 1 through 3, as shown on Figure 3-4, are located along the eastern boundary of the site and were formerly used for warehouse storage uses for supermarket chain Vons. Building 1, located in the northern portion of the site comprises 518,145 feet in size, and was used by Vons for ambient-temperature storage of goods. Buildings 2 and 3, located to the south of Building 1, were used for a combined total of 467,826 s.f. of cold storage warehousing for perishable goods. Building 4 consists of an ancillary office building encompassing approximately 38,400 s.f. Building 5 is a truck repair facility comprising 12,000 s.f. in size. Total building area on site under existing conditions is 1,036,371 s.f.

Table 3-1 Existing Site Development

Building	Building Use	Total Square Footage (s.f.)
1	Grocery Warehouse, No Cold Storage	518,145 s.f.
2	Grocery Warehouse, Cold Storage	329,681 s.f.
3	Grocery Warehouse, Cold Storage	138,145 s.f.
4	Office Building	38,400 s.f.
5	Truck Repair Facility	12,000 s.f.
	Total:	**1,036,371 s.f.**

In addition, truck trailer parking spaces occur throughout the property, with passenger-vehicle parking in the southwestern portions of the site near the office building and truck repair facility. The remaining portions of the property consist of asphalt paving and other ancillary improvements. With exception of a row of street trees planted along the eastern side of a portion of Shirley Avenue north of Gidley Street, and several street trees and shade trees that occur in the northernmost portion of the property and along Lower Azusa Road, the remaining portions of the ±55.7-acre site contain no landscaping or trees under existing conditions.

As shown on Figure 3-5, *Surrounding Land Uses and Development*, the Project site is surrounded on all sides by urban development. Light industrial and warehousing uses occur immediately to the west of the site, with scattered commercial uses, light industrial uses, and a gas station along Baldwin Avenue. To the north of the Project site is Lower Azusa Road, beyond which are several residential neighborhoods of variable density in the City of Temple City. To the east of the northern portions of the Project site is the Gidley Elementary School. South of the Gidley Elementary School are a number of light industrial developments. Residential uses occur to the east of Arden Drive. Abutting the southern boundary of the site is the Union Pacific Railroad (UPRR) rail tracks, several single-family residential neighborhoods, a community park, and scattered light industrial uses. The Shirpser Elementary School occurs approximately 0.2 mile south of the Project site.

3.4 Existing Condition of Off-Site Improvement Areas

As previously shown on Figure 2-11, the Project Applicant is obligated to widen the northern edge of Gidley Street between Baldwin Avenue and Shirley Avenue. Under existing conditions, this segment of Gidley Street is improved with two eastbound lanes and one westbound lane with a curb-to-curb width of approximately 36 feet with a five-foot curb-adjacent sidewalk along the north side of the roadway.

0 125 250 500 Feet

Figure 3-4

EXISTING SITE DEVELOPMENT

0 150 300 600 Feet

Figure 3-5

SURROUNDING LAND USES AND DEVELOPMENT

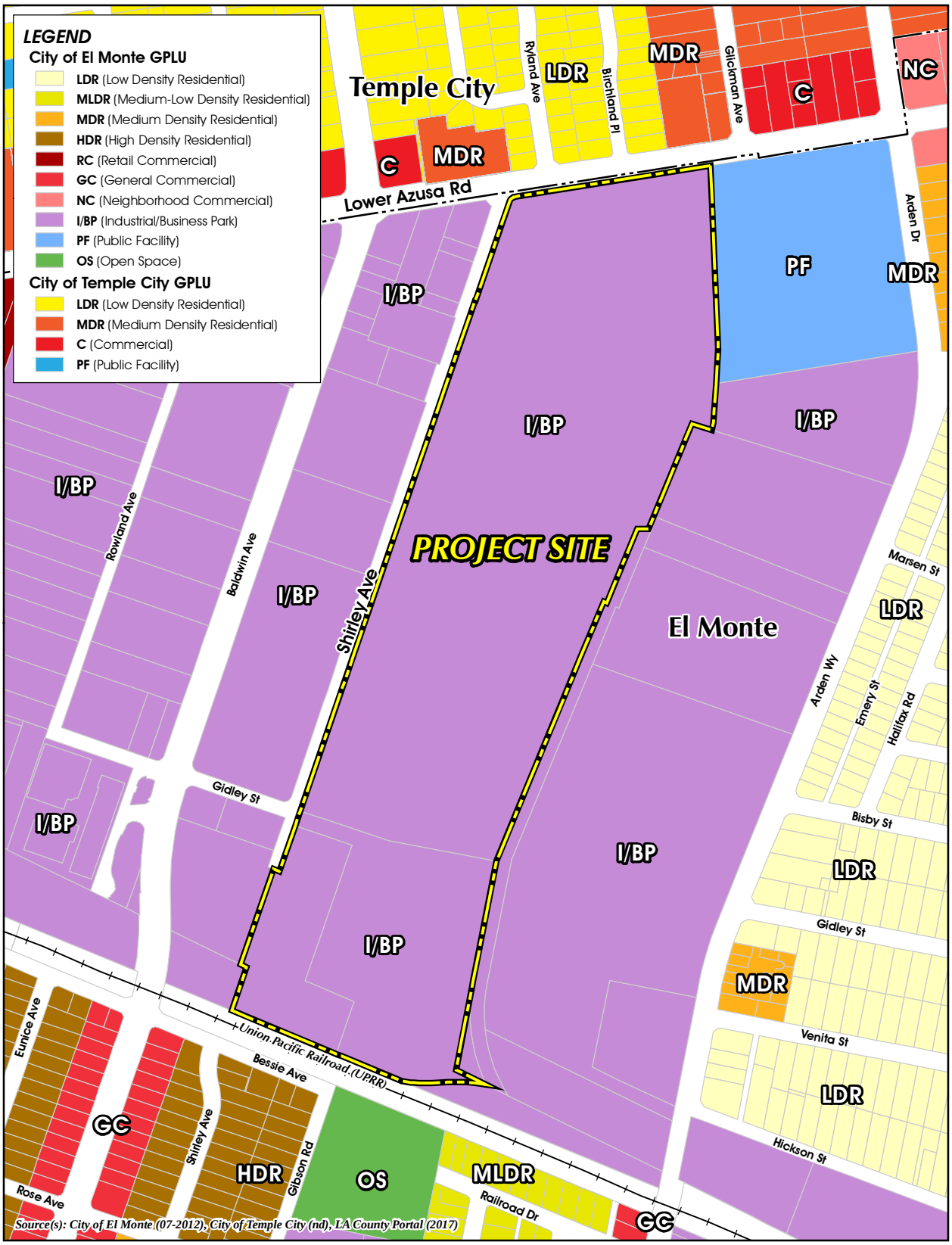


Figure 3-6

GENERAL PLAN LAND USE DESIGNATIONS

In addition, and as previously shown on Figure 2-12, the Project Applicant would install off-site water lines with two points of connection to the existing 12-inch water main in Arden Avenue. The southern water line connection would occur adjacent to the existing railroad tracks, which have been fully disturbed as part of historic grading. The northern water line connection would occur east of proposed Building 1 and would extend through an improved parking lot associated with an adjacent off-site industrial use.

3.5 General Plan Designations

The existing City of El Monte General Plan, adopted in 2011, provides the basis for the current land use designations. As shown on Figure 3-6, *General Plan Land Use Designations*, the ±55.7-acre Project site is designated for "Industrial/Business Park (I/BP)" land uses. The I/BP designation is primarily applied to the northwestern portion of the City, and allows for a mix of sustainable manufacturing, processing, office, warehousing, and distribution uses that generate employment, minimize traffic, and are compatible with residential neighborhoods. Supporting and limited retail uses are also allowed. Industrial uses are allowed at an intensity of up to 1.0 Floor Area Ratio (FAR). (El Monte, 2011a, p. LU-8 and Figure LU-1)

As also shown on Figure 3-6, lands to the east and west of the Project site also are designated for I/BP land uses, with exception of the area abutting the northeast corner of the Project site that is designated for "Public Facilities" (i.e., school) uses. Lands to the south of the Project site are designated for "Open Space," "General Commercial," "High Density Residential," and "Medium Low Density Residential" land uses. Lands to the north of the Project site are designated by the Temple City General Plan for "Commercial" and "Low" and "Medium" residential uses. (El Monte, 2011a, Figure LU-1; Temple City, 1987)

3.6 Zoning Designations

As shown on Figure 3-7, *Zoning Designations*, under existing conditions the ±55.7-acre Project site is zoned for "M-2 (General Manufacturing Zone)" land uses, which generally allows for a wide variety of manufacturing and industrial land uses. As also shown on Figure 3-7, lands to the east and west of the Project site also are zoned for M-2 land uses, except for the property abutting the northeastern boundary of the site, which is zoned for "PF (Public Facility)" (i.e., school) land uses. Lands to the south of the Project site are zoned for "OS (Open Space)," "R-4 (High-Density Multiple-Family Dwelling Zone)," "R-2 (Low-Density Multiple-Family Dwelling Zone)," and "C-3 (Retail Commercial Zone)" land uses. Lands to the north of the Project site are zoned by Temple City for "R-1 (Single Family Dwelling, up to 6 dwelling units per acre [du/acre])," "R-2 (Single/Multiple Family, Duplexes, up to 12 du/acre)" and "R-3 (Single/Multiple Family and Duplexes, up to 18 du/acre)" land uses. (El Monte, 2017a; El Monte, 2016; Temple City, 2017; Temple City, 2016)

3.7 Environmental Context and Regional Planning Considerations

Provided below is a general description of the Project site's existing environmental context (2018), which is substantially similar to the context described in the FPEIR that was certified in 2011. In cases where conditions have changed, it is noted in the text.

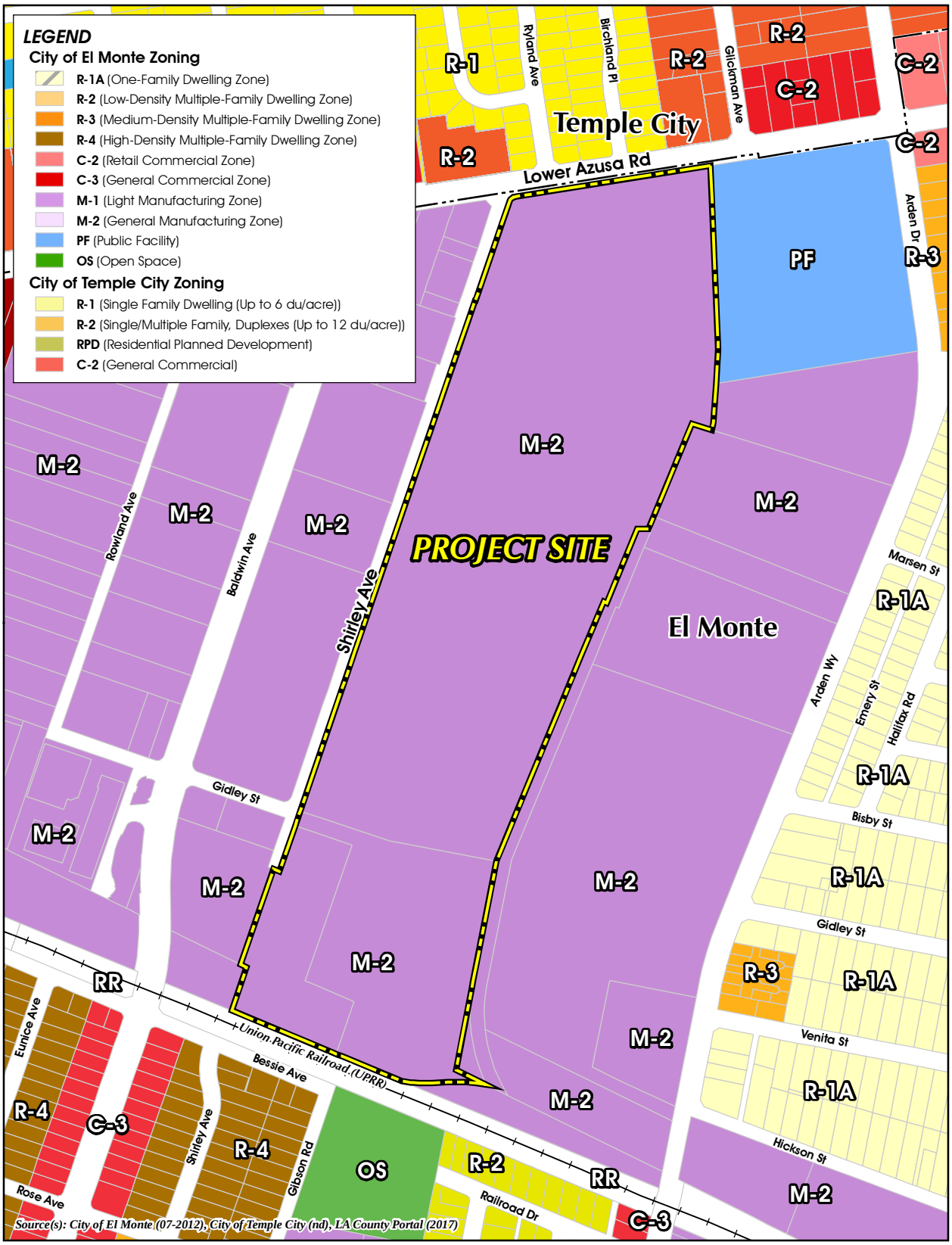


Figure 3-7

ZONING DESIGNATIONS

3.7.2 CLIMATE AND AIR QUALITY

The City of El Monte lies in the South Coast Air Basin (SCAB), which is managed by the South Coast Air Quality Management District (SCAQMD) and includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAB is located in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant with the San Gabriel, San Bernardino, and San Jacinto Mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes with infrequent periods of extremely hot weather, winter storms, or Santa Ana Winds. (El Monte, 2011c, pp. 4-3 and 4-4) Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions. Based on the data from the nearest air quality monitoring station for the central portion of the valley, there are recurring violations of both the State and federal ozone standards. The area regularly exceeds the state PM_{10} (coarse particulate matter) standards. Additionally, $PM_{2.5}$ (fine particulates) has exceeded the federal standard since this pollutant has been monitored. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead. (SCAQMD, 2016)

The SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures. SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB's air quality. Additionally, the SCAQMD created a series of Air Quality Management Plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the South Coast Basin. The remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multi-year strategy of reducing air pollution from all sources as outlined in its AQMPs and by utilizing uniform CEQA review throughout the Basin. (Urban Crossroads, 2018a, p. 21)

These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled in the Basin continue to increase, NO_X and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. Ozone levels in the SCAB also have decreased substantially over the last 30 years. Today, the maximum measured concentrations are approximately one-third of concentrations within the late 70's. Additionally, the overall trends of PM_{10} and $PM_{2.5}$ in the air (not emissions) also show an overall improvement since 1975. Refer to Subsection 2.8 of the Project's Air Quality Impact Analysis (*Technical Appendix A*) for a thorough description of regional air quality improvement. (Urban Crossroads, 2018a, p. 22)

3.7.3 GEOLOGY AND LANDFORM

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

subsidence, and seiches. Refer to EIR Addendum Subsection 5.6, *Geology and Soils*, for a more thorough description of the Project site and surrounding geologic conditions. (El Monte, 2011c, p. 4-4)

3.7.4 HAZARDS AND HAZARDOUS MATERIALS

Subsection 5.8, *Hazards and Hazardous Materials*, of this EIR Addendum discusses the existing site and operational conditions related to hazardous materials. The Project site is situated within the San Gabriel Valley Superfund Site (Area 1), El Monte Operable Unit (EMOU). The EMOU covers an area of 1.5 square miles that includes the subject property where shallow groundwater has been impacted by a variety of volatile organic compounds (VOCs); most notably the chlorinated solvents perchloroethylene (PCE) and trichloroethylene (TCE). To address the contaminant plume in the vicinity of the subject property, a groundwater remediation system was installed in 2013-2014. Groundwater extraction wells located at the south side of the Project site pump contaminated groundwater to an off-site treatment system located near the intersection of Arden Drive and the Union Pacific Railroad. Treated groundwater is returned to the aquifer via injection wells located east of the Project site. Groundwater remediation is currently on-going and will continue until contaminant concentrations are below the site-specific established levels. Post remediation groundwater monitoring will continue for a period of time to confirm the effectiveness of the remediation activities. Accordingly, the documented VOC impacts to groundwater from an off-site source represents a Recognized Environmental Condition (REC) for the Project site. (Partner, 2015, pp. ii-iii)

As concluded by the FPEIR, the City of El Monte is not subject to hazards associated with wildland fires. (El Monte, 2011c, pp. 4-4 and 5.6-18) The Project site is not subject to hazards associated with the El Monte Airport, which is the only airport in the Project vicinity. The El Monte Airport is located approximately 0.5 mile southeast of the Project site. According to the ALUCP's land use compatibility map for the El Monte Airport, the Project site: a) is not located within the El Monte Airport Planning Boundary/Airport Influence Area (AIA); b) is not located within the Runway Protection Zones (RPZs) for the El Monte Airport; and c) is not located within the 70 dBA CNEL noise contour, indicating airport-related operations do not expose the Project site to noise levels exceeding 70 dBA CNEL. (LA County, 2004)

3.7.5 HYDROLOGY

The City of El Monte straddles two major watersheds. The San Gabriel River watershed is to the east and the Los Angeles River watershed is to the west. Both watersheds are bounded by the San Gabriel Mountains to the north and the Pacific Ocean to the south. Within these watersheds, the San Gabriel River and Rio Hondo River pass through El Monte. The San Gabriel River flows adjacent to the eastern boundary of the City. The Rio Hondo River, a distributary of the San Gabriel River and a tributary to the Los Angeles River, flows through the western portion of the City. Both rivers originate in the mountainous areas to the north and flow through the mountains into the San Gabriel and San Fernando Valleys. (El Monte, 2011c, p. 4-4)

The Project site is located within the Rio Hondo Hydrologic Area of the Los Angeles River Watershed. From the Rio Hondo to the Pacific Ocean, the river flows through industrial, residential, and commercial areas, including major refineries and petroleum products storage facilities, major freeways, and rail yards serving the Ports of Los Angeles and Long Beach. (LARWQCB, 2014, p. 1-39 and Figure 1-2)

3.7.6 NOISE

Like all highly urbanized areas, the City of El Monte is subject to noise from a myriad of sources. The major source of noise is from mobile sources and, most specifically, traffic traveling through the City on its various roadways and freeways. Aircraft overflights from the El Monte Airport and trains travelling on both the Southern Pacific Railroad and Union Pacific Railroad (including the Metrolink) tracks also contribute to the ambient noise environment within the City. With respect to existing site conditions, since the FPEIR was certified in 2011 the former operator of the existing warehouse complex (Vons), which operated on the site for 50+ years, has substantially scaled back operations on the property and the on-site buildings are no longer occupied with the exception of nominal use. As such, noise generated by the Project site under existing conditions is less than was generated in 2011. (El Monte, 2011c, p. 4-4)

3.7.7 SCENIC FEATURES

The City of El Monte is set in the urban environment of the San Gabriel Valley. The San Gabriel Mountains provide a natural scenic backdrop to the community. Under existing conditions, the Project site does not afford prominent or unique views of the San Gabriel Mountains. (El Monte, 2011c, p. 4-5)

3.8 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

CEQA requires that an assessment be prepared of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines § 15130(a)(1)). As defined in CEQA Guidelines § 15355:

> *'Cumulative Impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: "1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ['the list of projects approach'], or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which

has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact ['the summary of projections approach']."

The analysis in the City's General Plan and Zoning Code Update FPEIR relied on the summary of projections approach for evaluating cumulatively-considerable impacts that could result from implementation of the General Plan and Zoning Code Update. The FPEIR analyzed the environmental impacts associated with cumulative development pursuant to full buildout of the proposed General Plan. As a result, the FPEIR addressed the cumulative impacts of development within the City of El Monte, and the larger San Gabriel region surrounding it, as appropriate. In most cases, the potential for cumulative impacts was contiguous with the City boundary since the City is the service provider for various City services and public utilities. For potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundary, the FPEIR addressed these issues through use of the SCAG's regional traffic model, which provides forecasts for cumulative growth within the City of El Monte and regionally. The growth projections adopted by the City and surrounding area were used for the cumulative impact analyses of the FPEIR. (El Monte, 2011c, p. 4-6)

Consistent with the cumulative analysis presented in the FPEIR, the summary of projections approach is used in this EIR Addendum, except for the evaluation of cumulative traffic and vehicular-related air quality, greenhouse gas, and noise impacts. The analysis of cumulative traffic impacts uses a combined approach, utilizing the summary of projections approach with the manual addition of past, present, and reasonably foreseeable projects that were not accounted for in the projections, where appropriate. This approach was determined to be appropriate by the City of El Monte because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effects for all subject areas, with the exception of traffic and vehicular-related air quality, greenhouse gas, and noise effects, which require a greater level of detailed study. The cumulative impact analyses of vehicular-related air quality, greenhouse gas, and noise impacts, which rely on data from the Project's traffic study, also inherently utilize the combined approach. With the combined approach, the cumulative impact analyses for the air quality, greenhouse gas, noise, and traffic issue areas overstate the Project's (and Project-related components') potential cumulative impacts as compared to an analysis that would rely solely on the list of projects approach or solely the summary of projections approach; therefore, the combined approach provides a conservative, "worst-case" analysis for cumulative air quality, greenhouse gas, noise, and traffic impacts.

The list of projects used to supplement the summary of projections approach for the cumulative traffic impact analysis (as well as vehicular-related air quality, greenhouse gas, and noise impact analyses) includes approved and pending development projects in proximity to the Project site that would contribute traffic to the same transportation facilities as the Project, as well as large, traffic-intensive projects farther from the Project site that have the potential to affect regional transportation facilities. As such, the cumulative impact analysis of traffic and vehicular-related air quality, greenhouse gas, and noise impacts includes 66 other past, present, and reasonably foreseeable projects within this study area in addition to the summary of projections. This methodology recognizes development projects that have the potential to contribute measurable traffic to the same intersections, roadway segments, and/or state highway system facilities as the proposed Project and have the potential to be made fully operational in

the foreseeable future. Specific development projects included in the traffic and vehicular-related air quality, greenhouse gas, and noise cumulative impact analyses are listed in Table 3-2, *Cumulative Project List*, and are shown in Figure 3-8, *Cumulative Development Projects Location Map*.

For the cumulative impact analyses that rely on the summary projections approach (i.e., all issue areas with the exception of traffic and vehicular-related air quality, greenhouse gas, and noise, as described in the preceding paragraphs), and consistent with the cumulative study area used in the FPEIR, the cumulative study area includes buildout of the City of El Monte as well as nearby portions of Temple City, Rosemead, Arcadia, Irwindale, Baldwin Park, South El Monte, and unincorporated Los Angeles County. These jurisdictions encompass the areas that surround the City of El Monte and have similar environmental characteristics as the Project area. This area has historically been developed with urban uses, such as residential, commercial, and industrial land uses. This study area also encompasses the service areas of the Project site's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that differ from those of the Project area or are simply too far from the Project site to produce environmental effects that could be cumulatively considerable. Exceptions include cumulative air quality analysis, which considers the entire South Coast Air Basin (SCAB) and greenhouse gas emissions and associated global climate change, which potentially affect all areas of Earth. Additionally, the analysis of potential cumulative hydrology and water quality effects considers other development projects located within the boundary of the Los Angeles River Watershed.

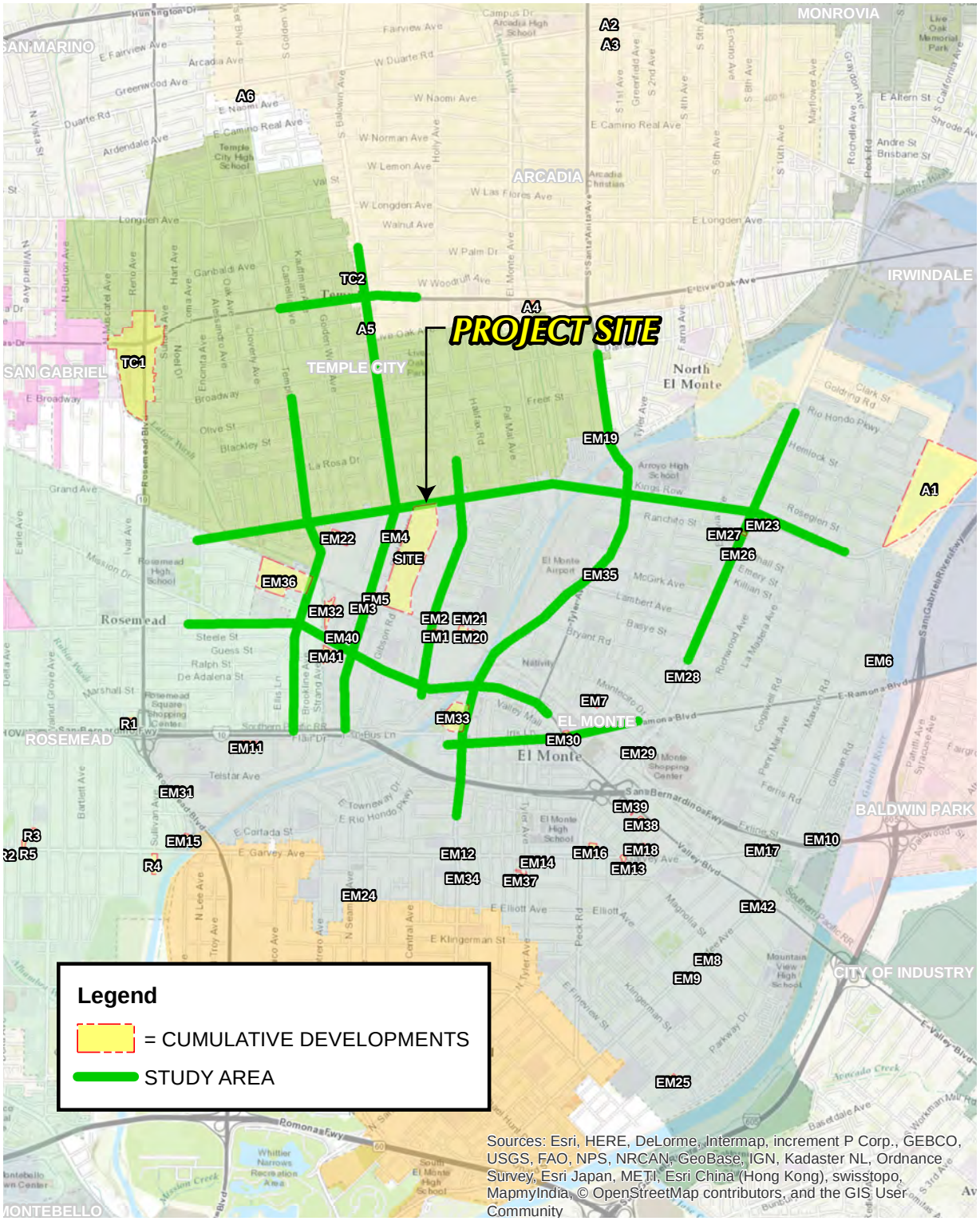
Table 3-2 Cumulative Project List

#	Project/Location	Land Use	Quantity	Units[1]
		City of El Monte		
EM1	4000 Arden Dr.	Walmart	182.429	TSF
EM2	4144 Arden Dr.	Warehouse	61.163	TSF
EM3	4102-4165 Baldwin & 9960 Bessie Av.	Affordable Housing	55	DU
EM4	4456 Baldwin Av.	Warehouse Expansion	10.000	TSF
EM5	4200 Baldwin Av.	Warehouse	22.963	TSF
EM6	4422-4436 Bannister St.	Single Family Detached Residential	22	DU
EM7	3708 Cypress Av.	Single Family Detached Residential	12	DU
EM8	2728 Durfee Av.	Commercial Retail	1.364	TSF
EM9	2616 Durfee Av.	Mixed Use Residential	13	DU
EM10	12440 Exline	Indoor Airsoft Field		TSF
EM11	9400 Flair Dr.	Commercial Retail	690.000	TSF
		Hotel	250	Rooms
		Single Family Detached Residential	600	DU
EM12	10613 Garvey Av.	Starbucks	0.890	TSF
EM13	11605 Garvey Av.	Senior Housing Attached	30	DU
		Commercial Retail	6.000	TSF
EM14	11022-11048 Garvey Av.	Townhomes	70	DU
		Commercial Retail	2.000	TSF
EM15	9133 Garvey Av.	General Office	60.000	TSF
		Warehouse/Distribution	30.000	TSF
EM16	11301-11401 Garvey Av.	Townhomes	114	DU
		Commercial Retail	5.400	TSF
EM17	12243 Garvey Av.	Auto Repair Shop	2.400	TSF
EM18	11619-11707 Garvey Av. & 11726-28 Asher & 3024 La Madera	Senior Housing Attached	28	DU
		Assisted Living	74	DU
		Memory Care	13	DU
		Commercial Retail	5.700	TSF
EM19	10950 Grand Av.	General Office	2.000	TSF
EM20	10620 Hickson St.	Warehouse	65.000	TSF
EM21	10460 Hickson St.	General Office	93.096	TSF
EM22	9700 Lower Azusa Rd.	Starbucks	0.890	TSF
EM23	11646 Lower Azusa Rd.	Single Family Detached Residential	3	DU
EM24	2615 Merced Av.	Manufacturing	3.000	TSF
EM25	2231 Parkway Dr.	Single Family Detached Residential	9	DU
EM26	4610 Peck Rd.	Townhomes	23	DU
EM27	4704-4716 Peck Rd.	Affordable Housing	49	DU
EM28	4014 Peck Rd.	Commercial Retail	3.999	TSF
EM29	3520 Peck Rd.	Wendy's Restaurant		TSF
EM30	11127 Ramona	Townhomes	62	DU
EM31	3268 Rosemead Bl.	General Office	12.250	TSF
EM32	4127-4143 Rowland	Townhomes	71	DU
EM33	3527 Santa Anita Av.	Townhomes	420	DU
		Commercial Retail	25.000	TSF

Table 3-2 Cumulative Project List (Cont'd)

#	Project/Location	Land Use	Quantity	Units[1]
EM34	2704, 2710, 2728 Santa Anita Av.	Townhomes	40	DU
EM35	4378 Santa Anita Av.	Gas Station	12	VFP
EM36	4213 Temple City Bl.	Industrial/Commercial	502.020	TSF
EM37	2735 Tyler Av.	Warehouse		TSF
EM38	11640-11707 Valley Bl.	Townhomes	76	DU
		Commercial Retail	30.000	TSF
EM39	10620 Valley Bl.	Norm's Restaurant	6.830	TSF
EM40	9933 Valley Bl.	Commercial Retail	17.222	TSF
EM41	9920 Valley Bl.	Hotel	133	Rooms
EM42	12300 Valley Bl.	Hotel	80	Rooms
City of Irwindale				
I1	Manning Pit	Industrial	545.735	TSF
I2	JH Pit	Business Park	1,550.000	TSF
I3	Panatonni (16203-16233 Arrow Highway)	Industrial	133.800	TSF
I4	Panatonni (242 Live Oak Avenue)	Industrial	85.400	TSF
I5	Ayala Industrial Building	Industrial	80.000	TSF
I6	Irwindale Medical Clinic	Medical Office		TSF
I7	Wendy's Restaurant	Fast-food restaurant w/ drive-through	2.300	TSF
I8	Kaiser Medical Office Building	Medical Office	90.000	TSF
City of Temple City				
TC1	Temple City Crossroads	Residential	1,887	DU
		Commercial	1,082.061	TSF
TC2	Terraces at Temple City	Condominiums	61	DU
		Fast-food restaurant w/o drive-through	7.250	TSF
City of Rosemead				
R1	Hampton Inn & Suites	Hotel	123	DU
R2	Garvey Garden Plaza Mixed Use	Residential	46	DU
		Retail/Office	11.380	TSF
R3	New Garvey 168 Plaza	Residential	28	DU
		Retail/Office	10.300	TSF
R4	Preface Mixed Use	Residential	48	DU
		Retail/Office	6.500	TSF
R5	Garvey Earle Mixed Use	Residential	35	DU
		Retail/Restaurant	7.200	TSF
R7	La Terra Planned Development	Single Family Detached Residential	21	DU
R8	Ross Dress For Less	Commercial		TSF
City of Arcadia				
A1	Arcadia Logistics Center	Warehouse/Distribution	1,688.000	TSF
A2	55 E. Duarte	Commercial Retail	3.309	TSF
A3	56 E. Duarte	Commercial Retail	18.812	TSF
		Condominiums	37	DU
A4	135-139 W. Live Oak Av.	Residential	17	DU
A5	5733 S. Baldwin Av.	Residential	4	DU
A6	1222 Temple City Bl.	Residential	10	DU

[1] TSF = Ten Thousand Square Feet; DU = Dwelling Unit; VFP = Vehicle Fueling Position



Source(s): Urban Crossroads (01-03-2018)

Figure 3-8

NOT TO SCALE

CUMULATIVE DEVELOPMENT PROJECTS LOCATION MAP

4.0 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

1. **Project Title:** Goodman Logistics Center

2. **Lead Agency and Address:** City of El Monte, Economic Development Department, Planning Division, 11333 Valley Boulevard, El Monte, CA 91731.

3. **Contact Person and Phone Number:** Betty Donavanik, Senior Planner; (626) 580-2056.

4. **Project Location:** Southeast of Lower Azusa Road and Shirley Avenue in the City of El Monte (refer to Figure 2-1).

5. **Project Sponsor's Name and Address:** GLC El Monte LLC, 18201 Von Karman Avenue, Suite 1170, Irvine, CA 92612.

6. **General Plan Designation:** Industrial/Business Park (I/BP).

7. **Zoning:** M-2 (General Manufacturing Zone).

8. **Description of Project:** The Project Applicant proposes to redevelop an approximately 55.7-acre property located south of Lower Azusa Road, east of Shirley Avenue, north of the Union Pacific Railroad (UPRR) rail tracks, and west of Arden Drive in the City of El Monte. The property currently contains approximately 1,036,371 s.f. of unoccupied warehouse buildings that were constructed in approximately 1956. In part due to the age and design characteristics of the existing structures in comparison to more modern structures, the current buildings on site are inefficient and are not competitive in the current market for industrial space. As part of the proposed Project, the existing buildings on the site would be removed and replaced with a modern logistics warehouse complex containing two buildings. The southern building would consist of 663,100 s.f. of high-cube warehouse uses and the northern building would consist of 572,240 s.f. of high-cube warehouse use, for a combined total of 1,235,340 s.f. of building space. Discretionary approvals that would be considered in conjunction with the Project include Design Review No. 01-18 (DR 01-18), Conditional Use Permit No. 03-18 (CUP 03-18), a Modification (MOD No. 02-18), and a Development Agreement (DA No. 01-18). Please refer to Section 2.0, *Project Description,* of this document for a comprehensive description of the proposed Project and its associated characteristics.

9. **Surrounding Land Uses and Setting:** Under existing conditions, and as shown on Figure 3-3, *Aerial Photograph*, the ±55.7-acre site is fully developed with distribution warehouse uses, and was formerly being used for industrial warehousing by supermarket chain Vons. Total building area on site under existing conditions is 1,036,371 s.f. As shown on Figure 3-5, *Surrounding Land Uses and Development*, the Project site is surrounded on all sides by urban development. Light industrial and warehousing uses occur immediately to the west of the site, with scattered commercial uses, light industrial uses, and a gas station along Baldwin Avenue. To the north of the Project site is Lower Azusa Road, beyond

which are several residential neighborhoods of variable density. To the east of the northern portions of the Project site is the Gidley Elementary School. South of the Gidley Elementary School are a number of light industrial developments. Residential uses occur to the east of Arden Drive. Abutting the southern boundary of the site is the Union Pacific Railroad (UPRR) rail tracks beyond which are several single-family residential neighborhoods, a community park, and scattered light industrial uses. The Shirpser Elementary School is approximately 0.2 mile south of the Project site. Refer to EIR Addendum Section 3.0, *Existing Condition and* Environmental Setting, for a detailed discussion of the existing environmental setting for the Project site and surrounding areas.

10. **Incorporation by Reference:** As permitted by § 15150 of the CEQA Guidelines, environmental documents can incorporate by reference all or portions of other documents that are a matter of public record. The information presented in this document is based upon the City of El Monte General Plan and Zoning Code Update Environmental Impact Report, dated May 2011, and is available for review at the El Monte City Hall, Planning Division; 11333 Valley Boulevard, El Monte, CA 91731. Several additional reference sources also are identified in Section 6.0, *References*, which are either available on-line at the web address listed, or are available for review at the City of El Monte Planning Division.

4.2 Environmental Factors Potentially Affected

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

The significant impacts identified below are consistent with the conclusions of the General Plan and Zoning Code Update Final Program EIR (FPEIR).

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

4.3 DETERMINATION

On the basis of the initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that the significant effects that would result from the Project have been addressed in the earlier certified City of El Monte General Plan and Zoning Code Update Environmental Impact Report (SCH No. 2008071012) (FPEIR), and that none of the determinations set forth in the Public Resources Code Section 21166 and State CEQA Guidelines § 15162 can be established and, thus, an Addendum to the FPEIR shall be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By:

Signature: Brial Date: 05/29/18

Name and Title: Betty Donavanik, Senior Planner

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following Environmental Checklist is for projects with previously certified/ approved environmental documents. This checklist takes into consideration the preparation of an environmental document, such as an EIR, prepared at an earlier stage of a proposed project. This checklist evaluates the adequacy of the earlier document pursuant to § 15164 of the California Environmental Quality Act (CEQA) Guidelines. This Initial Study and Addendum to the previously prepared City of El Monte General Plan and Zoning Code Update EIR (SCH No. 2008071012) has been prepared in accordance with § 15164 of the CEQA Guidelines.

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. 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 agriculture and farmland. Would the project?				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public	☐	☐	☐	☒

		New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
	Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III.	**AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determination. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species	☐	☐	☐	☒

		New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
	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. Wildlife Service?				
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource or an archeological resource as defined in §15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater	☐	☐	☐	☒

		New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
	disposal systems where sewers are not available for the disposal of waste water?				
VII.	**Greenhouse Gas Emissions.** Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gas emission?	☐	☐	☐	☒
VIII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?	☐	☐	☐	☒

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
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?	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
i. Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site	☐	☐	☐	☒

		New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
	delineated on a local general plan, specific plan or other land use plan?				
XII.	**NOISE.** Would the project result in:				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII.	**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)?	☐	☐	☐	☒

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☐	☒
b. Police Protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒
XV. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION / Traffic. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Result in inadequate parking capacity?	☐	☐	☐	☒
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Not comply with federal, state, and local statutes and regulations related to solid waste.	☐	☐	☐	☒
h. Result in a determination that existing and/or proposed facilities would not be able to accommodate utility demands?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare of endangered plant or animal community, reduce the number or restrict the range of rare 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 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 probably future projects).	☐	☐	☐	☒

	New Significant Unavoidable Impact	*Substantial Increase in any Significant Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous FPEIR Analysis*
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

5.0 ENVIRONMENTAL ANALYSIS

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project in comparison to the impacts previously disclosed in the City's General Plan and Zoning Code Update Final EIR.

5.1 AESTHETICS

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒

a) *Have a substantial adverse effect on a scenic vista?*

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR noted that the most prominent scenic vistas within the City of El Monte are views of the San Gabriel Mountains from various locations throughout the City and determined that impacts could occur as a result of constructing structures substantially higher than existing structures on vacant land. However, the FPEIR also found that new buildings in the areas identified for additional development by the General Plan Update would be restricted to a maximum building height of 40 feet, which would preclude significant impacts to scenic vistas. The FPEIR determined that because El Monte is built out, implementation of the General Plan Update would not involve development of substantial areas of vacant land. As such, impacts were concluded to be less than significant with implementation of regulatory requirements and standard conditions of approval. (El Monte, 2011c, pp. 5.1-5 and 5.1-22)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the Project site is developed with industrial warehousing uses, with industrial uses occurring to the east and west, a school occurring to the east, and residential and park uses occurring to the north and south. Due to the developed nature of the Project site and its surroundings, the Project site does not afford prominent views of scenic vistas, such as views of the San Gabriel Mountains. With implementation of the proposed Project, the viewing opportunities for the San Gabriel Mountains throughout the City would be identical to those that are available under

existing conditions. Accordingly, the Project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR's Initial Study indicated that the nearest Eligible State Scenic Highway to the City is Interstate 210, approximately 7.5 miles northwest of the City of El Monte, and that the nearest Officially Designated State Scenic Highway is State Route 2, approximately 12 miles northwest of the City of El Monte. The Initial Study concluded that due to the distance between the City of El Monte and any scenic highways, the General Plan and Zoning Code Update project will have no impact on scenic resources within a state scenic highway. As a result, this issue was not evaluated in detail in the FPEIR. (El Monte, 2011c, Appendix A, p. 30)

No Substantial Change from Previous FPEIR Analysis: According to scenic highway maps produced by Caltrans, the Project site is located 7.5 miles southeast of the portion of I-210 located north of I-10, which is classified as a "State Eligible Highway." Additionally, the Project site is located 6.2 miles east State Route 110, which is classified as an "Historic Parkway." The nearest "Officially Designate State Scenic Highway" is State Route 2, located approximately 13 miles northwest of the Project site. Consistent with the findings of the FPEIR, due to the distance between the Project site and scenic highways, the proposed Project would have no impact on scenic resources within a state scenic highway. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR. (Caltrans, 2011)

c) ***Substantially degrade the existing visual character or quality of the site and its surroundings?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR determined that implementation of the General Plan and Zoning Code Update project would only have the potential to affect the visual quality and character of Downtown El Monte and commercial and industrial districts such as Flair Park and the Northwest Industrial District. The FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to visual character and quality would be less than significant. (El Monte, 2011c, pp. 5.1-5, 5.1-6, and 5.1-22)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and similar to the conditions that existed with the FPEIR was certified by the City in 2011, the Project site is fully developed with industrial warehouse uses, including 1,036,371 s.f. of building area (refer to Figure 3-3). Landscaping on site is limited to street trees, shrubs, and groundcover along portions of the eastern edge of Shirley Road, street trees, shrubs, and groundcover along the Project's frontage with Lower Azusa Road, and scattered trees in the northern portions of the site.

The Project Applicant proposes to redevelop the 55.7-acre site with 1,235,340 s.f. of high-cube warehouse uses. Landscaping, including groundcover, shrubs, and trees, are proposed around the entire property,

except in the docking areas on the east side of Building 1. As previously shown on Figure 2-10, the Project Applicant also proposes 8- to 14-foot tall concrete screen walls along the Project's northern frontage with the Gidley Elementary school and 10-foot tall walls at the northwest corner of the truck court area west of Building 1; a chain link fence along a portion of the eastern Project boundary, and 8-foot tall metal tubular steel fencing surrounding the truck docking areas to the west of Buildings 1 and 2. As previously described in Subsection 2.2.1.B, the Project's architecture has been designed to include features that would ensure the buildings enhance the site's visual character and quality, such as varied rooflines, aluminum storefront framing at building entrances, exterior horizontal canopies, and freestanding elements. Figure 2-7, previously presented, provides a conceptual depiction of the proposed development as would be seen from the northwest corner of the site along Lower Azusa Road.

As compared to existing conditions, the Project would enhance the site's visual character and quality by replacing older industrial warehouse buildings with a modern high-cube warehouse facility. Proposed architectural, landscape, and hardscape elements would be of higher aesthetic quality as compared to the existing development on the property. Furthermore, the truck trailer parking that occurs in the northern portions of the site under existing conditions would be replaced by a passenger vehicle parking area, which would further enhance views of the site as compared to existing conditions. Based on the foregoing analysis, because the Project would enhance the site's existing visual character and quality, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. The FPEIR determined that buildout in accordance with the General Plan Update land use plan would generate new sources of light and glare that could affect day or nighttime views in the City. However, the FPEIR noted that the City of El Monte Municipal Code contains standards addressing the reduction of glare related to sign policies and screening and buffering of commercial corridors and industrial areas, public spaces, and lighting in residential areas. Additionally, the FPEIR noted that the General Plan Update contains several policies that would reduce adverse impacts from light and glare in new development and redevelopment. Additionally, the FPEIR indicated that policies in the Community Design Element encourage the minimization or elimination of light pollution and light trespass. The FPEIR concluded that adherence to the Municipal Code and policies of the General Plan Update will ensure that light and glare from new and existing development would be minimized and that impacts would be less than significant. (El Monte, 2011c, pp. 5.1-7 and 5.1-22)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the Project site contains artificial lighting to illuminate the parking lights and docking areas, as well as entrances of the existing on-site buildings. Under the proposed Project, lighting elements also would be provided in the parking lot and truck docking areas, with additional lighting at building entrances. The Project's proposed signage in the northwestern portion of the site also is anticipated to be illuminated. As part of the City's review of the Project's

proposed Design Review Approval No. 01-18, the City reviewed the Project for consistency with Municipal Code Section 17.22.050.A., which requires that "…lighting shall provide for the safety and security of the tenants, owners and visitors to the site while being directed away from adjacent properties and streets." Additionally, Section 17.12.020 of the City's Municipal Code requires that "[u]nshielded light bulbs in excess of twenty-five (25) watts per lamp which may be seen from the public street or any property line shall not be used in conjunction with any sign, except neon signs." Mandatory compliance with Sections 17.22.050.A. and 17.12.020 would ensure that Project-related lighting would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Furthermore, areas surrounding the Project site are fully developed with urban uses with a relatively high level of background illumination, which would further reduce the impact of Project-related lighting on day or nighttime views. Impacts would be less than significant.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the main corners of the buildings would include glass elements, including tempered spandrel glass and tempered vision insulated glass. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of any surrounding properties, including motorists on adjacent roadways, because the glass used by the Project would be low-reflective. Areas proposed for window glazing would be limited, as shown on the Project's application materials. There are no components of the Project that would produce glare impacts during nighttime hours. Accordingly, a less-than-significant glare impact would occur.

Based on the foregoing, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project's aesthetic characteristics would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to aesthetic resources. Consistent with the finding of the FPEIR, impacts to Aesthetics would be less than significant; thus, mitigation measures are not required.

5.2 AGRICULTURAL RESOURCES

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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				

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) ***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?***

General Plan and Zoning Code Update FPEIR Finding: **No Impact**. The Initial Study prepared for the FPEIR determined that implementation of the City of El Monte General Plan and Zoning Code Update project would not result in any impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland); therefore, impacts to farmland were not further analyzed in the FPEIR. (El Monte, 2011c, p. 8-1)

No Substantial Change from Previous FPEIR Analysis: According to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site and surrounding areas are not classified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) (CDC, 2017a). Consistent with the findings of the FPEIR,

the Project would have no impact due to the conversion of Farmland to non-agricultural use. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The Initial Study prepared for the FPEIR determined that implementation of the City of El Monte General Plan and Zoning Code Update project would not result in any conflicts with existing zoning for agricultural use or a Williamson Act contract; therefore, impacts due to such conflicts were not further analyzed in the FPEIR. (El Monte, 2011c, p. 8-1)

No Substantial Change from Previous FPEIR Analysis: According to mapping information from the CDC, the Project site and surrounding areas are not located within any Williamson Act contracted land (CDC, 2016). Additionally, under existing conditions the Project site and surrounding areas within the City of El Monte are designated for the following land uses, none of which comprise agricultural zones: "M-2 (General Manufacturing Zone); "PF (Public Facility);" "OS (Open Space)," "R-4 (High-Density Multiple-Family Dwelling Zone)," "R-2 (Low-Density Multiple-Family Dwelling Zone)," and "C-3 (Retail Commercial Zone)" land uses (El Monte, 2016). Lands to the north of the Project site are zoned by Temple City for "R-1 (Single Family Dwelling, up to 6 dwelling units per acre [du/acre])," "R-2 (Single/Multiple Family, Duplexes, up to 12 du/acre)" and "R-3 (Single/Multiple Family and Duplexes, up to 18 du/acre)" land uses (Temple City, 2017). Accordingly, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

d) ***Result in the loss of forest land or conversion of forest land to non-forest uses?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. Although the FPEIR did not evaluate impacts due to conflicts with zoning for forest lands or timberland zoned Timberland Production or impacts due to the loss of forest land or the conversion of forest land to non-forest use, the FPEIR contained enough information that with the exercise of reasonable diligence, information about the City of El Monte General Plan and Zoning Code Update project's potential effects on such forest lands was readily available to the public. The FPEIR did not identify any impacts due to a conflict with zoning for forest land or timberland zoned Timberland Production, nor were any impacts identified associated with the loss of forest land or conversion of forest land to non-forest uses.

No Substantial Change from Previous FPEIR Analysis: The Project site occurs in an area that is mostly developed with urban land uses, and there are no lands zoned as forest land, or timberland zoned Timberland Production within the Project's region, nor are there any forest lands within the area (Google

Earth, 2016). Accordingly, the Project would have no impact due to a conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)), and would have no impact due to the conversion of forest land to non-forest uses. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

e) ***Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The Initial Study prepared for the FPEIR determined that implementation of the City of El Monte General Plan and Zoning Code Update project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use; therefore, impacts due to such changes in the existing environment were not further analyzed in the DEIR. (El Monte, 2011c, p. 8-1)

No Substantial Change from Previous FPEIR Analysis: As noted above under the discussion of Threshold b, there are no existing agricultural uses within the Project site's vicinity, and there are no lands within the Project vicinity that comprise Farmland, as defined by the FMMP (CDC, 2017a; Google Earth, 2016). Accordingly, and consistent with the conclusion reached in the FPEIR, the Project would not result in conversion of Farmland to non-agricultural use, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to agricultural or forest resources. Consistent with the findings of the FPEIR, impacts would be less than significant; therefore, no mitigation is required.

5.3 AIR QUALITY

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
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?	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

In order to evaluate the proposed Project's potential to result in significant impacts to air quality, a Project-specific Air Quality Impact Analysis (AQIA) was prepared for the Project by Urban Crossroads, Inc., and is included as *Technical Appendix A* of this EIR Addendum. Please refer to *Technical Appendix A* for a detailed discussion of the existing air quality setting and a description of applicable regulatory requirements related to air quality. Additionally, in order to evaluate the Project's potential to impact sensitive receptors, a Project-specific Health Risk Assessment (HRA) also was prepared by Urban Crossroads, Inc., and is included as *Technical Appendix B*.

a) ***Conflict with or obstruct implementation of the applicable air quality plan?***

General Plan and Zoning Code Update FPEIR Finding: **Significant and Unavoidable Impact**. The FPEIR determined that the General Plan and Zoning Code Update project would not be consistent with the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP) because air pollutant emissions associated with buildout of the City of El Monte were found to cumulatively contribute to the nonattainment designations in the SCAB. Furthermore, the FPEIR indicated that buildout of the General Plan Update Land Use Plan would exceed current estimates of population, employment, and Vehicle Miles Traveled (VMT) for El Monte and, therefore, these emissions were not included in the current regional emissions inventory for the South Coast Air Basin (SCAB). As a result, the FPEIR concluded that the General Plan and Zoning Code Update project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact for which mitigation was not available. (El Monte, 2011c, pp. 5.2-10, 5.2-11, and 5.2-31)

No Substantial Change from Previous FPEIR Analysis: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. (Urban Crossroads, 2018a, p. 51)

State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. (Urban Crossroads, 2018a, p. 51)

In March 2017, the AQMD released the Final 2016 AQMP. Similar to the previous 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories. The Project's consistency with the AQMP will be determined using the 2016 AQMP and is discussed below. (Urban Crossroads, 2018a, p. 51)

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), as discussed below (Urban Crossroads, 2018a, p. 51).

- *Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded. As discussed below under Thresholds 5.3.b), 5.3.c), and 5.3.d), and as shown in Table 5-4 and Table 5-7, the Project would not exceed the applicable LST thresholds or regional significance thresholds for construction activity. Therefore, the Project's construction activities would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2018a, p. 52)

As indicated under Thresholds 5.3.b) and 5.3.c) and as shown in Table 5-4, the Project would not exceed the applicable LST thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion. Thus, the Project would be consistent with the first criterion. (Urban Crossroads, 2018a, p. 52)

- *Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAB are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of El Monte General Plan Update is considered to be consistent with the 2016 AQMP. (Urban Crossroads, 2018a, p. 52)

The General Plan designation for the Project site is Industrial/Business Park. The zoning designation for the project site is "M-2." The Project proposes to construct a total of 1,235,340 square feet of high-cube transload and short-term storage warehouse use within two buildings (572,240 square feet for Building 1 and 663,100 square feet for Building 2), which is consistent with the site's zoning and General Plan land use designations. (Urban Crossroads, 2018a, p. 52)

The proposed Project's emissions are considered to be within the anticipated General Plan Buildout emissions because the Project would generate less traffic, and thus fewer air quality emissions as compared to what was evaluated in the General Plan and Zoning Code Update EIR. Refer also to the discussion of Thresholds 5.3.b and 5.3.c. (Urban Crossroads, 2018a, pp. 52-53)

The Project's proposed land use are fully consistent with the General Plan's land use designation for the site, and the Project would result in less air quality emissions as compared to what was evaluated for the Project site in the FPEIR. Accordingly, the Project would not conflict with the SCAQMD 2016 AQMP, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the FPEIR. (Urban Crossroads, 2018a, p. 53)

b) ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

c) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?***

General Plan and Zoning Code Update FPEIR Finding: The FPEIR made the following findings with respect to violation of an air quality standard, contribution to an existing or projected air quality violation, and a cumulatively-considerable net increase of criteria pollutants.

- **Construction-Related Impacts:** **Significant and Unavoidable Impact Following Mitigation**. The FPEIR found that construction activities associated with buildout of the General Plan Update would generate short-term emissions that exceed SCAQMD's regional significance thresholds for VOCs, CO, NO_X, PM_{10}, and $PM_{2.5}$; cumulatively contribute to the SCAB's nonattainment designations for O_3, NO_X, PM_{10}, and $PM_{2.5}$; and potentially elevate concentrations of air pollutants at sensitive receptors (Thresholds b, c, and d). The FPEIR found that with the implementation of mitigation, construction-related emissions impacts would be lessened but impacts would still remain significant and unavoidable. (El Monte, 2011c, pp. 5.2-12 and 5.2-32)

- **Operational Phase Impacts**: **Significant and Unavoidable Impact Following Mitigation**. The FPEIR found that buildout of the General Plan Update would generate long-term operational phase emissions that exceed the SCAQMD's thresholds for VOCs, CO, NO_X, PM_{10}, and $PM_{2.5}$, and determined that there was no mitigation that would reduce these emissions to less-than-significant levels. The FPEIR concluded that with the implementation of mitigation, operational-related emissions impacts would be lessened but impacts would still remain significant and unavoidable. (El Monte, 2011c, pp. 5.2-12 and 5.2-32)

No Substantial Change from Previous FPEIR Analysis: The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2015, the federal and State ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM_{10}, and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded federal or State standards for NO_2, SO_2, CO, sulfates, or lead. Table 5-1, *Attainment Status of Criteria Pollutants in the SCAB*, provides a summary of attainment designations for the SCAB. Appendix 3.1 of the Project's AQIA (*Technical Appendix A*) provides geographic representation of the state and federal attainment status for applicable criteria pollutants within the SCAB. (Urban Crossroads, 2018a, p. 14)

Table 5-1 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1hour standard	Nonattainment	Nonattainment ("extreme")
Ozone - 8 hour standard	Nonattainment	Nonattainment ("extreme")
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment ("serious")
Carbon Monoxide	Attainment	Attainment (Maintenance)
Nitrogen Dioxide	Attainment	Unclassifiable/Attainment
Sulfur Dioxide	Attainment	Unclassifiable/Attainment
Lead [1]	Attainment	Nonattainment (Partial)

Source: State/Federal designations were taken from http://www.arb.ca.gov/desig/adm/adm.htm
Note: See Appendix 3.1 of the Project's AQIA (*Technical Appendix A*) for a detailed map of State/National Area Designations within the South Coast Air Basin.
(Urban Crossroads, 2018a, Table 2-2)

The Project has been evaluated to determine if it would violate an air quality standard or contribute to an existing or projected air quality violation (refer to Table 5-1). Additionally, the Project has been evaluated to determine if it would result in a cumulatively considerable net increase of a criteria pollutant for which the SCAB is non-attainment under an applicable federal or State ambient air quality standard. An analysis also was conducted to determine whether the Project's air quality emissions would be within the scope of analysis of the FPEIR. (Urban Crossroads, 2018a, p. 32)

Standards of Significance

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized in Table 5-2, *Maximum Daily Emissions Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. (Urban Crossroads, 2018a, p. 32)

Table 5-2 Maximum Daily Emissions Thresholds

Pollutant	Construction	Operations
Regional Thresholds		
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
Sox	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Localized Thresholds[B]		
NOx	89 lbs/day (Demolition)	203 lbs/day
	166 lns/day (Site Preparation)	
	178 lbs/day (Grading)	
CO	623 lbs/day (Demolition)	1,733 lbs/day
	1,343 lbs/day (Site Preparation)	
	1,473 lbs/day (Grading)	
PM10	5 lbs/day (Demolition)	4 lbs/day
	11 lbs/day (Site Preparation)	
	12 lbs/day (Grading)	
PM2.5	3 lbs/day (Demolition)	2 lbs/day
	7 lbs/day (Site Preparation)	
	7 lbs/day (Grading)	

[A]: Based on SCAQMD Air Quality Significance Thresholds, March 2015; [B]: Based on SCAQMD lookup tables for a 5-acre site for SRA 24 at 25 meters.

(Urban Crossroads, 2018a, Table 3-1)

Land uses such as the Project affect air quality through construction-source and operational-source emissions. On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model™ (CalEEMod™) v2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (NOx, VOC, PM_{10}, $PM_{2.5}$, SO_x, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources, and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod™ was used to calculate the proposed Project's construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendix 3.2 through Appendix 3.3 of the Project's AQIA (*Technical Appendix A*). (Urban Crossroads, 2018a, p. 32)

Construction Emissions

Construction activities associated with the Project would result in emissions of CO, VOCs, NO_X, SO_x, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities: Demolition, Site Preparation, Grading, Building Construction, Architectural Coating, and Paving. (Urban Crossroads, 2018a, pp. 33-34)

Construction is expected to commence in June 2018 and will last through February 2020. The construction schedule utilized in the analysis, shown previously in Table 2-1, represents a "worst-case" analysis scenario; should construction occur any time after the respective dates, pollutant emissions would be lessened because emission factors for construction equipment decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[1] Table 2-2 (previously presented) shows the Project's expected construction equipment by construction phase. The duration of construction activity and associated equipment both represent a reasonable approximation of the expected construction fleet as required per the CEQA Guidelines. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.2 and 3.3 of the Project's AQIA (*Technical Appendix A*). (Urban Crossroads, 2018a, p. 34)

Construction Emissions Summary

The estimated maximum daily construction emissions are summarized in Table 5-3, *Maximum Daily Peak Construction Emissions Summary*. Detailed construction model outputs are presented in Appendix 3.2 of the Project's AQIA (*Technical Appendix A*). It should be noted that the Project is conditioned to comply with Mitigation Measure 3-1 from the FPEIR, as described at the end of this subsection. As shown in Table 5-3, Project construction-source emissions would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less-than-significant impact would occur for Project-related construction-source emissions and no additional mitigation is required. The FPEIR disclosed that construction-related emissions would be significant and unavoidable; thus, the Project's less-than-significant construction-related air quality emissions would be within the scope of analysis of the FPEIR, and the proposed Project's impacts would be less than what was disclosed in the FPEIR. (Urban Crossroads, 2018a, pp. 35-36)

Operational Emissions

Operational activities associated with the proposed Project would result in emissions of VOC, NO_X, CO, SO_x, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources: Area Source Emissions, Energy Source Emissions, and Mobile Source Emissions. Each is discussed below, followed by a comparison of the Project's impacts to the impacts that were disclosed by the FPEIR. (Urban Crossroads, 2018a, p. 36)

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[1] As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2013.2, Table 3.4, "OFFROAD Equipment Emission Factors," as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer, less polluting equipment and new regulatory requirements. (Urban Crossroads, 2018a, p. 34)

Table 5-3 Maximum Daily Peak Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2018	1.87	34.05	41.31	0.07	9.10	5.04
2019	22.88	51.52	58.66	0.17	9.82	3.75
2020	18.63	16.71	21.47	0.04	2.24	1.20
Maximum Daily Emissions	**22.88**	**51.52**	**58.66**	**0.17**	**9.82**	**5.04**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Note: The emissions estimates in Table 5-3 reflect Project compliance with Conditions of Approval implementing FPEIR Mitigation Measure 3-1, presented at the end of this subsection.
(Urban Crossroads, 2018a, Table 3-4)

Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using the CalEEMod model. (Urban Crossroads, 2018a, p. 36)

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within the CalEEMod model. (Urban Crossroads, 2018a, p. 36)

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model. (Urban Crossroads, 2018a, p. 37)

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite

generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using the CalEEMod model. (Urban Crossroads, 2018a, p. 37)

Mobile Source Emissions

Vehicles

Project-related operational air quality impacts derive predominantly from mobile sources. In this regard, approximately 94 percent (by weight) of all Project operational-source emissions would be generated by mobile sources (vehicles). Neither the Project Applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by CARB and the United States Environmental Protection Agency (USEPA). As the result of CARB and USEPA actions, Basin-wide vehicular-source emissions have been reduced dramatically over the past years and are expected to further decline as clean vehicle and fuel technologies improve. (Urban Crossroads, 2018a, p. 37)

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip characteristics available from the Project's Traffic Impact Analysis ("TIA," *Technical Appendix I*) were utilized in the AQIA's analysis. It should be noted that the Project's Traffic Impact Analysis presents the total Project vehicle trips in terms of Passenger Car Equivalents (PCEs) in an effort to recognize and acknowledge the effects of heavy vehicles at the study area intersections. Notwithstanding, for purposes of the air quality study, the PCE trips were not used. Rather, to more accurately estimate and model vehicular-source emissions, the actual number of vehicles, by vehicle classification (e.g., passenger cars (including light trucks), heavy trucks) were used in the AQIA. (Urban Crossroads, 2018a, p. 37)

The trip generation rates used in the Project's AQIA are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their *Trip Generation manual, 10th Edition, 2017*, for high-cube transload and short-term storage warehouse (ITE Land Use Code 154). Total vehicle mix percentages were obtained from the High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, prepared by ITE. However, the truck mix is based on SCAQMD's recommended truck mix, by axle type for high-cube warehouse. As such, the vehicle fleet mix utilized is as follows: 68.8% passenger cars, 5.2% 2-axle trucks, 6.5% 3-axle trucks, and 19.5% 4+-axle trucks. For analytical purposes, 2-axle trucks are assumed to be Light-Heavy-Duty (LHD), 3-axle trucks are assumed to be Medium-Heavy-Duty (MHD), and 4+-axle trucks are assumed to be Heavy-Heavy-Duty (HHD). (Urban Crossroads, 2018a, pp. 37-38)

It should be noted that the FPEIR's traffic study assumed that development of the Project site would result in the generation of 7,263 daily trips, whereas the Project's high-cube warehouse uses would generate 2,561 daily trips, or a reduction of 4,702 daily trips as compared to what was evaluated for the Project site in the FPEIR. Thus, it can be concluded that the Project's vehicular-related air quality emissions would be less than was disclosed for the site by the FPEIR. Refer to Subsection 5.16 for a detailed comparison of the total daily trips under the proposed Project to those that were evaluated and disclosed for the Project site by the FPEIR. (Urban Crossroads, 2018a, p. 38)

Operational Emissions Summary

Operational-source emissions are summarized on Table 5-4, *Maximum Operational Emissions Summary*. Detailed operational model outputs are presented in Appendix 3.3 of the Project's AQIA (*Technical Appendix A*). As indicated Table 5-4, the Project would exceed regional thresholds of significance established by the SCAQMD for emissions of NO_X. No feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant. Project operational-source NO_X emissions exceedances of applicable SCAQMD regional thresholds are therefore considered significant and unavoidable. However, the significant NO_X impact identified in the AQIA would be less than the level of impact identified in the City of El Monte General Plan and Zoning Code EIR because the Project would generate 4,702 fewer daily trips than was assumed for the site by the FPEIR's traffic study. Furthermore, the FPEIR disclosed significant and unavoidable impacts associated with operational emissions of VOCs, NO_X, CO, PM_{10}, and $PM_{2.5}$, while the Project would result in significant operational-related impacts due to NO_X emissions, only. (Urban Crossroads, 2018a, p. 38)

Table 5-4 Maximum Operational Emissions Summary

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	27.61	1.17E-03	0.13	1.00E-05	4.60E-04	4.60E-04
Energy Source	0.03	0.29	0.24	1.73E-03	0.02	0.02
Mobile (Trucks)	7.08	201.65	55.03	0.73	23.34	7.42
Mobile (Passenger Cars)	1.67	2.52	37.25	0.13	15.10	4.07
Total Maximum Daily Emissions	**36.39**	**204.46**	**92.65**	**0.86**	**38.46**	**11.51**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	27.61	1.17E-03	0.13	1.00E-05	4.60E-04	4.60E-04
Energy Source	0.03	0.29	0.24	1.73E-03	0.02	0.02
Mobile (Trucks)	7.15	207.43	56.24	0.72	23.34	7.43
Mobile (Passenger Cars)	1.53	2.75	33.08	0.12	15.10	4.07
Total Maximum Daily Emissions	**36.33**	**210.47**	**89.69**	**0.85**	**38.45**	**11.52**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2018a, Table 3-5)

Comparison of Project Impacts to the Impacts Disclosed in the FPEIR

This subsection summarizes the Project's emissions impacts as compared to the emissions totals and impacts that were identified in the City of El Monte General Plan and Zoning Code EIR (FPEIR).

Construction Emissions Comparison

The FPEIR does not quantify construction emissions for specific development projects. Due to the scale of development associated with the buildout of the City's General Plan Update, the FPEIR concluded that emissions would likely exceed the SCAQMD regional significance thresholds. (Urban Crossroads, 2018a, p. 46)

As previously shown in Table 5-3, the proposed Project is calculated to generate construction-related emissions that would not exceed the SCAQMD regional thresholds of significance for VOCs, NO_X, CO, SO_x, PM_{10}, or $PM_{2.5}$. The FPEIR concluded that construction-related emissions associated with buildout of the General Plan would result in significant and unavoidable impacts due to emissions of VOCs, CO, NO_X, PM_{10}, and $PM_{2.5}$ (El Monte, 2011c, p. 5.2-30). Thus, the construction impacts of the proposed Project would be less than significant and would be within the scope of analysis of the FPEIR. (Urban Crossroads, 2018a, p. 46)

Operational Emissions Comparison

For purposes of analyzing industrial uses, the FPEIR identified a mix of 30% General Light Industrial, 40% Industrial Park, 20% Warehouse, and 10% Manufacturing uses for industrial land uses and used a "blended" trip generation rate for traffic generated by all industrial uses. Additionally, the FPEIR assumed that all industrial lands would be developed at a Floor Area Ratio (FAR) of 0.50. Based on the land use and buildout assumptions assumed in the FPEIR for the site's "Industrial/Business Park" General Plan land use designation (i.e., General Light Industrial, Industrial Park, Manufacturing, and Warehousing), Table 5-5, *Maximum Operational Emissions Summary – General Plan*, shows the operational-source emissions for all land uses associated with buildout of the City of El Monte General Plan and Table 5-6, *Maximum Operational Emissions Summary – FPEIR Land Use Assumptions for Project Site*, shows the emissions that would occur on the Project site if the site were built out in accordance with the FPEIR's land use assumptions. Detailed operational model outputs are presented in Appendix 3.4 of the Project's AQIA (*Technical Appendix A*). (Urban Crossroads, 2018a, pp. 46-47)

As shown in Table 5-5, the FPEIR disclosed that with buildout of the General Plan, significant impacts would occur due to operational emissions of VOC, CO, NO_X, $_{PM10}$, and $_{PM2.5}$. Impacts due to emissions of these pollutants were disclosed as significant and unavoidable. Additionally, and based on the land use and buildout assumptions used in the FPEIR, Table 5-6 shows that buildout of the Project site with industrial uses consistent with those analyzed in the FPEIR would result in significant and unavoidable impacts due to emissions of VOCs, NO_X, CO, $_{PM10}$, and $_{PM2.5}$. (Urban Crossroads, 2018a, p. 46)

As shown previously in Table 5-4, the Project's proposed high-cube warehouse uses are anticipated to generate less than the SCAQMD significance thresholds of emissions per day for pollutants of VOCs, CO, SO_x, $_{PM10}$, and $_{PM2.5}$. Comparing the emissions data presented in Table 5-4 to those shown in Table 5-6 demonstrates that the Project also would generate fewer emissions of VOCs, CO, SO_x, $_{PM10}$, and $_{PM2.5}$ compared to what is assumed for the Project site in the FPEIR. Although the proposed Project is calculated to exceed the SCAQMD significance thresholds for NO_X emissions, the NO_X emissions from the Project are

Table 5-5 Maximum Operational Emissions Summary – General Plan

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	2,155	606	877	0	3	3
Transportation	8,088	9,919	88,194	81	13,120	2,564
Total Maximum Daily Emissions	**10,243**	**10,525**	**89,071**	**81**	**13,123**	**2,567**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**
Operational Activities – Winter Scenario	**Emissions (pounds per day)**					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Source	22,992	893	23,447	37	3,168	3,049
Transportation	9,083	11,940	86,074	67	13,120	2,564
Total Maximum Daily Emissions	**32,075**	**12,833**	**109,521**	**104**	**16,288**	**5,613**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**

(Urban Crossroads, 2018a, Table 3-9)

Table 5-6 Maximum Operational Emissions Summary – FPEIR Land Use Assumptions for Project Site

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	31.83	1.33E-03	0.14	1.00E-05	5.10E-04	5.10E-04
Energy Source	0.47	4.28	3.60	0.03	0.33	0.33
Mobile (Trucks)	89.98	1,293.14	471.08	1.79	92.93	55.23
Mobile (Passenger Cars)	28.77	43.45	487.34	0.80	77.38	21.05
Total Maximum Daily Emissions	**151.05**	**1,340.87**	**962.16**	**2.62**	**170.64**	**76.61**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Operational Activities – Winter Scenario	**Emissions (pounds per day)**					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Source	31.83	1.33E-03	0.14	1.00E-05	5.10E-04	5.10E-04
Energy Source	0.47	4.28	3.60	0.03	0.33	0.33
Mobile (Trucks)	89.98	1,293.14	471.08	1.79	92.93	55.23
Mobile (Passenger Cars)	28.77	43.45	487.34	0.80	77.38	21.05
Total Maximum Daily Emissions	**151.05**	**1,340.87**	**962.16**	**2.62**	**170.64**	**76.61**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

(Urban Crossroads, 2018a, Table 3-10)

substantially less than what is disclosed in the FPEIR, and the FPEIR concluded that operational emissions of NO_X would be significant and unavoidable. Accordingly, although the Project would result in significant and unavoidable emissions of NO_X, such emissions are fully within the scope of analysis of the FPEIR and no new or more severe impacts due to air quality emissions would result from implementation of the Project as proposed. (Urban Crossroads, 2018a, p. 46)

Conclusion

Based on the preceding analysis, the Project's construction phase would not violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively-considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors); thus, the Project's air quality emissions during construction would be less than significant.

With respect to operational emissions, the Project would exceed the SCAQMD Regional Threshold for NO_X, although the total emissions associated with the Project would be measurably lower than was assumed for the Project site by the FPEIR. Nonetheless, and consistent with the findings of the FPEIR, the Project's operational emissions would violate the air quality standard for NO_X, contribute substantially to an existing air quality violation (i.e., ozone, as NO_X is an ozone precursor), and would result in a cumulatively-considerable net increase of a criteria pollutant (NO_X) for which the project region is non-attainment under an applicable federal or state ambient air quality standard (i.e., ozone). This conclusion is consistent with the finding of the FPEIR. The Project's operational emissions of NO_X represents a significant direct and cumulatively-considerable unavoidable impact to air quality, although the Project's emissions of NO_X would be less than was assumed for the site by the FPEIR. Thus, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact Following Mitigation. The FPEIR determined that sensitive receptors in the area would not be significantly adversely affected by CO emissions generated at buildout of the General Plan and Zoning Code Update project, and determined that localized air quality impacts related to mobile-source CO "hot spots" would be less than significant. The FPEIR also evaluated the General Plan and Zoning Code Update's potential to expose sensitive receptors to substantial pollutant concentration associated with diesel particulate matter (PM) from trucks, and benzene and 1,3 butadiene from passenger vehicles. The FPEIR also determined that the buildout of the General Plan Update has the potential to expose sensitive receptors to substantial concentrations of air pollutant emissions if constructed within 500 feet of freeways and other high-volume roadways (i.e., roads that carry more than 100,000 vehicles per day in urban areas). The FPEIR also noted that placement of sensitive receptors within close proximity to other localized air quality emission sources, such as distribution centers and rail yards, could expose sensitive receptors to significant concentrations of air pollutants. The FPEIR determined that outdoor areas within 500 feet of the freeway or within 1,000 feet of distribution centers with 100 trucks per day (or more than 300 hours per week of transport refrigeration unit operation) would be exposed to elevated levels of diesel particulates that

would be unmitigated. The FPEIR concluded that placement of sensitive uses near major pollutant sources would result in significant air quality impacts from the exposure of persons to substantial pollutant concentrations. However, the FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.2-14 through 5.2-17 and 5.2-30)

No Substantial Change from Previous FPEIR Analysis: The Project has the potential to expose sensitive receptors to substantial pollutant concentrations associated with localized construction emissions, localized operational emissions, Carbon Monoxide (CO) "hot spots," and as a result of operational emissions of diesel particulate matter (DPM). Each is discussed below.

Localized Significance – Construction Activity

Background on Localized Significance Threshold (LST) Development

The localized significance analysis in the Project's AQIA makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or State ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). (Urban Crossroads, 2018a, p. 39). Refer to the AQIA in *Technical Appendix A* for more information about the analysis methodology.

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors;" they are also known to be locations where an individual can remain for 24 hours. (Urban Crossroads, 2018a, p. 41)

Sensitive receptors near the Project site include existing residential homes and the Gidley Elementary School, as shown on Figure 5-1, *Receptor Locations*. The closest sensitive receptor location is the Gidley Elementary School represented by R4 and R5 at approximately 10 feet east of the Project site boundary. The nearest residential community is located approximately 79 feet/24.08 meters north of the Project site. (Urban Crossroads, 2018a, pp. 41-42)

- R1: Located approximately 257 feet northwest of the Project site, R1 represents existing residential homes on Lower Azusa Road.
- R2: Location R2 represents existing residential homes located approximately 79 feet north of the Project site across Lower Azusa Road
- R3: Location R3 represents the residential homes located roughly 98 feet north of the Project site on Lower Azusa Road.

Source(s): Urban Crossroads (01-25-2018)

NOT TO SCALE

Figure 5-1

RECEPTOR LOCATIONS

R4: Location R4 represents the existing Gidley Elementary School located roughly 10 feet east of the Project sit, south of Lower Azusa Road.

R5: Location R5 represents the existing outdoor fields of Gidley Elementary School located roughly 10 feet east of the Project site.

R6: Location R6 represents the existing residential homes located approximately 773 feet west of the Project site on Arden Drive.

R7: Located approximately 829 feet east of the Project site, R7 represents the existing residential homes on Arden Drive.

R8: Location R8 represents existing residential homes located approximately 879 feet east of the Project site on Arden Drive.

R9: Location R9 represents the existing residential homes located roughly 178 feet south of the Project site on Railroad Drive, south of existing Union Pacific Railroad lines

R10: Location R10 represents the existing Gibson Mariposa Park located roughly 123 feet south of the Project site on Gibson Road.

R11: Location R11 represents the existing residential homes located roughly 170 feet southwest of the Project site Bessie Avenue.

Notwithstanding, the Methodology explicitly states that "[i]t is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Accordingly, LSTs for receptors at 25 meters are utilized in this analysis and provide for a conservative i.e. "health protective" standard of care. This would also ensure that any other sensitive receptors (residents or school students) located in close proximity to the Project site are considered to determine if potential impacts occur. (Urban Crossroads, 2018a, p. 42)

Construction-Source Emissions LST Analysis

Project construction activity would disturb less than five acres per day (refer to Table 3-6 of *Technical Appendix A*). Therefore, the SCAQMD's screening look-up tables are utilized in determining impacts. It should be noted that since the look-up tables identifies thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized, consistent with SCAQMD guidance, in order to interpolate the threshold values. As previously noted, a 25-meter receptor distance is utilized to determine the LSTs for emissions of CO, NO_2, PM_{10}, and $PM_{2.5}$. (Urban Crossroads, 2018a, p. 44)

Table 5-7, *Localized Significance Summary – Construction*, identifies the localized impacts at the nearest receptor location in the vicinity of the Project site. As shown in Table 5-7, emissions during construction activity would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant. It should be noted that the Project is conditioned to comply with FPEIR Mitigation Measure 3-1 (refer to the end of this subsection). Because air pollutant emissions resulting from Project demolition, site preparation, and grading activities would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of CO, NO_2, PM_{10}, and $PM_{2.5}$, a less-than-significant impact would occur. (Urban Crossroads, 2018a, p. 44)

Table 5-7 Localized Significance Summary – Construction

On-Site Demolition Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**19.37**	**25.54**	**4.25**	**1.43**
SCAQMD Localized Threshold	89	623	5	3
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Site Preparation Emissions	**Emissions (pounds per day)**			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**27.05**	**30.31**	**6.27**	**3.67**
SCAQMD Localized Threshold	166	1,343	11	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Grading Emissions	**Emissions (pounds per day)**			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**33.97**	**40.40**	**3.87**	**2.30**
SCAQMD Localized Threshold	178	1,473	12	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2018a, Table 3-7)

Localized Significance – Long-Term Operational Activity

As a conservative measure, the SCAQMD mass-rate look-up tables were used to determine localized significance thresholds for operational activity. As previously noted, a 25-meter receptor distance is utilized to determine the LSTs for emissions of CO and NO_X, PM_{10}, and $PM_{2.5}$. Table 5-8, *Localized Significance Summary for Long-Term Operation*, shows the calculated emissions for the Project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown in Table 5-8 represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the Project is approximately 45.89 miles, 5% of this total would represent an on-site travel distance for each car and truck of approximately 2.29 miles or 12,091.2 feet, thus the 5% assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs. As shown in Table 5-8, emissions during operational activity would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant and a less-than-significant impact would occur. (Urban Crossroads, 2018a, p. 45)

Table 5-8 Localized Significance Summary for Long-Term Operation

On-Site Grading Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**33.97**	**40.40**	**3.87**	**2.30**
SCAQMD Localized Threshold	178	1,473	12	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2018a, Table 3-8)

CO "Hot Spot" Analysis

As discussed below, the Project would not result in potentially adverse CO concentrations or "hot spots." Further, detailed modeling of Project-specific carbon monoxide (CO) "hot spots" is not needed to reach this conclusion. (Urban Crossroads, 2018a, p. 49)

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as noted in Table 2-2 of the Project's AQIA (*Technical Appendix A*). Also, CO concentrations in the Project vicinity have steadily declined, as indicated by historical emissions data presented at Table 2-3 of the Project's AQIA. (Urban Crossroads, 2018a, p. 49)

The proposed Project would not produce the volume of traffic required to generate a CO "hot spot" as explained in detail in *Technical Appendix A*. Further, the Project would generate substantially less traffic than the FPEIR assumed would be generated at the site. Therefore, CO "hot spots" are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. This finding is consistent with the conclusion reached by the FPEIR. (Urban Crossroads, 2018a, p. 50)

Diesel Mobile Health Risk Assessment

In order to evaluate the proposed Project's potential to expose nearby sensitive receptors to significant cancer and non-cancer risks, a Project-specific Diesel Mobile Source Health Risk Assessment (HRA) was prepared for the Project by Urban Crossroads, Inc., and is provided as *Technical Appendix B*. The purpose of the HRA is to evaluate Project-related impacts to sensitive receptors (residential, schools) and adjacent workers as a result of heavy-duty diesel trucks accessing the site. (Urban Crossroads, 2018b, p. 3)

Pursuant to guidance from the SCAQMD, if a proposed Project is expected to generate/attract diesel trucks, which emit diesel particulate matter (DPM), preparation of a HRA is necessary. The mobile source HRA was prepared in accordance with the document, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, and is composed of

all relevant and appropriate procedures presented by the USEPA, California Environmental Protection Agency, and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulatively-considerable impact. (Urban Crossroads, 2018b, p. 3)

The SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD clearly states (Page D-3): (Urban Crossroads, 2018b, p. 3)

> "*…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.* (Urban Crossroads, 2018b, p. 3)
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*" (Urban Crossroads, 2018b, p. 3)

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Non-carcinogenic exposures of less than 1.0 are considered less-than-significant. (Urban Crossroads, 2018b, p. 3)

Emissions Estimation

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM_{10}) generated with the 2014 version of the EMission FACtor model (EMFAC) developed by the California Air Resources Board (CARB). EMFAC 2014 is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to estimate changes in future emissions from on-road mobile sources.

Several distinct emission processes are included in EMFAC 2014. Emission factors calculated using EMFAC 2014 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for the proposed Project are presented below. (Urban Crossroads, 2018b, p. 8)

For the proposed Project, annual average PM_{10} emission factors were generated by running EMFAC 2014 in EMFAC Mode for vehicles in the SCAQMD jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are summarized below. (Urban Crossroads, 2018b, p. 8)

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

Each roadway in the Project's study area was modeled as a line source (made up of multiple adjacent volume sources). Due to the large number of volume sources modeled for the analysis, the corresponding coordinates of each volume source are included in Appendix "2.1" of the Project's HRA (*Technical Appendix B*). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 5-9, *DPM Emissions from Project Trucks (2020 Analysis Year)*. The modeled emission sources are illustrated on Exhibit 2-A of the Project's HRA. The modeled truck travel routes included in the HRA are based on the truck trip distributions (inbound and outbound) available from the Project's TIA (*Technical Appendix I*). The modeled truck route is consistent with the trip distribution patterns identified in the Project's TIA and was modeled to determine the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for approximately 0.15 mile to over 1 mile. This modeling domain is consistent with and more conservative than using only a ¼-mile modeling domain which is supported by substantial evidence since several studies have shown that the greatest potential risks occur within ¼ mile of the primary source of emissions (in the case of the Project this is the on-site idling and travel). (Urban Crossroads, 2018b, p. 9)

On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the Project is required to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, the analysis in the HRA estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation. (Urban Crossroads, 2018b, p. 9)

Table 5-9 DPM Emissions from Project Trucks (2020 Analysis Year)

Source	Trucks Per Day	VMT [a] (miles/day)	Truck Emission Rate [b] (grams/mile)	Truck Emission Rate [b] (grams/idle-hour)	Daily Truck Emissions [c] (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling Building 1 (West)	63			0.1717	2.68	3.105E-05
On-Site Idling Building 1 (East)	63			0.1717	2.68	3.105E-05
On-Site Idling Building 2	145			0.1717	6.20	7.179E-05
On-Site Travel Building 1	250	185.79	0.0580		10.78	1.248E-04
On-Site Travel Building 2	289	93.56	0.0580		5.43	6.283E-05
Off-Site Travel 70%	377	346.06	0.0305		10.57	1.223E-04
Off-Site Travel 5% from Valley Blvd./Temple City Blvd.	27	33.37	0.0305		1.02	1.180E-05
Off-Site Travel 5% from Valley Blvd./Santa Anita Av.	27	34.36	0.0305		1.05	1.215E-05
Off-Site Travel 5% from Lower Azusa Road/Temple City	27	36.08	0.0305		1.10	1.275E-05
Off-Site Travel 5% from Baldwin Av./Las Tunas	27	30.98	0.0305		0.95	1.095E-05
Off-Site Travel 10% from Lower Azusa/I-605	54	84.43	0.0305		2.58	2.985E-05

[a] Vehicle miles traveled are for modeled truck route only.

[b] Emission rates determined using EMFAC 2014. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

[c] This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes.

(Urban Crossroads, 2018b, Table 2-2)

Per the Project's TIA (*Technical Appendix I*) the Project is expected to generate a net total of approximately 1,729 trip-ends per day (actual vehicles) with 98 AM peak hour trips and 123 PM peak hour trips. The net Project trip generation includes 539 truck trip-ends per day from the proposed buildings within the Project. The Project's HRA (*Technical Appendix B*) relies on the net Project trips (as opposed to the passenger car equivalents) to accurately account for the effect of individual truck emissions associated with the Project. (Urban Crossroads, 2018b, p. 11)

The vehicle fleet mix, in terms of actual trucks, as derived from the TIA for the Project is composed of the following: 16.7% Light Heavy-Duty (LHD), 20.8% Medium Heavy-Duty (MHD), and 62.5% Heavy Heavy-Duty (HHD). (Urban Crossroads, 2018b, p. 11)

Exposure Quantification

The analysis in the HRA was conducted in accordance with the guidelines in the "*Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*." SCAQMD recommends using the Environmental Protection Agency's (U.S. EPA's) AERMOD model. For purposes of analysis, the model was used to calculate annual average particulate concentrations associated with Project operations. (Urban Crossroads, 2018b, p. 11)

Modeled sensitive receptors were placed at residential and non-residential locations. Based on recommendations from SCAMD staff, receptor grids with a maximum of 100 meters spacing were placed at residential and worker locations to ensure that the maximum impacts are properly analyzed. (Urban Crossroads, 2018b, p. 13)

The primary purpose of receptor placement is focused on long-term exposure. For example, the Project's HRA evaluates the potential health risks to residential and worker over a period of 30 or 25 years of exposure respectively. As such, even though it is unlikely to occur in practical terms (because the amount of time spent indoors), the Project's HRA assumes that a resident or worker would be exposed over a long-period of time for 12 or 24-hours per day at the structure where they reside or work. (Urban Crossroads, 2018b, p. 13)

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidelines. Tables 2-4, 2-5, and 2-6 of the Project's HRA (*Technical Appendix B*) summarize the Exposure Parameters for Residents, School, and Offsite Worker scenarios based on 2015 OEHHA Guidelines. Appendix 2.2 of the HRA includes the detailed risk calculation. (Urban Crossroads, 2018b, p. 13)

Carcinogenic Chemical Risk

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if a HRA shows an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document "*Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*," 10 in one million is used as the cancer risk threshold for the proposed Project. (Urban Crossroads, 2018b, p. 15)

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. As an example, the risk of dying from accidental drowning is 1,000 in a million which is 100 times more than the SCAQMD's threshold of 10 in one million; the nearest comparison to 10 in one million is the 7 in one million lifetime chance that an individual would be struck by lightning. (Urban Crossroads, 2018b, p. 15)

Non-Carcinogenic Exposures

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for the analysis. The chronic reference exposure level (REL) for DPM was established by OEHHA as 5 $\mu g/m^3$ (OEHHA Toxicity Criteria Database, http://www.oehha.org/risk/chemicaldb/index.asp). (Urban Crossroads, 2018b, p. 16)

Potential Project-Related DPM Source Cancer and Non-Cancer Risks

Table 5-10, *Summary of Cancer and Non-Cancer Risks*, summarizes the Project's potential cancer and non-cancer risks for the residential, worker, and school child exposure scenarios, each of which is discussed below.

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is located at the northeast corner of Lower Azusa Road and Birchland Place at an existing residential dwelling unit immediately north of the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is at 4.89 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were calculated to be 0.002, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent residences. The nearest modeled receptors are illustrated on Exhibit 2-B of the Project's HRA (*Technical Appendix B*). (Urban Crossroads, 2018b, pp. 16-17)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is located immediately adjacent to the west of the Project site at the AAA Anime Inc. Distribution building located at 4509 Shirley Ave #D. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 1.10 in one million which is less than the significance threshold of 10 in one million. Maximum non-cancer risks at this same location were calculated to be

0.003, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. The nearest modeled receptors are illustrated on Exhibit 2-B of the Project's HRA (*Technical Appendix B*). (Urban Crossroads, 2018b, p. 17)

Table 5-10 Summary of Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	4.89	10	NO
25 Year Exposure	Maximum Exposed Worker Receptor	1.10	10	NO
9 Year Exposure	Maximum Exposed School Child	1.37	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	0.002	1.0	NO
25 Year Exposure	Maximum Exposed Worker Receptor	0.003	1.0	NO
9 Year Exposure	Maximum Exposed School Child	0.002	1.0	NO

(Urban Crossroads, 2018b)

School Child Exposure Scenario

The school site land use with the greatest potential exposure to Project DPM source emissions is located at the Gidley Elementary School immediately adjacent to the east of the Project at 10226 Lower Azusa Road. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact at this location is 1.37 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.002, which would not exceed the applicable threshold of 1.0. The nearest modeled receptors are illustrated on Exhibit 2-B of the Project's HRA (*Technical Appendix B*). (Urban Crossroads, 2018b, pp. 16-17)

Summary of Impacts to Sensitive Receptors due to Substantial Pollutant Concentrations

As indicated in the preceding analysis, the Project would not: 1) expose nearby sensitive receptors to substantial pollutant concentrations due to localized emissions during construction or long-term operation, as the Project's near- and long-term emissions would be below the LST thresholds established by SCAQMD; 2) result in or contribute to a CO "hot spot;" or 3) expose residents, workers, or school

children to cancer or non-cancer risks that exceed the thresholds established by the SCAQMD. The Project's less-than-significant impacts to sensitive receptors is consistent with the findings of the FPEIR. Moreover, the Project's level of DPM emissions would be substantially less than assumed by the FPEIR because the FPEIR assumed the Project site would generate 7,263 vehicle trips per day, while the Project only would generate 2,561 trips per day, or 4,702 trips per day less than assumed by the FPEIR. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

e) ***Create objectionable odors affecting a substantial number of people?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR found that construction activity associated with the General Plan Update would require the operation of equipment that may generate exhaust from either gasoline or diesel fuel, and that construction and development also would require the application of paints and the paving of roads, which could generate odors from materials such as paints and asphalt. As these odors are short-term in nature and quickly disperse into the atmosphere, the FPEIR concluded that impacts would be less than significant. With respect to operational-related emissions, the FPEIR found that future residential and commercial development would involve minor odor-generating activities, such as backyard barbeque smoke, lawn mower exhaust, application of exterior paints for home improvement, cooking odors (e.g., restaurant exhaust vents), paint odors from auto body shops, etc. These types and concentrations of odors were noted as being typical of residential communities and not considered to result in a public nuisance. The FPEIR further noted that individual projects, including commercial, industrial, and residential projects associated with the El Monte General Plan Update are also required to comply with SCAQMD Rule 402 to prevent occurrence of public nuisances. As a result, the FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, odors associated with the General Plan Update would not result in a significant adverse impact to air quality. (El Monte, 2011c, pp. 5.2-17 and 5.2-30)

No Substantial Change from Previous FPEIR Analysis: Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or various heavy industrial uses. The Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction and is thus considered less than significant. Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse. Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Accordingly, and consistent with the findings of the FPEIR, Project odor impacts during near-term construction and long-term operational activities would be less than significant. Therefore, implementation of the proposed

Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.3-1 The Project is required to comply with the following rules and regulations:

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Table of Standards
- SCAQMD Rule 1186: PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools, limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, limits nonessential idling to five minutes or less for diesel-powered off-road equipment.
- Building Energy Efficiency Standards (California Building Standards Code Title 24)
- Appliance Energy Efficiency Standards (California Building Standards Code Title 20)

Project Requirements and FPEIR Mitigation Compliance

The City of El Monte General Plan and Zoning Code FPEIR identifies three mitigation measures to address air quality impacts. FPEIR Mitigation Measure 3-1 identifies measures to reduce construction-related air quality emissions and would be implemented by the Project through compliance with the following conditions of approval.

COA 5.3-1 As a condition of grading permits and building permits, the developer shall prepare, submit for review, and obtain approval from the City of El Monte of a dust control plan in accordance with SCAQMD Rule 403 and Rule 1186. Construction contractors shall be required to ensure compliance with the dust control plan and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

Also, the requirement to comply with the dust control plan shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-2 Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte agreeing that all construction equipment used on the Project site over 150 horsepower will be rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-3 As a condition of building permits, on-site electrical power shall be made available to the construction contractor(s) to encourage the use of electric-powered construction equipment.

COA 5.3-4 Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte verifying that all construction equipment engines to be used on the Project site engines are properly serviced and maintained per manufacturer's standards and have been tuned-up in the past 6 months. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.3-5 As conditions of grading permits and building permits, construction contractors shall be required to post signs on the site that instruct construction equipment operators to turn off equipment when not in use and limit idling to a maximum of 5 consecutive minutes. Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.3-6 As a condition of building permits, paint products must comply with the VOC requirements specified in SCAQMD Rule 1113. Construction contractors shall be required to ensure compliance and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

The Project has been reviewed by the City for compliance with FPEIR Mitigation Measure 3-2, which requires the City to review all developments to ensure they include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks). The Project would accommodate meandering sidewalks along the Project's frontage with Lower Azusa Road and Shirley Avenue, and also would not affect an existing bus stop located along the northern boundary of the Project site. The General Plan does not designate any other alternative modes of transportation in the Project area. Accordingly, the Project has been found to comply with FPEIR Mitigation Measure 3-2.

FPEIR Mitigation Measure 3-3 requires the City to evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005), and was identified to ensure sensitive receptors are not exposed to substantial pollutant concentrations. In conformance with PEIR Mitigation Measure 3-3, two technical reports were prepared for the Project. As indicated in the analysis of Threshold 5.3.d, the Project-specific Air Quality Impact Analysis (AQIA) concluded that localized air quality pollutants during Project construction and long-term operation would be below the SCAQMD localized significance thresholds, and thus the Project would not expose nearby sensitive receptors (i.e., residences and school uses) to substantial pollutant concentrations. Additionally, the Project-specific Health Risk Assessment (HRA) concluded that the Project would not expose any sensitive receptors to substantial pollutant concentrations, and localized and localized and DPM emissions associated with the Project would be less than was accounted for in the FPEIR. Although the Project has been found to comply with FPEIR Mitigation Measure 3-3, the following conditions of approval would apply to ensure consistency with the assumptions utilized in the AQIA and HRA, to ensure that regulatory requirements are met, and air quality impacts are reduced to the extent feasible.

COA 5.3-7 As conditions of grading permits and building permits, simultaneous soil disturbance shall be limited to a maximum of 5 acres per day. Construction and demolition contractors shall be required to ensure compliance and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

COA 5.3-8 As a condition of building occupancy permits, signs shall be required to be posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) five minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations].

COA 5.3-9 As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic inspection of the site by the City of El Monte or its designee to confirm compliance.

Finding

As demonstrated in the above analysis, with implementation of Project-specific conditions of approval that implement FPEIR Mitigation Measures 3-1 and 3-3, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts associated with the issue of Air Quality.

5.4 BIOLOGICAL RESOURCES

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR's Initial Study noted that California Natural Diversity Database (CNDDB) lists one occurrence of the Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) in the vicinity of the San Gabriel River, near El Monte, in 1951. While the Western yellow-billed cuckoo is listed as a candidate species by the US Fish and Wildlife Service and an endangered species by the California Department of Fish and Game, the Initial Study noted that the occurrence was over 50 years ago, and no recent occurrences were noted. The Initial Study also indicated that the southwestern pond turtle (a state species of special concern) has occurred within the larger El Monte area between 1954 and 1987, with no occurrences listed since. The Initial Study found that the CNDDB did not list any other candidate, sensitive, or special-status species within the City limits of El Monte or within one mile of the City limits. Therefore, considering the length of time since any listed occurrences, the Initial Study concluded that impacts generated by the implementation of the General Plan Update would be less than significant. Accordingly, impacts to candidate, sensitive, or special status species were not further analyzed in the FPEIR. (El Monte, 2011c, Appendix A, p. 33)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the ±55.7-acre Project site is fully developed with distribution warehouse uses. A total of five buildings occur on site, with the remaining areas of the Project site consisting of parking areas for passenger vehicles and truck trailers. Vegetation on or adjacent to the site includes only ornamental trees along a portion of Shirley Avenue (north of Gidley Street) and Lower Azusa Road, with several shade trees within the trailer parking area that occurs in the northernmost portion of the site. (Google Earth, 2016) Ornamental tree species on and adjacent to the site do not provide habitat for any candidate, sensitive, or special status species. Off-site improvements for street improvements and water service (refer to Subsection 2.2.1.G) would occur in areas that have been fully disturbed by prior development and that contain no sensitive habitat types. Additionally, The California Natural Diversity Database (CNDDB) does not list any candidate, sensitive, or special-status species within the City limits of El Monte or within one mile of the City limits (El Monte, 2011c, Appendix A, p. 33). Thus, off-site improvements proposed by the Project would not result in any direct or indirect impacts to sensitive or special status plant or animal species. Accordingly, and consistent with the finding of the PEIR, the Project would result in less-than-significant impacts to candidate, sensitive, or special status species. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR's Initial Study noted that according to the CNDDB, Brand's phacelia, a plant species that occurs in alluvial sand in coastal scrub/dune habitats, was noted in 1935 near the San Gabriel River, two miles east of El Monte, but that there have been no recent listings of the plant. The Initial Study also noted that there is no native riparian habitat

within the City. In addition to several flood control and drainage channels that pass through the City, the Initial Study noted that the San Gabriel River also extends northeast–southwest along most of the eastern boundary of the City. However, the Initial Study indicated that the San Gabriel River in this area was channelized and concrete lined. The Initial Study determined that there are no sensitive natural communities within the City, and that there are no significant ecological areas as defined by the Los Angeles County Department of Regional Planning within the City. As such, the Initial Study concluded that implementation of the General Plan and Zoning Code Update would have no impact on sensitive natural communities, and such impacts were not further analyzed in the FPEIR. (El Monte, 2011c, Appendix A, p. 34)

No Substantial Change from Previous FPEIR Analysis: As noted under Threshold a, under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the ±55.7-acre Project site is fully developed with distribution warehouse uses. A total of five buildings occur on site, with the remaining areas of the Project site consisting of parking areas for passenger vehicles and truck trailers. All runoff from the Project site is conveyed to existing storm water drainage facilities, and there is no riparian habitat on site. (Google Earth, 2016) Additionally, the ornamental street trees on site are not considered to comprise a sensitive natural community by any regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Accordingly, no impact would occur. Off-site improvements for street improvements and water service (refer to Subsection 2.2.1.G) would occur in areas that have been fully disturbed by prior development. Additionally, and as noted in the FPEIR, there are no sensitive riparian habitat or other natural communities within the City of El Monte (El Monte, 2011c, Appendix A, p. 34). Thus, off-site improvements proposed by the Project would not result in any direct or indirect impacts to sensitive or special status plant or animal species. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: **No Impact**. The FPEIR's Initial Study determined that there are no wetlands in the City of El Monte because virtually the entire city is developed with urban uses and found that new land uses proposed by the General Plan Update would consist of redevelopment of previously-developed parcels rather than development of vacant land. The Initial Study also noted that the General Plan and Zoning Code Update project would have no impact on any federally-protected wetlands as defined by Section 404 of the Clean Water Act. Accordingly, impacts to protected wetlands were not further analyzed in the FPEIR. (El Monte, 2011c, Appendix A, p. 34)

No Substantial Change from Previous FPEIR Analysis: As noted under Thresholds a and b, under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the ±55.7-acre Project site is fully developed with distribution warehouse uses. All runoff from the Project site is conveyed to existing storm water drainage facilities, and there are no drainages on site or in the surrounding areas that are considered protected wetlands as defined by Section 404 of the Clean Water

Act (including, but not limited to, marsh, vernal pool, coastal, etc.). (Google Earth, 2016) Off-site improvements for street improvements and water service (refer to Subsection 2.2.1.G) would occur in areas that have been fully disturbed by prior development, and these improvements would not impact wetlands because no wetlands exist within the City of El Monte (El Monte, 2011c, Appendix A, p. 34). Accordingly, and consistent with the finding of the PEIR, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR's Initial Study noted that the entire City was developed with urban uses, including developed parks and flood control channels. The Initial Study found that there was no native habitat remaining in the City, and therefore there were no wildlife movement corridors in the City. The Initial Study concluded that implementation of the General Plan Update would have no impact on wildlife movement or the use of wildlife nursery sites. Accordingly, impacts to wildlife movement corridors were not further analyzed in the FPEIR. (El Monte, 2011c, Appendix A, p. 34)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, the Project site and surrounding areas are fully developed with urban land uses. The only open space in the surrounding area is an existing park site located south of the Project site and south of the Union Pacific Railroad (UPRR) rail tracks. As such, the Project site and surrounding areas do not facilitate wildlife movement. Off-site improvements for water service (refer to Subsection 2.2.1.G) also would have no potential to interfere with wildlife movement. Accordingly, the Project would not have any impact on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, and would not the Project impede the use of native wildlife nursery sites. Consistent with the finding of the FPEIR, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR's Initial Study determined that the City of El Monte did not have any local ordinances or policies for the preservation of biological resources that would conflict with the proposed General Plan Update and concluded that no impact would occur. Accordingly, impacts due to a conflict with policies or ordinances protecting biological resources were not further analyzed in the FPEIR. (El Monte, 2011c, Appendix A, p. 35)

No Substantial Change from Previous FPEIR Analysis: City of El Monte Municipal Code Chapter 14.03 (Tree Protection and Preservation) addresses tree preservation within the City. The ordinance defines a "Heritage Tree" based on the size of the trunk, height of the tree, and historical or cultural importance of

the tree, and defines a "Native Tree" based on the size of the trunk and species of tree. In conformance with Chapter 14.03, an On-Site Tree Inventory Report was prepared by Jim Borer, a certified arborist. A copy of the On-Site Tree Inventory Report is provided in *Technical Appendix K*. The analysis determined that there are 65 trees that are greater than 36" in trunk circumference which makes them Heritage Trees, with no Native Trees present on site (Borer, 2017). The Project Applicant will be required by City Municipal Code Chapter 14.03 to obtain a tree removal permit prior to removal of Heritage Trees on site. Compliance with Chapter 14.03 thus minimizes any Project impacts associated with the removal of Heritage Trees. Because the Project is required to comply with Municipal Code Chapter 14.03, the Project has no potential to conflict with this ordinance. There are no other local ordinances or policies for the preservation of biological resources within the City of El Monte. Accordingly, the Project has no potential to conflict with any local policies or ordinances protecting biological resources, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: <u>No Impact</u>. The FPEIR's Initial Study determined that there were no Habitat Conservation Plans or Natural Community Conservation Plans in effect within the City. As such, the Initial Study found that there were no Significant Ecological Areas as defined by Los Angeles County within the City. The Initial Study concluded that the General Plan and Zoning Code Update project would have no impact on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Accordingly, impacts due to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan were not further analyzed in the FPEIR. (El Monte, 2011c, Appendix A, p. 35)

No Substantial Change from Previous FPEIR Analysis: As noted in the FPEIR, the City of El Monte, including the Project site and off-site improvement areas, is not subject to any Habitat Conservation Plans or Natural Community Conservation Plans. Accordingly, and consistent with the finding of the FPEIR, the Project would have no impact on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

<u>Applicable City Regulations and Design Requirements</u>

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.4-1 The Project Applicant shall obtain a tree removal permit from the City of El Monte Economic Development Department pursuant to City of El Monte Municipal Code Chapter 14.03 (Tree Protection and Preservation).

Finding

As demonstrated in the above analysis, with mandatory adherence to City of El Monte Municipal Code Chapter 14.03, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to biological resources. Mandatory compliance with Chapter 14.03 would ensure that impacts would be less than significant; therefore, no mitigation measures are required.

5.5 CULTURAL RESOURCES

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
e. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	☐	☐	☐	☒

a) ***Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the California Code of Regulations?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR found that adoption of the General Plan and Zoning Code Update in itself would not directly affect any historical structures. While no identified historic structures were listed on the National Register of Historic Places within the City of El Monte, the FPEIR found that other structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development activity and may be vulnerable to development activities accompanying revitalization. The FPEIR indicated that at the time development and/or redevelopment projects are proposed, the project-level CEQA document would need to identify

any impacts to known or potentially historic sites and structures. The FPEIR further noted that the CEQA Guidelines require a project that will have potentially adverse impacts on historic resources to conform to the Secretary of *Interior's Standard's for the Treatment of Historic Properties*, in order for the impacts to be mitigated to below significant and adverse levels. The FPEIR determined that implementation of regulatory requirements and standard conditions of approval would ensure that implementation of the General Plan and Zoning Code Update would not result in the loss of potentially historic structures. The FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.3-9, 5.3-10, and 5.3-14)

No Substantial Change from Previous FPEIR Analysis: In order to evaluate the potential significance of on-site structures, a site-specific Historical Structure Assessment (HSA) was conducted for the Project by Brian F. Smith and Associates (BFSA), the results of which are presented as *Technical Appendix C*. The HSA identified five structures on site. Building 1 comprises a grocery warehouse and was constructed in 1957. Building 2 comprises a deli/perishable warehouse and was constructed in 1962. Building 3 consists of a truck service building that was constructed in 1968. Building 4 is a service building that was constructed in 1976. Building 5 is a meat services center that was constructed in 1976. Because some of the structures on site are more than 50 years old, they have the potential to be considered historical buildings. (BFSA, 2018, p. 8 and Table 1)

CEQA Guidelines § 15064.5 defines historical resources as follows:

> *(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
>
> *(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
>
> *(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
>
> > *(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
> >
> > *(B) Is associated with the lives of persons important in our past;*

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

Based on the above-listed criteria, the existing buildings on site do not comprise historical resources under CEQA. None of the buildings are listed in or eligible for listing in the California Register of Historic Places. None of the buildings are listed in a local register of historical resources, as defined in § 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements § 5024.1(g) of the Public Resources Code. Additionally, there are no components of the existing structures on site that have been determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. The buildings are typical of development in the surrounding areas and are not associated with events that have made a significant contribution to the broad patterns of California's history or cultural heritage. There are no known association with the buildings on site and any important historical persons. The buildings are generally nondescript, and do not embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, and do not exhibit any artistic values. Finally, the structures on site have not yielded, and are not likely to yield, information important in prehistory or history. There are no components of the buildings on site that would indicate that the structures are historic in any way.

Furthermore, the analysis conducted by BFSA (*Technical Appendix C*) determined that the original historical and architectural characteristics present in the five buildings are not exemplary in any way. None of the buildings are considered a good example of any specific architectural style and none of the buildings could be associated with any significant persons or events in history. An overall lack of integrity has rendered the buildings on site as not historically and/or architecturally significant. The on-site buildings further fail to meet any criteria for historic significance according to the California Register of Historical Resources (CRHC). Because of the absence of significant historic resources, as expressed by CRHR eligibility criteria, BFSA concluded that removal of the on-site buildings would not pose a negative impact on the history, or the overall character, of the surrounding neighborhood. (BFSA, 2018, p. 98)

Off-site improvements for street improvements and water service (refer to Subsection 2.2.1.G) would occur in areas that have been fully disturbed by prior development and that contain no historical resources.

Accordingly, and consistent with the conclusion reached in the FPEIR, implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the California Code of Regulations and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the California Code of Regulations?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR indicated that the Tongva Tribe has pursued official tribal recognition by the federal government for decades, but has not yet been recognized; however, the FPEIR noted that in 1994, the State of California officially recognized the Gabrielino-Tongva nation as "the aboriginal tribe of the Los Angeles basin." The FPEIR also noted that existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places, which may include sanctified cemeteries, religious ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites. The FPEIR determined that although no known tribal cultural places have been identified to date, Senate Bill 18 requires local jurisdictions to consult with the Native American Heritage Commission (NAHC) and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCPs) prior to the adoption, revision, amendment, or update of a city's or county's general plan. The FPEIR found that although no archaeological sites had been identified within the City, there is nonetheless the potential for discovering such resources during construction of specific projects in El Monte. The FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.3-10 and 5.3-14)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the Project site is fully developed with industrial warehousing uses. No known archeological resources are present. The Project would demolish the existing buildings and improvements on site, and construct two high-cube warehouse buildings. Due to the level topography of the Project site, it is expected that only nominal amounts of fine grading would be needed, and that the depths of any such grading would not exceed the depths of grading that occurred with original site development. Off-site improvements for street improvements and water service (refer to Subsection 2.2.1.G) would occur in areas that have been fully disturbed by prior development. Furthermore, off-site improvements are not anticipated to exceed depths of prior historical ground disturbance, indicating there is no reasonable potential to uncover archaeological resources associated with the construction of new water line connections. As a result, the Project would have no reasonable potential to unearth an archaeological resource pursuant to § 15064.5 of the California Code of Regulations, and impacts would be less than significant. Implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR noted that the City was fully developed with minimal vacant land, and that the geology of the San Gabriel Basin consists primarily of recent, unconsolidated alluvial materials deposited by streams flowing out of the San Gabriel Mountains. The FPEIR determined that these deposits have low probability of containing paleontological resources. Because of the geology of the area and the City's highly developed urban fabric, the FPEIR indicated that paleontological resources are unlikely to occur within the City. The FPEIR

concluded that with implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.3-10 and 5.3-14)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the Project site is fully developed with industrial warehousing uses. The Project would demolish the existing buildings and improvements on site, and construct two high-cube warehouse buildings. Due to the level topography of the Project site, it is expected that only nominal amounts of fine grading would be needed, and that the depths of any such grading would not exceed the depths of grading that occurred with original site development. Off-site improvements for street improvements and water service (refer to Subsection 2.2.1.G) would occur in areas that have been fully disturbed by prior development. Furthermore, off-site improvements are not anticipated to exceed depths of prior historical grading, indicating there is no potential to uncover paleontological resources associated with the construction of new water line connections. As a result, the Project would have any potential to impact a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

d) ***Disturb any human remains, including those interred outside of formal cemeteries?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR found that while the City is not located in an area determined to have high cultural sensitivity, as defined in the County of Los Angeles General Plan, there remains a remote possibility that buildout of the proposed General Plan could unearth human remains, including those outside of formal cemeteries. However, the FPEIR concluded that potential impacts to human remains would be reduced by ensuring that if remains are uncovered all work in the vicinity of the site would be stopped and that there would be no disposition of human remains except in accordance with the California Public Resources Code Section 5097.98. The FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.3-10, 5.3-11, and 5.3-14)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the Project site is fully developed with industrial warehousing uses. The Project would demolish the existing buildings and improvements on site, and construct two high-cube warehouse buildings. Due to the level topography of the Project site, it is expected that only nominal amounts of fine grading would be needed, and that the depths of any such grading would not exceed the depths of grading that occurred with original site development. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction, including construction of off-site street improvements and water lines. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be less than significant. Therefore, implementation

of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

e) ***Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074?***

General Plan and Zoning Code Update FPEIR Finding: Threshold e) was added to the CEQA Guidelines in 2015 pursuant to Assembly Bill 52 (AB 52), long after FPEIR was certified. Although this topic was not addressed in the FPEIR, the data and information provided within Section 5.3 of the FPEIR demonstrated that the impacts to religious or sacred values, ethnic cultural values, and cultural resources were less than significant. Thus, it can reasonably be concluded that implementation of the General Plan and Zoning Code Update would not have caused a substantial adverse change in the significance of a tribal cultural resource, and impacts would be less than significant.

No Substantial Change from Previous FPEIR Analysis: The provisions of AB 52 apply "…only to a project that has a notice of preparation or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015." In the case of the proposed Project, the City of El Monte, as Lead Agency under CEQA, determined that an Addendum to the City of El Monte General Plan and Zoning Update EIR was the appropriate form of CEQA compliance, which does not involve a notice of preparation or notice of negative declaration or mitigated negative declaration; as such, the Project is not subject to the provisions of AB 52. Additionally, under existing conditions the Project site is fully developed with industrial warehousing uses. The Project would demolish the existing buildings and improvements on site, and construct two high-cube warehouse buildings. Due to the level topography of the Project site, it is expected that only nominal amounts of fine grading would be needed, and that the depths of any such grading would not exceed the depths of grading that occurred with original site development. Accordingly, there is no reasonable potential to unearth a tribal cultural resource as defined in Public Resources Code § 21074. Implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

<u>Applicable City Regulations and Design Requirements</u>

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.5-1 In the event that Native American human remains are discovered, the California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. require that the Native American Heritage Commission (NAHC) be contacted within 24 hours of the discovery and that the Most Likely Descendant, as identified by the NAHC, be contacted in order to determine proper treatment and disposition.

Finding

As demonstrated in the above analysis, with mandatory compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq., the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to cultural resources. With mandatory compliance to regulatory requirements, impacts to cultural resources would be less than significant; therefore, mitigation is not required.

5.6 GEOLOGY AND SOILS

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
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.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (since renamed as the California Building Code), creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	☐	☐	☐	☒

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
where sewers are not available for the disposal of wastewater?				

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)?

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR reported that there are no known earthquake faults in the City, and the mapped fault nearest the City is about 1.25 miles southwest of the western end of the City. The FPEIR also noted there are no Alquist-Priolo Earthquake Fault Zones in the City. Thus, the FPEIR concluded that the hazard of surface rupture of a known fault within the City is negligible. (El Monte, 2011c, p. 5.4-13)

No Substantial Change from Previous FPEIR Analysis: According to maps available from the California Geological Survey (CGS) and a site-specific geotechnical evaluation (*Technical Appendix D*), the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity (CGS, 2017; SCG, 2016, p. 12). Accordingly, there is no potential for the Project to cause an impact related to rupture of an earthquake fault. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

ii. Strong seismic ground shaking?

General Plan and Zoning Code Update FPEIR Finding: Less-Than-Significant Impact. The FPEIR found that earthquakes that could cause strong ground shaking in El Monte could occur on any of several faults in the region. The peak horizontal ground acceleration forecast to occur in the City of El Monte during an earthquake with a 10 percent probability of exceedance in 50 years, that is, every 475 years, was disclosed as roughly 0.6g, where g is the acceleration of gravity. The FPEIR found that an earthquake of such intensity would cause slight damage in specially designed structures, considerable damage and partial collapse in ordinary substantial buildings, and great damage in poorly built structures. Buildout of the General Plan Update was found to add people and buildings to El Monte that would be subjected to ground shaking. The FPEIR concluded that implementation of regulatory requirements and standard conditions of approval would reduce impacts to less-than-significant levels. (El Monte, 2011c, p. 5.4-13)

No Substantial Change from Previous FPEIR Analysis: As noted above under the discussion of Threshold a).i, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known

faults traversing the Project site or surrounding areas (CGS, 2017; SCG, 2016, p. 12). However, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the 2016 California Building Code (CBC) identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2016 California Building Code requirements, or applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects. Accordingly, and consistent with the findings of the FPEIR, impacts associated with strong seismic ground shaking would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

iii. Seismic-related ground failure, including liquefaction?

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. The FPEIR disclosed that nearly the entire City is in a Zone of Required Investigation for liquefaction designated by the CGS. Two of the three factors contributing to susceptibility to liquefaction are present in El Monte: loose, unconsolidated sediments consisting mainly of sand or silty sand, and shallow groundwater. The third factor, strong ground shaking could occur in the City associated with an earthquake. The FPEIR found that the General Plan and Zoning Code Update project would increase the numbers of people and buildings in the City that could be exposed to liquefaction hazards; however, impacts were found to be less than significant with the implementation of regulatory requirements and standard conditions of approval. (El Monte, 2011c, p. 5.4-14)

No Substantial Change from Previous FPEIR Analysis: According to mapping information available from the CGS, the Project site and surrounding areas are located within a Liquefaction Zone, which are "[a]reas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required" (CGS, 2017). A site-specific geotechnical evaluation was prepared for the Project site, and is contained in *Technical Appendix D*. The site-specific geotechnical determined that historic high groundwater depths for the site range between depths of 10 to 20± feet for the southern and northwestern portions of the site, respectively. Additionally, the geotechnical report identified potentially liquefiable soils at the site. Several potentially liquefiable strata are located at various depths between 10 and 50± feet at all four of the 50± foot deep borings conducted by the Project's geologist (Southern California Geotechnical [SCG]). (SCG, 2016, pp. 13-15)

Settlement analyses also were conducted by SCG for each of the potentially liquefiable strata (refer to *Technical Appendix D*). Based on the settlement analysis, total dynamic (liquefaction induced) settlements of 2.39, 3.18, 1.63, and 0.46± inches are expected at Boring Nos. B-1, B-8, and B-9 and B-17, respectively, during the design level earthquake with historic high groundwater conditions. These settlements are considered to be within the structural tolerances of typical buildings supported on shallow foundation systems. (SCG, 2016, p. 15)

Provided that the liquefaction induced settlements are considered in the structural design of the Project SCG determined that the site is feasible to support the proposed structures on conventional shallow

foundations. The Project will be conditioned to comply with the site-specific recommendations of the geotechnical report, which is included as *Technical Appendix D*. (SCG, 2016, p. 15) Mandatory compliance with the recommendations of the Project's geotechnical report would ensure that impacts due to liquefaction would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

iv. Landslides?

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR noted that the City of El Monte is very nearly flat, with a southwest slope of about 0.4 percent. The FPEIR also disclosed that there is a very small area at the northeast corner of the City where landslides have occurred on slopes of former gravel mines, which is in a Zone of Required Investigation for earthquake-induced landslides designated by the CGS. In the vast majority of the City, the FPEIR found that buildout of the General Plan Update would not place persons or structures at risk from earthquake-induced landslides. The FPEIR concluded that the General Plan Update and Zoning Code project would not subject people or structures to substantial hazards from earthquake-induced landslides. (El Monte, 2011c, p. 5.4-14)

No Substantial Change from Previous FPEIR Analysis: Consistent with the finding of the FPEIR, the Project site and surrounding areas are fully developed and exhibit minimal topographic variation (Google Earth, 2016). There are no conditions associated with the Project site and its surroundings that could result in landslide hazards either on or off site. Accordingly, no impacts would occur associated with landslide hazards. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Result in substantial soil erosion or the loss of topsoil?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR described that unconsolidated sediments underlying El Monte are susceptible to erosion if effective erosion-control measures are not used during ground-disturbing activities. The FPEIR noted that the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, impacts were found to be less than significant with the implementation of regulatory requirements and standard conditions of approval. (El Monte, 2011c, p. 5.4-14)

No Substantial Change from Previous FPEIR Analysis: Proposed fine grading activities associated with the Project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally,

during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 13.20 of the City of El Monte Municipal Code would apply, which contains requirements for site design and post-construction Best Management Practices (BMP) operation and maintenance of development and redevelopment projects in order to comply with the city of El Monte's municipal NPDES permit currently in effect at the time of development application submittal. Compliance with Chapter 13.20 would lessen the water quality impacts of the proposed development by using smart growth practices and integrate Low Impact Development (LID) design principles. (El Monte, 2017a) Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the required NPDES permit and these regulatory requirements would ensure that water and wind erosion impacts would be less than significant, consistent with the findings of the FPEIR.

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. However, since the drainage associated with the Project would be fully controlled via the on-site drainage plan and/or would be similar to existing conditions, soil erosion and the loss of topsoil would not increase substantially as compared to existing conditions.

In addition, the Project Applicant is required to prepare and submit a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and a Low Impact Development (LID) Plan to the Regional Water Quality Control Board (RWQCB) for approval that address both on- and off-site improvements. The SWPPP and LID Plan must identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's required LID Plan and site-specific SWPPP during construction activities on- and off-site would further ensure that potential erosion and sedimentation effects would be less than significant.

Accordingly, and consistent with the finding of the FPEIR, impacts associated with soil erosion or the loss of topsoil would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. Refer to the discussion of the FPEIR's findings related to liquefaction and lateral spreading under Threshold 5.6.a.iii. The FPEIR found that due to an overdraft condition associated with groundwater pumping, the San Gabriel Valley, including the City of El Monte, is among places where subsidence could occur. With respect to hydro-collapse, the FPEIR found that conditions in El Monte are such that collapsible soils could be present. Likewise, the FPEIR found that buildout of the proposed General Plan Update could subject

persons and structures to substantial hazards arising from ground subsidence and collapsible soils. In all cases, the FPEIR found that impacts would be reduced to less-than-significant levels with mandatory compliance to regulatory requirements and standard conditions of approval. (El Monte, 2011c, pp. 5.4-14 and 5.4-15)

No Substantial Change from Previous FPEIR Analysis: Refer to Threshold 5.6.a.iii for a discussion of liquefaction and landslide hazards. Lateral spreading refers to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. However, the Project site and surrounding areas do not contain any slopes, nor are any slopes proposed by the Project, that could be subject to lateral spreading hazards.

With respect to subsidence, the Project's geotechnical study (*Technical Appendix D*) determined that with removal and recompaction of the near surface native soils, shrinkage and subsidence characteristics would result in an average shrinkage of 10 to 15 percent. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.1± feet. The Project would be required to comply with the recommendations of the geotechnical study (*Technical Appendix D*), which would ensure that impacts due to subsidence would be less than significant. (SCG, 2016, p. 17)

With respect to collapse potential, seismic design parameters for the site indicate that the Project site is considered Site Class F. The 2016 CBC requires that Site Class F be assigned to any profile containing soils vulnerable to potential failure or collapse under seismic loading, such as liquefiable soils. As indicated above, the results of the liquefaction evaluation indicate that the Project site is underlain by potentially liquefiable soils. Thus, the Project site is subject to potential collapse hazards. However, mandatory compliance with the recommendations of the Project's geotechnical study (*Technical Appendix D)* would ensure that design parameters are incorporated into the proposed development to attenuate collapse hazards. With mandatory implementation of the geotechnical study recommendations, impacts would be less than significant. (SCG, 2016, p. 13)

Based on the foregoing, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. The FPEIR disclosed that surface sediments in the City consist of young alluvial-fan deposits composed of unconsolidated gravel, sand, and silt, and young wash deposits consisting of unconsolidated sand, silt, and gravel. Clays are not listed as major components of surface sediments in El Monte; thus, the FPEIR found that there might not be substantial amounts of expansive soils within the City. However, the FPEIR noted that the presence or absence of expansive soils can only be ascertained by site-specific soils investigations by qualified engineers or geologists, which would be required for individual projects considered for approval under the proposed General Plan Update. Thus, the FPEIR found that developments approved under the

proposed General Plan Update could subject people or structures to substantial hazards related to expansive soils. With implementation of regulatory requirements and standard conditions of approval, the FPEIR concluded that impacts would be less than significant. (El Monte, 2011c, p. 5.4-15)

No Substantial Change from Previous FPEIR Analysis: According to the site-specific geotechnical study (*Technical Appendix D*), the majority of near-surface soils encountered at the boring and trench locations consist of sands and silty sands. These materials have been visually classified as very low to non-expansive. Additionally, the results of expansion index testing performed on a silty sand with little clay content at Boring No. B-15 indicated that this material soil possesses a very low expansion potential (EI=15). However, a few of the borings did encounter clayey fine sands and fine sandy clays within the upper 6± feet. An expansion index test performed on a sample obtained from the upper 5± feet at Boring on No. B-3 indicated that these soils possess a medium expansion index (EI = 58). Based on the assumed cuts and fills, and the recommended remedial grading, the geotechnical study (*Technical Appendix D)* concludes that it is considered feasible to construct building pads with very low expansion potentials (EI < 20), either through blending the expansive clayey soils with the very low to non-expansive soils, through selective grading and placement of the clayey soils at depths greater than 2 feet below the proposed building pad grades, or a combination of both of these methods. The Project will be conditioned to comply with the recommendations of the geotechnical study (*Technical Appendix D)*. Accordingly, with mandatory compliance with the recommendations of the geotechnical study, impacts due to expansive soils would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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 wastewater?***

General Plan and Zoning Code Update FPEIR Finding: The FPEIR noted that all existing and future development are provided sanitary sewer service by the City's Engineering and Public Works Maintenance Divisions, and that there are no existing septic tanks or other alternative wastewater disposal systems within the City, and that all future development would be required to connect to the City's sanitary sewer system. Accordingly, the FPEIR found that no impact would occur.

No Substantial Change from Previous FPEIR Analysis: Consistent with the finding of the FPEIR, and similar to existing conditions, the proposed Project would be provided sanitary sewer service by the City's Engineering and Public Works Maintenance Divisions. There are no septic tanks or alternative wastewater disposal systems on site under existing conditions, and no septic tanks or alternative wastewater disposal systems are proposed by the Project. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for

mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.6-1 The Project is required to obtain coverage under a NPDES permit, and implement provisions specified in the Project's SWPPP. Compliance with the NPDES permit and the SWPPP would ensure the implementation of an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges.

RR 5.6-2 In accordance with City requirements to implement site-specific geotechnical recommendations, all grading and building plans shall incorporate the recommendations of the report titled, "Geotechnical Investigation – Proposed Commercial/Industrial Development, 4300 Shirley Avenue," dated February 3, 2016 and prepared by Southern California Geotechnical. Alternatively, the Project shall incorporate the recommendations of any new or updated geotechnical studies that may be prepared to address construction of the Project.

RR 5.6-3 The Project is required by law to comply with the California Building Standards Code, which addresses construction standards including those related to seismic and soil conditions.

Finding

As demonstrated in the above analysis, with mandatory compliance with the NPDES permit, the Project's SWPPP, and the Project's geotechnical investigation, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts associated with geology and soils. Mandatory compliance with the Project's NPDES permit, the Project's SWPPP, and the Project's geotechnical investigation would ensure that impacts to geology and soils would be less than significant requiring no mitigation.

5.7 GREENHOUSE GAS EMISSIONS

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact with Mitigation. The FPEIR disclosed that development contemplated by the General Plan and Zoning Code Update project would contribute to global climate change through direct emissions of greenhouse gases (GHGs) from onsite area sources, offsite energy production, and vehicle trips. GHG emissions generated by the General Plan and Zoning Code Update project were evaluated for the potential to generate a substantial quantity of GHG emissions. The FPEIR disclosed that the City of El Monte is projected to have an emissions inventory of 1.85 million metric tons (MMT) at buildout post-2035. GHG emissions in the City were anticipated to increase by 0.46 MMT, or approximately 33 percent. Consequently, the FPEIR found that buildout of the El Monte General Plan would result in a substantial increase in GHG emissions in the absence of federal, State, regional and local GHG emissions reduction measures. The FPEIR concluded, however, that with compliance with applicable General Plan policies, regulations, and the mitigation measures presented in the FPEIR, impacts due to GHG emissions would be mitigated to less-than-significant levels. (El Monte, 2011c, pp. 5.5-11 through 5.5-13)

No Substantial Change from Previous FPEIR Analysis: In order to evaluate the Project's potential impact due to GHGs, a Project-specific Greenhouse Gas Analysis (GHG Analysis) was prepared for the Project by Urban Crossroads, and is provided as *Technical Appendix E*. Please refer to the GHG Analysis for a discussion of GHGs, their causes, and their effects on both the environment and human health. The GHG Analysis also includes a detailed discussion of regulatory requirements related to GHGs.

Standards of Significance

The FPEIR includes three mitigation measures related to GHGs. FPEIR Mitigation Measure 5-1 requires the City of El Monte to adopt a Climate Action Plan (CAP) within two years after adoption of the General Plan Update. To date, the City has not yet adopted a CAP. Nonetheless, FPEIR Mitigation Measure 5-1 identifies a number of GHG reduction strategies, and establishes a GHG reduction target to achieve 15% below the 2011 "Business as Usual (BAU)" emissions by 2020. FPEIR Mitigation Measure 5-2 requires the City, prior to adoption of a CAP, to consider the requirements of FPEIR Mitigation Measure 5-1 when reviewing new development proposals. Accordingly, for purposes of analysis herein, the Project would have a less-than-significant impact due to GHG emissions if it were found to meet the City's GHG reduction target of 15% below BAU by 2020 and meets FPEIR Mitigation Measure 5-2 by implementing applicable GHG reduction strategies identified in Mitigation Measure 5-1. FPEIR Mitigation Measure 5-3 requires the City to evaluate new development for consistency with the development pattern set forth in the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and is addressed below under the analysis of Threshold 5.7.b). (El Monte, 2011c, pp. 5.5-38 through 5.5-43)

Project-Related Greenhouse Gas Emissions

On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California

Emissions Estimator Model™ (CalEEMod™) v2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (NO_X, VOCs, PM_{10}, $PM_{2.5}$, SO_x, and CO) and GHG emissions from direct and indirect sources, and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod™ has been used for the Project to determine construction and operational GHG emissions. Output from the model runs for both construction and operational activity are provided in Appendix 3.1 through Appendix 3.2 of the Project's GHG Analysis (*Technical Appendix E*). (Urban Crossroads, 2018c, p. 40)

Refer to the Project's Air Quality Impact Analysis, provided as *Technical Appendix A*, for details regarding the specific construction-related inputs programmed in the CalEEMod. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30- year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions (including demolition) were amortized over a 30-year period and added to the annual operational phase GHG emissions. (Urban Crossroads, 2018c, p. 41)

Operational activities associated with the proposed Project will result in emissions of CO_2, CH_4, and N_2O from Area Source Emissions (such as the use of landscape maintenance equipment), energy source emissions (such as combustion emission associated with natural gas and electricity usage), the disposal of solid waste, the provision of water, and the treatment and distribution of water and mobile source emissions.
Project-related GHG emissions derive predominantly from mobile sources. In this regard, approximately 94 percent (by weight) of all Project operational-source emissions would be generated by mobile sources (vehicles). Neither the Project Applicant nor the City has any regulatory control over these tail pipe emissions. Rather, vehicle tail pipe source emissions are regulated by the California Air Resources Board (CARB) and the United Stated Environmental Protection Agency (USEPA). As documented in the Project's GHG Analysis, as the result of CARB and USEPA actions, vehicular-source emissions within the SCAB have been reduced dramatically over the past years and are expected to further decline as clean vehicle and fuel technologies improve. (Urban Crossroads, 2018c, p. 42)

Project mobile source emissions are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project site. Trip characteristics available from the Project's Traffic Impact Analysis (*Technical Appendix I*) were utilized in the Project's GHG Analysis. It should be noted that the Project's traffic study presents the total Project vehicle trips in terms of Passenger Car Equivalents (PCEs) in an effort to recognize and acknowledge the effects of heavy vehicles at the study area intersections. Notwithstanding, for purposes of the GHG analysis, the PCE trips were not used. Rather, to more accurately estimate and model vehicular-source emissions, the actual number of vehicles, by vehicle classification (e.g., passenger cars [including light trucks], heavy trucks) were used in the analysis. The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation manual, 10th Edition, 2017, for high-cube transload and short-term storage warehouse uses (ITE Land Use Code 154). (Urban Crossroads, 2018c, pp. 42-43)

Emissions Summary

As shown on Table 5-11, *Project GHG Emissions*, the Project would result in approximately 3,860.58 $MTCO_2e$ per year from construction, area, energy, waste, and water usage. In addition, development of the Project has the potential to result in an additional 14,913.54 $MTCO_2e$ per year from mobile sources if the assumption is made that all of the vehicle trips to and from the Project are "new" trips resulting from the development of the Project. As such, the Project has the potential to generate a total of approximately 18,774.12 $MTCO_2e$ per year. (Urban Crossroads, 2018c, p. 43)

For purposes of estimating future traffic, the FPEIR designated a mix of 30% General Light Industrial, 40% Industrial Park, 20% Warehouse, and 10% Manufacturing uses for the underlying zoning for the Project site. The FPEIR's traffic study utilized a "blended" trip rate based on these percentages, which was used to estimate traffic, and thus, GHGs associated with industrial-designated lands. Additionally, the FPEIR assumed that industrial properties would be developed with an average estimated Floor Area Ratio (FAR) of 0.5. As such, a land use mix and intensity commensurate with what is assumed in the FPEIR was utilized to determine the level of GHG emissions that would have occurred from use on the site under 2011 BAU conditions. (Urban Crossroads, 2018c, p. 43)

As shown on Table 5-12, *Project Vs. 2011 BAU GHG Emissions*, the proposed Project is calculated to produce GHG emissions that are less than expected emissions based on the assumptions used in the FPEIR. Additionally, the proposed Project's emissions would be 18,774.12 $MTCO_2e$ per year and the emissions that would occur if the site were developed consistent with the land use assumptions in the FPEIR represented by 2011 BAU would be 52,454.40 $MTCO_2e$ per year. This yields a reduction of approximately 64.21% from BAU which exceeds the FPEIR's target of a 15% reduction below 2011 BAU by 2020. As such, the Project's GHG emissions would be less than significant. Further, the Project is required to incorporate feasible and applicable GHG reduction strategies identified in the FPEIR's Mitigation Measure 5-1 as discussed in Attachment "B" to this EIR Addendum. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR. (Urban Crossroads, 2018c, p. 43)

Table 5-11 Project GHG Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	174.42	0.02	0.00	100.04
Area	0.03	0.00	0.00	0.03
Energy	1,592.42	0.06	0.01	1,598.25
Mobile Sources (Passenger Cars)	2,079.32	0.04	0.00	2,080.42
Mobile Sources (Trucks)	12,817.53	0.62	0.00	12,833.12
Waste	234.72	13.93	0.00	583.98
Water Usage	1,275.82	9.36	0.23	1,578.28
Total CO_2E (Project - All Sources)	**18,774.12**			

Source: CalEEMod™ model output, See Appendix 3.1 of the Project's GHG Analysis (*Technical Appendix E*) for detailed model outputs.
(Urban Crossroads, 2018c, Table 3-1)

Table 5-12 Project Vs. 2011 BAU GHG Emissions

Emission Source	Total CO2e Emissions (Metric Tons Per Year)	
	Project	2011 BAU
Annual construction-related emissions amortized over 30 years	100.04	100.04
Area	0.03	0.03
Energy	1,598.25	5,534.31
Mobile Sources (Passenger Cars)	2,080.42	13,304.17
Mobile Sources (Trucks)	12,833.12	31,239.50
Waste	583.98	721.98
Water Usage	1,578.28	1,554.37
Total CO_2E (All Sources)	**18,774.12**	**52,454.40**
Percent Reduction from BAU	**64.21%**	
Required General Plan Reduction	**15%**	
Meets Requirement?	**YES**	

(Urban Crossroads, 2018cTable 3-2)

b) ***Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. The FPEIR found that the City of El Monte would be consistent with the GHG reduction goals of AB 32, as described in the statewide GHG emissions reduction strategy outlined in the Scoping Plan. The FPEIR also found that the General Plan Update's proposed policies related to GHGs are fully consistent with the Attorney General's

GHG Policies. Additionally, the FPEIR demonstrates that the General Plan Update policies are fully consistent with the California Air Pollution Control Officers Association (CAPCOA) model policies for GHG emissions in General Plans. (El Monte, 2011c, pp. 5.5-13 through 5.5-37)

No Substantial Change from Previous FPEIR Analysis: To date, the City has not yet adopted a Climate Action Plan (CAP). In the absence of an approved CAP, the applicable plans, policies, and regulations related to GHG emissions in the Project area include the SCAG RTP/SCS, Assembly Bill 32 (AB 32), and Senate Bill 32 (SB 32). An analysis of the Project's consistency with each is provided below. Also, FPEIR Mitigation Measure 5-3 requires the City of El Monte to evaluate new development for consistency with the development pattern set forth in the RTP/SCS.

Project Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the SCAG region was prepared to ensure that the Southern California region attains the per capita vehicle miles targets for passenger vehicles identified by CARB, as required by Senate Bill 375. (Urban Crossroads, 2018c, p. 45)

Redevelopment of the Project site as proposed by the Project would not conflict with the applicable goals of SCAG's 2016-2040 RTP/SCS. The RTP/SCS's Transportation System/Goods Movement appendix is applicable to the Project because the Project is located in the SCAG region and the Project proposes two high cube logistics warehouse buildings that would be used as part of the region's goods movement network. An analysis of the Project's consistency with applicable SCAG goals is provided in Table 5-13, *Analysis of Consistency with SCAG RTP/SCS Strategy Goals*.

Project Consistency with Assembly Bill 32

Table 5-14, *Recommended Actions for Climate Change Proposed Scoping Plan*, presents the 39 Recommended Actions (qualitative measures) identified to date by CARB in its Climate Change Proposed Scoping Plan. Of the 39 measures identified, those that would be considered to be applicable to the Project would primarily be those actions related to transportation; electricity and natural gas use; green building design; and industrial uses. Consistency of the Project with these measures is evaluated by each source-type measure below. Table 5-14 identifies which CARB Recommended Actions apply to the Project, and of those, whether the Project is consistent therewith. A discussion of how the Project is consistent with each applicable CARB Recommended Action is discussed below. (Urban Crossroads, 2018c, p. 47)

Discussion of the applicability of each measure and Project consistency with or support of its implementation follows. It is also noted that certain measures and enforcement actions listed below are beyond the scope of control of the Project. Notwithstanding, implementation and enforcement of these measures by the State or other responsible entity will act to reduce areawide GHG emissions. (Urban Crossroads, 2018c, p. 47)

Table 5-13 Analysis of Consistency with SCAG RTP/SCS Strategy Goals

2016 RTP/SCS Goal	Goal Statement	Project Consistency Discussion
G2	Maximize mobility and accessibility for all people and goods in the region.	No inconsistency identified. The Project site is located approximately 37 miles from the Ports of LA/Long Beach. As such, redevelopment of the site with modern logistics warehouse buildings could efficiently facilitate the regional movement of goods from their arrival into the United States at the Ports, to their delivery to the end consumers. The existing warehouse complex on the site is unoccupied and outdated for use by modern building users serving the goods movement industry. The Project's Traffic Impact Analysis (*Technical Appendix I*), evaluates Project-related traffic impacts and specifies the improvements needed to ensure that roadway and intersections can accommodate Project traffic volumes. Project trucks would be required to travel on designated truck routes in the City of El Monte to ultimately reach the state highway system to facilitative goods movement throughout the region.
G6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	No inconsistency identified. The Project's air quality impact report (*Technical Appendix A*) and hazard risk assessment (*Technical Appendix B*) identifies measures to reduce, to the extent feasible, the Project's air quality pollutants. Additionally, the Project would incorporate measures related to building design, landscaping, and energy systems to promote the efficient use of energy. Additionally, there are no components of the proposed Project that would conflict with the City's active transportation network, and the Project would facilitate pedestrian mobility in the area with the provision of meandering sidewalks along the Project's frontages with Lower Azusa Road and Shirley Avenue.
G7	Actively encourage and create incentives for energy efficiency, where possible.	No inconsistency identified. This policy provides guidance to City staff to establish local incentive programs to encourage and promote energy efficient development. The Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy. Further, the new proposed buildings would incorporate modern energy-efficient design features required by the California Buildings Standards Code, resulting in the use of less energy than is consumed by the existing buildings that would be removed from the site.

(Urban Crossroads, 2018c, Table 3-3)

Table 5-14 Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	NO	NO
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	NO	NO
T-3	Transportation	Regional Transportation-Related GHG Targets	NO	NO
T-4	Transportation	Vehicle Efficiency Measures	NO	NO
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	NO	NO
T-6	Transportation	Goods-movement Efficiency Measures	NO	NO
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	NO	NO
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	NO	NO
T-9	Transportation	High Speed Rail	NO	NO
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	YES	NO
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	NO	NO
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	NO	NO
E-4	Electricity and Natural Gas	Million Solar Roofs	YES	NO
CR-1	Electricity and Natural Gas	Energy Efficiency	YES	NO
CR-2	Electricity and Natural Gas	Solar Water Heating	NO	NO
GB-1	Green Buildings	Green Buildings	YES	NO
W-1	Water	Water Use Efficiency	YES	NO
W-2	Water	Water Recycling	NO	NO
W-3	Water	Water System Energy Efficiency	YES	NO
W-4	Water	Reuse Urban Runoff	NO	NO
W-5	Water	Increase Renewable Energy Production	NO	NO
W-6	Water	Public Goods Charge (Water)	NO	NO
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	YES	NO
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	NO	NO
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	NO	NO
I-4	Industry	Refinery Flare Recovery Process Improvements	NO	NO
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	NO	NO
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	NO	NO
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	NO	NO
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	NO	NO
F-1	Forestry	Sustainable Forest Target	NO	NO
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	NO	NO
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	NO	NO
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	NO	NO
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	NO	NO
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	NO	NO
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	NO	NO
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	NO	NO
A-1	Agriculture	Methane Capture at Large Dairies	NO	NO

SOURCE: CARB, 2008.

(Urban Crossroads, 2018c, Table 3-4)

Transportation

CARB's Scoping Plan identifies nine transportation-related recommended actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed Project. Implementation of the Pavley standards is dependent on implementation by the State on vehicle fuel economy standards. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning the Pavley standards. (Urban Crossroads, 2018c, p. 47)

Action T-2 concerns implementation of a low carbon fuel standard. To reduce the carbon intensity of transportation fuels, CARB is developing a Low Carbon Fuel Standard (LCFS), which would reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020 as called for by Governor Schwarzenegger in Executive Order S-01-07. LCFS will incorporate compliance mechanisms that provide flexibility to fuel providers in how they meet the requirements to reduce GHG emissions. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning the use of low carbon fuels. (Urban Crossroads, 2018c, p. 47)

Action T-3 addresses regional transportation targets for reducing GHG emissions. SB 375 requires CARB to develop, in consultation with metropolitan planning organizations (MPOs), passenger vehicle GHG emissions reduction targets for 2020 and 2035. It sets forth a collaborative process to establish these targets, including the appointment by CARB of a Regional Targets Advisory Committee to recommend factors to be considered and methodologies for setting GHG emissions reduction targets. SB 375 also provides incentives, such as relief from certain CEQA requirements for development projects that are consistent with regional plans that achieve the targets. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning SB 375. (Urban Crossroads, 2018c, pp. 47, 49)

Action T-4 is concerned with vehicle efficiency measures. The California Integrated Waste Management Board (CIWMB) with various partners continues to conduct a public awareness campaign to promote sustainable tire practices. CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, the California Energy Commission (CEC) in consultation with CIWMB is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and lastly on the development of consumer information requirements for replacing tires. CARB is also pursuing ways to reduce engine load via lower friction oil and reducing the need for air conditioner use. CARB is actively engaged in the regulatory development process for the tire inflation component of this measure. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with Action T-4. (Urban Crossroads, 2018c, p. 49)

Action T-5 addresses electrification of ships at ports and is not applicable to the proposed Project. (Urban Crossroads, 2018c, p. 49)

Action T-6 also primarily addresses port operations and is not applicable to the proposed Project. (Urban Crossroads, 2018c, p. 49)

Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology. Implementation of such a standard is not within the purview of the proposed Project since various trucks fleets from numerous commercial entities may access the site. Therefore, the proposed Project would not conflict with this measure. (Urban Crossroads, 2018c, p. 49)

Action T-8 focuses on hybridization of medium- and heavy-duty vehicles. The implementation approach to Action T-8 is to adopt a regulation and/or incentive program that reduces GHG emissions by encouraging hybrid technology as applied to vocational applications that have significant urban, stop-and-go driving, idling, and power take-off operations in their duty cycle. Such applications include parcel delivery trucks and vans. Implementation of such a standard is not within the purview of the proposed Project since various trucks fleets from numerous commercial entities may access the site. Therefore, the proposed Project would not conflict with this measure. (Urban Crossroads, 2018c, p. 49)

Action T-9 concerns implementation of a high-speed rail system. This measure is not applicable to the Project. (Urban Crossroads, 2018c, p. 49)

Electricity and Natural Gas

Action E-1/CR-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The Project will comply with or surpass incumbent Title 24 Energy Efficiency Standards. Therefore, the proposed Project would not conflict with this measure. (Urban Crossroads, 2018c, p. 49)

Action E-2 encourages an increase in the use of combined heat and power (CHP) use, or cogeneration, facilities. California has supported CHP for many years, but market and other barriers continue to keep CHP from reaching its full market potential. Increasing the deployment of efficient CHP will require a multi-pronged approach that includes addressing significant barriers and instituting incentives or mandates where appropriate. Implementation of such a standard is not within the purview of the proposed Project; therefore, the proposed Project would not conflict with this measure. (Urban Crossroads, 2018c, p. 50)

Action E-3 concerns Renewable Portfolio Standards for utilities and does not apply to development projects. (Urban Crossroads, 2018c, p. 50)

Action E-4 strives to promote solar generated electricity. Project building designs would accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design(s). The Project would therefore not conflict with the recommended measure. (Urban Crossroads, 2018c, p. 50)

Action CR-2 strives to promote solar water heaters (SWH). The ARB recommends that California pursue approaches with the goal of developing a viable SWH industry for 2020 and beyond. Implementation of

such a standard is not within the purview of the Project; therefore, the proposed Project would not conflict with this measure. (Urban Crossroads, 2018c, p. 50)

Water Use

Implementation of all but two of the Recommended Actions related to water use are not within the purview of the proposed Project. The two measures that apply are measures W-1 (Water Use Efficiency) and W-3 (Water System Energy Efficiency). However, since the proposed Project would not exceed the audit threshold of 25,000 MT CO_2 from on-site combustion and related activities, the proposed Project is consistent with and would not obstruct the recommended actions. (Urban Crossroads, 2018c, p. 50)

Industrial Use

All but one of the Recommended Actions related to industrial use are specific to oil and gas extraction, refining and transmission and are not applicable to the proposed Project. The one other Action I-1 targets large emitters of GHGs (in excess of 0.5 million metric tons (MMT)/year of CO_2e (equivalent)) for auditing. Because the proposed Project would not exceed the audit threshold, the proposed Project is consistent with and would not obstruct the recommended actions. (Urban Crossroads, 2018c, p. 50)

Project Consistency with SB 32

SB 32 requires the State to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. (Urban Crossroads, 2018c, p. 51)

According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32. (Urban Crossroads, 2018c, p. 51)

The Project reduces its GHG emissions to the maximum extent feasible as discussed in this subsection. Additionally, the Project Applicant would not actively interfere with any future City-mandated, State-mandated, or federally-mandated retrofit obligations enacted or promulgated to legally require development City-wide, state-wide, or nation-wide to assist in meeting state-adopted GHG emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32. (Urban Crossroads, 2018c, p. 51)

The Project does not interfere with the State's implementation of (i) Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40% below 1990 levels by 2030 or (ii) Executive Order S-3-05's target of reducing statewide GHG emissions to 80% below 1990 levels by 2050 because it does not interfere with the State's implementation of GHG reduction plans described in the CARB's Updated Scoping Plan, including the state providing for 12,000 MW of renewable distributed generation by 2020, the California Building Commission mandating net zero energy homes in the building code after 2020, or existing building retrofits under AB 758. Furthermore, the Project would reduce emissions attributed to

uses on the Project site by more than 15% as compared to the 2011 BAU scenario evaluated in the General Plan EIR. As such, the Project would be consistent with SB 32. (Urban Crossroads, 2018c, p. 51)

Project Consistency with SB 32

Based on the discussion and analysis presented above, the Project would be consistent with or otherwise would not conflict with SCAG's 2016 RTP/SCS, AB 32, or SB 32. There are no other plans, policies, or regulations that have been adopted for the purpose of reducing GHG emissions that are applicable to the Project. As such, the Project's impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

City Regulations and Design Requirements

The Project would be required to comply with mandatory regulations imposed by the State of California and the South Coast Air Quality Management District aimed at the reduction of air pollutant emissions. Those that are directly applicable to the Project and that would assist in the reduction of GHG emissions include:

RR 5.7-1 Title 24 California Code of Regulations (California Building Standards Code) establishes energy efficiency requirements for new construction. The Title 24 energy standards address the energy efficiency of new (and altered) buildings. The Project is required to comply with applicable Title 24 regulations and would therefore increase the Project's energy efficiency and reduce its associated GHG emissions. (Urban Crossroads, 2018c, p. 4)

RR 5.7-2 The California Water Conservation in Landscaping Act of 2006 (AB1881) required local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes. The Project is required to comply with the City of El Monte 's adopted water efficient landscape requirements and would therefore be consistent with the requirements of AB1881 in order to help conserve California's water resources and to promote efficient water use, thereby reducing GHG emission associated with the provision, conveyance, and treatment of water. Executive Order B-29-15 (2014) further enhanced water restrictions to meet the mandatory 25% potable water use reduction requirements.

Project Requirements and FPEIR Mitigation Compliance

FPEIR Mitigation Measure 5-1 requires the City to adopt a CAP within two years of adoption of the General Plan. To date, the City has not yet adopted a CAP. Nonetheless, FPEIR Mitigation Measure 5-1 identifies a number of measures that should be considered by the City as part of the CAP, and directs the City to achieve a GHG reduction target of 15% below 2011 BAU by 2020. Although the Project would exceed the City's GHG reduction target to achieve a 15% reduction as compared to 2011 BAU conditions by 2020, the Project Applicant has nonetheless agreed to implement the following conditions of approval to implement

applicable provisions of FPEIR Mitigation Measure 5-1 in order to reduce, to the maximum feasible extent, the Project's GHG emissions. As indicated in the analysis in Attachment "B" to this EIR Addendum, with implementation of these additional measures, the Project would be consistent with and would implement FPEIR Mitigation Measure 5-1.

COA 5.7-1 As a condition of any demolition permits, the Project Applicant shall prepare and the City of El Monte shall approve a demolition and waste reduction plan to reduce waste by recycling and/or salvaging at least 65% of all non-hazardous construction and demolition debris. [Reuse of materials limits GHG emissions associated with the production of new materials.]

COA 5.7-2 As a condition of building permits, dedicated landscape water meters are required. All landscaping irrigation systems shall be required to be automated, high-efficient irrigation systems that use dripline bubbler irrigation; low-angle, low-flow spray heads; or pressure regulators and moisture sensors to reduce water use. [Water conservation reduces GHG emissions associated with the production and distribution of water.]

COA 5.7-3 As a condition of building permits, the City of El Monte shall ensure that energy efficient lighting and lighting control systems will be used that meet or exceed the CBSC requirements. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]

COA 5.7-4 As a condition of building permits, at least 15% of the building's roof is required to be solar ready, and passenger car electric vehicle (EV) charging stations shall be installed, consistent with CBSC requirements. [Use of solar energy and encouragement of EV use reduces GHG emissions associated with fossil fuel consumption.]

COA 5.7-5 As a condition of building permits, all on-site drive isles and truck courts shall consist of concrete. Use of asphalt shall be restricted. [Concrete has a lower heat value than asphalt and reduces the heat island effect.]

COA 5.7-6 As a condition of building permits, light-colored roofing materials shall be required that have a low heat reflective value. Dark-colored roofing materials shall be restricted. [Light-colored roofing materials have a lower heat value than dark colors and reduces the heat island effect.]

COA 5.7-7 Construction plans shall show adequate electrical capacity in the buildings to accommodate the future installation of EV charging facilities where most appropriately located on the Project site.

COA 5.7-8 As a condition of building permits, outdoor electrical outlets shall be installed on buildings to support the use of electric lawn and garden equipment, and other tools that would

otherwise be run with small gas engines or portable generators. [Use of electric-powered equipment reduces GHG emissions from the use of combustion engines.]

COA 5.7-9 As a condition of building occupancy permits, signs shall be required to be posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) five minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations]. [Reduction of vehicle idling limits GHG emissions from tailpipe emissions.]

COA 5.7-10 As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic inspection of the site by the City of El Monte or its designee to confirm compliance.

COA 5.7-11 As a condition of building permits, the building shell shall be designed to meet LEED certification standards. The developer shall submit the LEED point worksheet to the City of El Monte for verification.

COA 5.7-12 Prior to issuance of grading or building permits, the Project Applicant shall prepare a landscape documentation package that includes a water efficient landscape worksheet, soil management report, and grading and drainage review plan for areas to be landscaped. The water efficient landscape worksheet is required to include calculations that show that the estimated total water use (ETWU) is below the maximum applied water allowance (MAWA), as defined in the ordinance. [Water conservation reduces GHG emissions associated with the production and distribution of water.]

FPEIR Mitigation Measure 5-2 requires the City to consider the provisions of Mitigation Measure 5-1 when reviewing new development proposals prior to adoption of a CAP. As demonstrated herein, the Project would exceed the requirements of FPEIR Mitigation Measure 5-1 to achieve a reduction of 15% below 2011 BAU emissions by 2020. Furthermore, the Project is required to implement applicable measures identified in FPEIR Mitigation Measure 5-1 (refer to Conditions of Approval 5.7-1 through 5.7-12, above), which would further reduce the Project's GHG emissions. As such, the Project is consistent with and would implement FPEIR Mitigation Measure 5-2.

FPEIR Mitigation Measure 5-3 requires the City to review new development proposals for conformance with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As indicated in the discussion and analysis of Threshold 5.7.b) and as shown in Table 5-13, the Project would not conflict with the RTP/SCS. Thus, the Project would implement the requirements of FPEIR Mitigation Measure 5-3, and additional mitigation is not required.

Finding

As demonstrated in the above analysis, with mandatory regulatory requirements and implementation of Conditions of Approval 5.7-1 through 5.7-12, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect emissions of greenhouse gases.

5.8 HAZARDS AND HAZARDOUS MATERIALS

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR found that future industrial and commercial development in accordance with the City of El Monte General Plan would involve the transport, use, and/or disposal of hazardous materials. However, the FPEIR noted that these activities would be done in compliance with federal, state, and local regulations, and thus would not result in substantial hazards. Upon implementation of regulatory requirements and standard conditions of approval the FPEIR concluded that impacts would be less than significant. (El Monte, 2011c, pp. 1.-17, 5.6-19, 5.6-24)

No Substantial Change from Previous FPEIR Analysis: A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project site by Partner Engineering and Science, Inc. (Partner), and is included as *Technical Appendix F*. According to available historical sources, the subject property was used for residential and agricultural purposes as early as 1928 and then developed with the existing warehouse distribution center beginning in 1956. The subject property has been occupied as a Vons/Safeway distribution center since initial development occurred in 1956. (Partner, 2015, p. ii)

There is a potential for hazardous materials impacts due to proposed demolition and construction activities and during long-term Project operation. Each is discussed below.

Historic Site Conditions

Recognized Environmental Conditions (RECs)

Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, interviews with property owners, and a reconnaissance of the Project site, the Phase I ESA identified one Recognized Environmental Condition (REC) affecting the Project site under existing

conditions. The Project site is situated within the San Gabriel Valley Superfund Site (Area 1), El Monte Operable Unit (EMOU). The EMOU covers an area of 1.5 square miles that includes the Project site where shallow groundwater has been impacted by a variety of volatile organic compounds (VOCs); most notably the chlorinated solvents perchloroethylene (PCE) and trichloroethylene (TCE). A group of responsible parties, referred to as the "East Side Performing Settling Defendants" lead the investigation and clean-up of groundwater contamination in the EMOU. This group consists of multiple parties including landowners and/or business operators in the vicinity of the subject property where historic or current land uses included manufacturing activities where PCE and/or TCE were used in their processes. Some of the members of the group were adjacent landowners including, former NavCom Defense Electronics, Inc. (NavCom), EG&G Birtcher, and Chadwick-Helmuth facilities, located east of the subject property. The existing owner of the Project site is not a member of the East Side Performing Settling Defendants and is not financially responsible for clean-up of the EMOU. (Partner, 2015, p. ii)

Groundwater studies performed at the subject property on behalf of the East Side Performing Settling Defendants in 2003 revealed both PCE and TCE in groundwater beneath the north and central portions of the subject property. Shallow groundwater in the Project vicinity has reportedly been encountered at depths ranging between 65 and 90 feet below ground surface (bgs). To address the contaminant plume in the vicinity of the subject property, a groundwater remediation system was installed in 2013-2014. Groundwater extraction wells located at the south side of the Project site pump contaminated groundwater to an off-site treatment system located near the intersection of Arden Drive and the Union Pacific Railroad. Treated groundwater is returned to the aquifer via injection wells located east of the onsite grocery warehouse. Several groundwater monitoring wells are located on the adjacent east NavCom property. According to 2014 groundwater sampling data, concentrations of PCE ranged between 34 parts per billion (ppb) and 760 ppb, and concentrations of TCE ranged between non-detect and 2,200 ppb. The highest PCE and TCE concentrations were detected in a monitoring well located between the former NavCom building and the Arden building (located east of the Project site). Groundwater remediation is currently on-going and will continue until contaminant concentrations are below the site-specific established levels. Post remediation groundwater monitoring will continue for a period of time to confirm the effectiveness of the remediation activities. Therefore, the documented VOC impacts to groundwater from an off-site source represents a REC for the subject property. However, because remediation and monitoring efforts are ongoing, and because the Project would not exacerbate or substantially contribute to the existing groundwater contamination, impacts would be less than significant. (Partner, 2015, pp. ii-iii)

Controlled Recognized Environmental Conditions (CREC)

A Controlled Recognized Environmental Condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. Partner did not identify any CRECs as part of their investigation of the Project site; as such, no impacts associated with CRECs would occur. (Partner, 2015, p. iii)

Historical Recognized Environmental Condition (HREC)

A Historical Recognized Environmental Condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. Partner identified one HREC on-site due to the past installation of multiple petroleum underground storage tanks (USTs) since the existing facility began operations in the late 1950s. The current operation is utilizing three 20,000-gallon diesel fuel USTs located north of the vehicle service shop. The existing uses on site have historically operated 11 petroleum USTs located throughout the subject property, primarily in the vicinity of the vehicle repair building. Historical petroleum USTs installed prior to 1992 have been removed or abandoned in-place under a permit from the Los Angeles County Department of Public Works (LACDPW) and/or California State Water Resources Control Board (CSWRCB). (Partner, 2015, p. iii)

Of note, a Leaking UST (LUST) case (I-09259) was established for Vons Distribution Facility following a reported release in 1988 of petroleum hydrocarbons in soil detected during UST monitoring activities for Tanks Nos. 1 thru 9 formerly located in the vicinity of the vehicle repair building. Following additional investigations, Tank Nos. 1 thru 9 were removed between 1990 and 1992. Over excavation of soil was conducted, and approximately 4,000 cubic yards of petroleum contaminated soil was removed from the areas of the former fuel Tanks (Nos. 1 thru 5) and the associated fuel dispensers to a maximum depth of 30 feet bgs. Groundwater was not reportedly encountered. It should be noted that the south side of the UST excavation was not completely delineated due to the presence of an obstruction, and residual petroleum impacted soil may have been left in place. Between May 1992 and August 1993, the excavated soil was treated on site using bioremediation to reduce total petroleum hydrocarbon (TPH) concentrations for on-site reuse or off-site disposal. Over excavation of soils following the removal of the four 500-gallon new and waste oil USTs (Tank Nos. 6 thru 9) was not documented, as elevated TPH was only detected near the surface in one of the two samples and it is likely that the most heavily impacted soils were removed along with the USTs. Following completion of corrective actions, confirmation soil sampling and backfilling, LUST case I-09259 was subsequently granted "Completed – Case Closed" status by the Los Angeles RWQCB on August 4, 1998. (Partner, 2015, p. iv)

UST No. 10 was located near the former Bakery Building located on the northwestern portion of the Project site. Soil samples collected from two borings installed adjacent to the UST in 1988 showed a maximum TPH concentration of 5 parts per million (ppm). Over excavation of soils following removal of the 10,000-gallon diesel UST in 1992 was not documented, as residual petroleum impacted soils were likely removed along with the UST in 1992. The Bakery Building was subsequently demolished between 2010 and 2012. (Partner, 2015, p. iv)

UST No. 11 was abandoned in-place and is located outside the northwestern corner of the Meat Warehouse. This 10,000-gallon diesel UST is partially located beneath an existing cooling tower. In 1996, eight soil samples were collected from two soil borings (one of which was angled beneath the UST) and were analyzed for TPH and benzene, toluene, ethylbenzene, and xylenes (BTEX). TPH and BTEX were not detected in the eight soil samples. In 1997, the diesel UST was abandoned in place with LACDPW and City of El Monte Fire Department approval. The contents of the UST were removed and disposed off-site and

the UST was filled with a slurry fill. The LACDPW subsequently issued a Closure Certification letter dated September 23, 1997. (Partner, 2015, p. iv)

Based on the removal/abandonment, corrective action, and/or regulatory closure, the former onsite Tanks (Nos. 1 thru 11) represent an historical recognized environmental condition for the subject property. The potential exists that residual soil impact remains in the area of the vehicle repair and service shop buildings; however, it is Partner's opinion that any remaining residual petroleum contamination would have further degraded naturally over the past 25 years and concluded that no further investigation is warranted. Accordingly, impacts due to HRECs would be less than significant. (Partner, 2015, pp. iv-v)

Environmental Issues

An environmental issue refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion. Three 20,000-gallon diesel USTs are currently in use on site along with their associated fuel dispensers located north of the vehicle service building and installed in 1992. This is currently the only fueling area at the subject property and no releases have been reported regarding this current UST system. Partner reviewed the most recent tank integrity tests which included the Secondary Containment Test (8/20/14), Monitoring System Certification (9/3/14), and Tank Tightness Test (9/3/14). According to these documents, the USTs are reported to be tight. The piping for the current UST system was upgraded in 2003. During the piping upgrade activities soil sampling was conducted and residual TPH was detected above the LARWQCB maximum soil screening level (MSSL) of 1,000 ppm in one of the nine samples collected along the piping trench. In 2012, the LACDPW requested additional soil sampling in the vicinity of the UST system piping to confirm that no residual diesel impacts were still present. In 2013, soil samples were collected from seven borings advanced to depths between 25 and 15 feet bgs. None of the approximately 40 soil samples submitted for laboratory analysis had detectable VOC concentrations above the laboratory reporting limit. One sample collected from a depth of 20 feet contained a TPH-diesel concentration of 143 ppm, well below the MSSL. Following completion of assessment activities, the California State Water Resources Control Boa (SWRCB) required no further action and subsequently closed the case on August 27, 2013. Based on the results of the 2013 investigation, it is Partner's opinion that the current USTs do not represent a significant environmental concern. Further assessment of the USTs is not recommended until the tanks are removed or replaced and tank closure assessments are performed under regulatory oversight. In addition, several above ground storage tanks (ASTs) containing petroleum products were observed in the vehicle repair building, grocery warehouse maintenance area, fire pump houses, and emergency generator. The ASTs are equipped with secondary containment. No staining, leaks or spills were noted in the vicinity of the ASTs, and no releases have been reported. Accordingly, impacts associated with the USTs and ASTs would be less than significant, and would be removed from the site in accordance with applicable regulations as part of the Project's demolition phase of construction. (Partner, 2015, p. v)

Wastewater generated at the subject property is discharged into the sanitary sewer system under permit from Los Angeles County which regulates the subject property's sewage discharge. There are numerous floor drains and trench drains located throughout the on-site buildings. Three (3) stage clarifiers were installed at the Project site to pre-treat waste water generated from the truck wash inside the vehicle maintenance building, and the forklift maintenance area inside the grocery warehouse. The clarifier

located outside the meat warehouse is reportedly never used and has never been serviced due to its inactivity. The active clarifiers are used to neutralize or balance the pH as well as remove oily residue from waste water. Sludge collected in the truck wash clarifier is reportedly removed on a quarterly basis by an outside contractor. (Partner, 2015, p. v)

In addition, three clarifiers were formerly located west of the northwest corner of the grocery warehouse and were removed from the subject property in 1992. Soil samples were collected from two borings installed adjacent to the clarifiers in 1988 prior to their removal, which showed a maximum TPH concentration of 6 ppm. In addition, post-removal soil sampling was performed in 1996 near the former clarifiers. A total of 14 soil samples were collected and analyzed for total recoverable petroleum hydrocarbons (TRPH) and VOCs. VOCs were not detected in the soil samples analyzed. TRPH was detected at concentrations of 82 and 80 ppm from 5- and 10-foot samples, respectively, from one boring location, and at a concentration of 103 mg/kg from the 5-foot sample collected from another boring location. The 20-, 30- and 40-foot deeper samples from these borings did not contain TRPH concentrations. The detected TRPH in soil samples were reported to represent possible asphalt fragments in the samples, and may not have been indicative of a release from the former clarifier(s). The Closure Certification letter issued by the LACDPW for Tank No. 11, dated September 23, 1997, also included the clarifiers removed in 1992. Based on the results of the 1996 investigation, residual soil contamination (if any) associated with the existing on-site clarifiers would likely be considered de minimis and not subject to regulatory action. Therefore, the generation of on-site wastewater and oily wastes is not expected to represent a significant environmental concern.

On November 29, 2006 Kleinfelder, Inc. issued a report entitled "Asbestos-Containing Materials and Lead-Based Paint Survey" at which time the meat warehouse, produce/deli warehouse, grocery warehouse, and site security guard building were assessed for asbestos and lead-based paint. The former aerosol and bakery buildings were included, but both of these buildings have since been demolished. (Partner, 2015, p. vi)

The meat warehouse was found to contain the following asbestos containing materials (ACMs) (Partner, 2015, p. vi):

- Sink sealant
- Vinyl floor tile mastic
- Roof mastic

The grocery warehouse was found to contain the following ACMs (Partner, 2015, p. vi):

- Vinyl floor tile
- Floor tile mastic
- Joint compound
- Roof mastic
- Parapet flashing
- HVAC caulk
- Pipe insulation
- Pipe fittings

- gaskets

The produce/deli warehouse was found to contain the following ACMs (Partner, 2015, pp. vi-vii):

- Vinyl floor tile mastic
- Vinyl Floor tile
- Roof mastic
- Roof tar and felt
- Ceiling plaster
- Sink sealant
- Pipe insulation and associated fittings
- Boiler insulation
- Water tank insulation
- Transite wall and ceiling panels

The security guard building was found to contain the following ACMs (Partner, 2015, p. vii):

- Vinyl floor tile and associated mastic

The ACMs are currently managed safely in-place under an asbestos Operations and Maintenance (O&M) Program (Partner, 2015, p. vii). However, asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal Environmental Protection Agency (EPA). Federal asbestos requirements are found in National Emission Standards for Hazardous Air Pollutants (NESHAP) within the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M, and are enforced in the Project area by the SCAQMD. In conformance with the NESHAP, SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building demolition activities. Rule 1403 requires that all asbestos-related work during the demolition process be conducted under the supervision of a certified Asbestos Consultant. Asbestos-containing construction materials (ACCMs) would be required to be removed and disposed of in compliance with the notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks. During demolition, the demolition contractor would be required to maintain all records of compliance with Rule 1403, including, but not limited to, the following: evidence of notification of SCAQMD pursuant to Rule 1403; contact information for the Asbestos-abatement Contractor and Asbestos Consultant; and receipts (or other evidence) of proper off-site disposal of all ACCMS. Mandatory compliance with SCAQMD Rule 1403 would ensure that impacts associated with asbestos are reduced to less than significant levels, consistent with the conclusion of the FPEIR.

Construction Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the demolition and construction phases of the Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment.

This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), SCAQMD, and Los Angeles Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase, and impacts would be less than significant.

Long-Term Operation

The future occupant(s) of the Project's proposed buildings is unknown at the time of this assessment, but the building is proposed to be occupied by high-cube warehouse tenant as permitted by the City of El Monte's "M-2 (General Manufacturing Zone)" zoning designation. Although unlikely, it is possible that hazardous materials could be used during the course of a future occupant's daily operations. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Regulations also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require permits from the Los Angeles County Certified Unified Program Agency (LACoCUPA) in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Los Angeles County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Thus, impacts would be less than significant and mitigation is not required.

Conclusion

As noted above, and with implementation of mandatory regulatory requirements and standard conditions of approval, the Project would result in less-than-significant impacts due to the routine transport, use, or

disposal of hazardous materials, and less-than-significant impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

c) ***Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR disclosed that there are 35 public schools and 10 private schools in El Monte. Most of these schools are in the eastern and central parts of the City, as parts of the western portion of the City (Northwest Industrial District and Flair Park) do not contain residences and thus don't generate demand for schools. The FPEIR noted that the General Plan Update would permit redevelopment of numerous properties within one-quarter mile of existing schools, especially in the central part of the City. The FPEIR determined that any individual projects considered for approval under the General Plan Update that would emit substantial amounts of hazardous air emissions and would be within one-quarter mile of an existing or proposed school would be required under CEQA to conduct a health risk assessment (HRA) to determine whether construction or operation of the project would pose substantial health risks to students or staff at the school. With implementation of regulatory requirements and standard conditions of approval, the FPEIR concluded that impacts to schools would be reduced to less-than-significant levels.

No Substantial Change from Previous FPEIR Analysis: The Project site is located immediately adjacent to the Gidley Elementary School, and the Shirpser Elementary School occurs approximately 0.2 mile south of the Project site. As indicated under the analysis of Thresholds a and b, the Project site has known RECs, HRECs, and other environmental contaminants under existing conditions. With respect to RECs, because remediation and monitoring efforts are ongoing, and because the Project would not exacerbate or substantially contribute to the existing groundwater contamination, the Project would not result in impacts to either school facility associated with RECs. For HRECs, based on the removal/abandonment, corrective action, and/or regulatory closure, the former onsite Tanks (Nos. 1 thru 11) represent an historical recognized environmental condition for the subject property. The potential exists that residual soil impact remains in the area of the vehicle repair and service shop buildings; however, it is Partner's opinion that any remaining residual petroleum contamination would have further degraded naturally over the past 25 years and concluded that no further investigation is warranted. Thus, the Project would not result in impacts to either school due to HRECs. Additionally, none of the environmental issues identified by Partner would pose substantial health risks to either school (refer to *Technical Appendix F*). Accordingly, impacts to schools resulting from the Project site's existing environmental conditions, which would be encountered during the Project's construction, would be less than significant.

Additionally, and as discussed in detail under the discussion and analysis of Threshold 5.3.d), the Project would not exceed the localized significant thresholds (LSTs) established by the SCAQMD under construction or operation, and would not result in or contribute to a CO "hot spot." Additionally, a Project-specific Health Risk Assessment (HRA) was prepared for the Project by Urban Crossroads, Inc., and is contain as *Technical Appendix B*. The HRA determined that Diesel Particulate Matter (DPM) associated

with the proposed Project would not expose the nearest school child to cancer or non-cancer risks that exceed the thresholds of significance established by the SCAQMD; as such, impacts due to air quality emissions during construction and long-term operation that could adversely affect school children would be less than significant.

Therefore, and based on the preceding analysis, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously disclosed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR disclosed that the City of El Monte has parcels that are included on a lists of hazardous material sites. Upon implementation of regulatory requirements and standard conditions of approval as identified in the FPEIR, impacts were concluded to be less than significant.

No Substantial Change from Previous FPEIR Analysis: The Project site is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as "Envirostar." (DTSC, 2017). The California State Water Resources Control Board's (SWRCB) GeoTracker online mapping application identifies the previously-described LUST case (I-09259) that resulted from a reported release in 1988 of petroleum hydrocarbons in soil in the vicinity of the vehicle repair building. Following completion of corrective actions, confirmation soil sampling and backfilling, LUST case I-09259 was subsequently granted "Completed – Case Closed" status by the Los Angeles RWQCB on August 4, 1998. (Partner, 2015, p. iv) Thus, the LUST no longer presents a significant hazard to the public or the environment. The Project site is not identified by the SWRCB as comprising a solid waste disposal site, nor does the SWRCB identify the Project site on the list of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) (CalEPA, 2017; SWRCB, n.d.). Accordingly, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that there is one airport, EL Monte Airport, within the City. There are three planning boundaries regarding safety for El Monte Airport set forth in the Los Angeles County Airport Land Use Plan: an airport influence area and two Runway Protection Zones. The FPEIR noted that all three of these boundaries are within airport property, which were designated "Airport" under the General Plan Update. The General Plan Update did not redesignate any area within the safety-related planning boundaries for the airport to non-

airport designations; therefore, the FPEIR concluded that the General Plan Update would not create any substantial hazards relating to airport operations. (El Monte, 2011c, pp. 1-17. 1-18, 5.6-21, 5.6-24)

No Substantial Change from Previous FPEIR Analysis: As noted in the FPEIR, the airport influence area and both Runway Protection Zones occur within the airport property. As such, the Los Angeles County Airport Land Use Plan (ALUP) does not identify the Project site as being subject to safety hazards (LA County, 2004, *El Monte Airport Influence Area*). Accordingly, implementation of the proposed Project would not result in a safety hazard for people residing or working in the project area associated with airport-related operations. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR's Initial Study determined that no impact would occur because there are no private airstrips in the City's vicinity. Therefore, this Threshold was not further analyzed in the General Plan and Zoning Code Update EIR. (El Monte, 2011c, p. 8-1)

No Substantial Change from Previous FPEIR Analysis: As noted in the FPEIR, there are no private airstrips within the vicinity of the City of El Monte. Accordingly, the Project would result in less-than-significant impacts due safety hazard for people residing or working in the project area associated with private airstrips. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR found that developments approved under the General Plan Update would not substantially impair implementation of emergency plans. As disclosed by the FPEIR, the City manages disaster preparedness through the California Office of Emergency Services (OES). Additionally, the FPEIR noted that the City adopted a Natural Hazards Mitigation Plan (NHMP) in 2004. The NHMP designates potential evacuation routes: east-west routes to include I-10, Ramona Boulevard, and Valley Boulevard, and north-south routes to include Peck Road and Santa Anita Avenue. A flood disaster plan also was prepared by the City for evacuation in the event of overflow of the Santa Fe Dam. The FPEIR also notes that the Emergency Operations Section of the LACFD provides 24-hour emergency response to hazardous materials incidents throughout Los Angeles County. The FPEIR found that General Plan and Zoning Code Update project would not close or restrict traffic on potential evacuation routes designated in the NHMP. The FPEIR concluded that no substantial adverse impact to emergency response plans would occur. (El Monte, 2011c, pp. 1-18, 5-.6-21, 5.6-24)

GP Update EIR Impact Analysis Summary: As noted in the FPEIR, I-10, Ramona Boulevard, and Valley Boulevard, Peck Road, and Santa Anita Avenue are considered potential evacuation routes. The Project site is fully developed under existing conditions, and is not located near any of the routes identified by the FPEIR as potential evacuation routes. The Project would merely redevelop and existing industrial warehousing site with high-cube warehouse uses, and has no potential to interfere with the NTMP or any other adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

No Substantial Change from Previous FPEIR Analysis:

h) ***Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR's Initial Study determined that no impact would occur because the City of El Monte is not subject to wildland fires due to the developed nature of the City and its surroundings. Therefore, this Threshold was not further analyzed in the General Plan and Zoning Code Update FPEIR. (El Monte, 2011c, p. 8-2)

No Substantial Change from Previous FPEIR Analysis: Consistent with the finding of the FPEIR, the Project site and surrounding areas are fully developed, and exhibit only ornamental (irrigated) landscaping and street trees. There are no portions of the surrounding area that would be subject to wildland fire hazards. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.8-1 The City of El Monte shall condition all demolition permits to comply with South Coast Air Quality Management District (SCAQMD) Rule 1403 with respect to asbestos containing materials and the demolition contractor shall be required to comply with Rule 1403. All asbestos-related work conducted during the demolition process shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos-containing construction materials (ACCMs) shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks. During demolition, the demolition contractor shall maintain all records of compliance with Rule 1403, including, but not limited to, the following: evidence of notification of SCAQMD pursuant to Rule

1403; contact information for the Asbestos-abatement Contractor and Asbestos Consultant; and receipts (or other evidence) of off-site disposal of all ACCMs. These records shall be made available for City inspection upon request.

Finding

As demonstrated in the above analysis, with implementation of conditions of approval requiring compliance with SCAQMD Rule 1403, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to hazards or hazardous materials. With adherence to mandatory regulatory requirements, impacts would be less than significant; therefore, no mitigation is required.

5.9 HYDROLOGY AND WATER QUALITY

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?	☐	☐	☐	☒
e. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or	☐	☐	☐	☒

		New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
	provide substantial additional sources of polluted runoff?				
f.	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?	☐	☐	☐	☒
g.	Otherwise substantially degrade water quality?	☐	☐	☐	☒
h.	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?	☐	☐	☐	☒
i.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
j.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
k.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a) *Violate any water quality standards or waste discharge requirements?*

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that developments that would be implemented in accordance with the General Plan Update would be required to comply with Clean Water Act requirements. These requirements include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Low Impact Development (LID) Plan for the operation phase of a project. The SWPPP specifies Best Management Practices (BMPs) that are intended to minimize erosion and pollution of runoff during the construction phase of each development. The LID Plan prescribes structural, operations, and maintenance BMPs with the aims of minimizing water pollution and erosion during the operation phase of each development. Mandatory compliance with the requirements were found to reduce impacts to less-than-significant levels. (El Monte, 2011c, pp. 5.7-8 and 5.7-9)

No Substantial Change from Previous FPEIR Analysis: The proposed Project's compliance with applicable water quality standards and/or waste discharge requirements during construction and long-term operation are discussed below.

Construction-Related Water Quality

Redevelopment of the Project site as proposed by the Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB) and the City of El Monte, the Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. Mandatory adherence to a NPDES Permit would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Compliance with the NPDES permit also requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern (including sediment) are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Mandatory compliance with the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Consistent with the findings of the FPEIR, water quality impacts associated with construction activities would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Operational Water Quality Impacts

Storm water pollutants commonly associated with the land uses proposed by the Project (i.e., high-cube warehousing) include urban pollutants such as tire-wear residues, petroleum products such as oil and grease, landscaping fertilizer and pesticides, as well as litter and other types of wastes. The Project proposes to construct a bio-retention basin on the southeast corner of the Project site, which would consist of an open-air basin with layers of select sand and gravel material that is underlain by perforated sub-drains. The stratum of the material would allow drawdown of four inches per hour, and would have adequate capacity to treat all runoff from the Project site within 48 hours (PBLA, 2018, p. 3). Construction and ongoing maintenance of the bio-retention basin would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation. As the proposed Project would not violate any water quality standards or waste discharge requirements, no new, significant environmental effects would result from the Project. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there could be a net deficit in aquifer volume or a lowering of the local groundwater table (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)?

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that nearly the entire City is developed with urban land uses. As such, the FPEIR concluded that the General Plan Update is not expected to result in a substantial increase in impervious areas and so is not expected to substantially reduce the land area available for groundwater recharge. Accordingly, impacts were concluded to be less than significant. (El Monte, 2011c, p. 5.7-8)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified in 2011, the Project site is fully developed with impervious surfaces and provides only nominal areas of infiltration. With implementation of the proposed Project, the extent of impervious surface coverage would be similar to existing conditions, although the Project proposes more landscaped areas, and thus more pervious surfaces, as compared to existing conditions. As such, the Project would not interfere substantially with groundwater recharge, particularly in comparison to existing conditions. Impacts would be less than significant.

The proposed Project would be served with potable water by the City of El Monte. The City of El Monte relies exclusively on local groundwater from the Main Basin and does not purchase imported water (Psomas, 2018, p. 4-7). Although there is no limit on the quantity of water that may be extracted by parties to the Main Basin adjudication, including the City of El Monte, groundwater production in excess of water rights, or the proportional share (pumper's share) of the Operational Safe Yield (OSY), requires purchase of imported replacement groundwater to recharge the Main Basin. The City of El Monte has a pumper's share of 1.40888 percent of the OSY, and the City has never exceeded this allocation. Thus, although the Project would rely on groundwater from the Main Basin, regulations currently in place would ensure that the Project's incremental increase in demand for groundwater supplies would not result in a net deficit in aquifer volume or a lowering of the groundwater table because the City would be required to purchase imported replacement groundwater if it exceeds its allocation. (Psomas, 2018, pp. 4-13 and 4-14) Thus, impacts to groundwater supplies would be less than significant.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

d) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?***

e) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR's Initial Study found that the General Plan and Zoning Code Update project would involve the intensification of uses in several areas of the City, primarily in the Northwest Business District, Flair Park, and Downtown El Monte, which may result in the alteration of the existing drainage pattern of the area. However, the FPEIR, under the analysis of Thresholds HYD-4 and HRD-5, disclosed that virtually the entire City of El Monte is developed with urban uses. While the FPEIR disclosed that the General Plan Update would change land use designations for some portions of the City, the General Plan Update was not expected to cause a substantial increase in the amount of impervious surfaces in the City that could in turn result in substantial erosion on- or off-site. Therefore, the FPEIR concluded that the General Plan Update would not result in a substantial increase in surface water flows into drainage systems in the San Gabriel and Los Angeles River Watersheds that could result in substantial soil erosion, siltation, or flooding, or that could provide additional sources of polluted runoff. (El Monte, 2011c, p. 5.7-8)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified, the Project site is fully developed with industrial warehouse uses. Runoff on the site currently is directed through underground storm drainage systems to an outfall at the site's southeastern boundary.

Under the proposed Project, the site's existing drainage pattern largely would be maintained, although the proposed drainage system is designed to meet current regulatory requirements. A Project-specific hydrology study was prepared for the Project and is contained in *Technical Appendix G*. The hydrology study was prepared in conformance with the Los Angeles County Flood Control District (LACFCD) Hydrology Manual (January 2006). As indicated in the hydrology study, runoff on the Project site would be collected via a number of drains that would convey runoff through an underground detention and drainage system, which is designed to meet the 1 cubic foot per second outflow maximum as established by the LACFCD. Detained runoff would then be pumped to the proposed bio-retention basin in the southeastern corner of the Project site. Following treatment, the runoff would be conveyed to existing LACFD storm drain located at the Project's southern boundary. (PBLA, 2018)

Because the Project would generally retain the site's existing drainage pattern and would meet LACFCD requirements for detention and water quality treatment, the Project would not alter the site's drainage pattern in a manner that would result in erosion or siltation on or off site. Additionally, because the Project meets the LACFD's requirement to limit discharges to 1 cubic foot per second, the Project would not result in flooding hazards on or off site and would not exceed the capacity of any existing or planned

stormwater drainage facilities. Furthermore, the proposed bio-retention basin is designed to treat all runoff from the site in accordance with LACFD requirements, which would ensure the Project does not contribute substantial additional sources of polluted runoff. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

f) ***Otherwise substantially degrade water quality?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that developments that would be implemented in accordance with the General Plan Update would be required to comply with Clean Water Act requirements. These requirements include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Low Impact Development (LID) Plan for the operation phase of a project. The SWPPP specifies Best Management Practices (BMPs) that are intended to minimize erosion and pollution of runoff during the construction phase of each development. The LID Plan prescribes structural, operations, and maintenance BMPs with the aims of minimizing water pollution and erosion during the operation phase of each development. Mandatory compliance with the requirements were found to reduce impacts to less-than-significant levels. (El Monte, 2011c, pp. 5.7-8 and 5.7-9)

No Substantial Change from Previous FPEIR Analysis: There are no conditions associated with the proposed Project beyond that which is described above that could result in the substantial degradation of water quality, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

g) ***Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

h) ***Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR's Initial Study indicated that the Federal Emergency Management Agency (FEMA) maps floodplains and zones as part of the National Flood Insurance Program (NFIP), which indicates that the City of El Monte is not in a 100-year floodplain and is designated as a No Special Flood Hazard Area (NSFHA) – All Zone C (FEMA 2006). Due to this, the FPEIR noted that there is no Federal Insurance Rate Map for the area covering the City. The FPEIR concluded that the update to the City of El Monte General Plan would not place housing or structures within a 100-year flood hazard area, and no impacts would occur. Accordingly, this issue was not evaluated in the FPEIR. (El Monte, 2011c, Appendix A, pp. 41-42)

No Substantial Change from Previous FPEIR Analysis: Consistent with the findings of the FPEIR's Initial Study, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. Accordingly, the Project would result in no impacts due to the placement of structures or housing within mapped floodplains. Therefore, implementation of the proposed Project

would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

i) ***Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that the Santa Fe Dam is used for flood control and for spreading water for groundwater recharge; the dam does not normally impound a reservoir. The dam's maximum water storage capacity is 30,887 acre-feet. As described in the FPEIR, after periods of upstream flooding, the water level behind the dam is reduced to the debris pool capacity of 3,594 acre-feet. The water level behind the dam is then reduced further by the release of water into spreading basins. Therefore, the FPEIR found that the likelihood that at the time of an earthquake there would be enough water impounded by the dam to cause a substantial risk of flooding in El Monte due to dam failure is very low, and thus, impacts would be less than significant. (El Monte, 2011c, p. 5.7-9)

The FPEIR also discussed the Whittier Narrows Dam, which is used for flood control and water conservation storage. The combined capacity of the two water conservation pools behind the dam is 3,030 acre-feet, while the dam's total water storage capacity is 34,947 acre-feet. When the water level behind the dam exceeds the water conservation pools, flows are released into the Rio Hondo Channel and the San Gabriel River. The capacities of the Rio Hondo Channel and the San Gabriel River below the dam total approximately 49,600 cfs (1,756 acre-feet per day). The dam does not ordinarily impound a reservoir. Therefore, the FPEIR concluded that the likelihood of upstream flooding that would pose a substantial risk of inundation in El Monte is considered to be very low, and impacts were concluded to be less than significant. (El Monte, 2011c, p. 5.7-9)

No Substantial Change from Previous FPEIR Analysis: Consistent with the finding of the FPEIR, neither the Santa Fe Dam nor the Whittier Narrows Dam have the potential to result in a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam. Accordingly, impacts associated with the proposed redevelopment of the Project site would be less than significant. The project would have no effect to a dam or levee, therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

j) ***Be subject to inundation by seiche, tsunami, or mudflow?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR concluded that the City of El Monte is located approximately 23 miles inland from the Pacific Ocean, and too far away to be at risk of inundation by tsunami. (El Monte, 2011c, p. 5.7-9)

As for potential inundation by seiche, the FPEIR disclosed that there are aboveground water tanks at five locations in the City. The FPEIR found that General Plan and Zoning Code Update project would not create any new risk of seiche at the tanks and no additional risks arising from flooding at any of the tanks. (El Monte, 2011c, p. 5.7-9)

The FPEIR also disclosed that there are gravel pits with pools of water in the lower parts of the pits that are located near the northern and northeastern boundaries of the City. The FPEIR found that the General Plan Update would not change land use designations along the edges of the City that are in the vicinity of the gravel pits. Therefore, the FPEIR concluded that the General Plan Update would not create any new risk of flooding due to seiches from the gravel pits. (El Monte, 2011c, p. 5.7-9)

Additionally, and as noted in the FPEIR, small areas along the City's northeastern boundary are considered to be at some risk of mudflow because earthquake-induced landslides and liquefaction have occurred there. However, because the General Plan Update did not change land use designations in that portion of the City, the FPEIR concluded there would be no new risk due to mudflows as a result of the General Plan Update and impacts were found to be less than significant. (El Monte, 2011c, p. 5.7-9)

No Substantial Change from Previous FPEIR Analysis: There are no large bodies of water within the Project vicinity that could result in seiche hazards associated with earthquakes. Additionally, the Project site is located approximately 25 miles northeast of the Pacific Ocean, and is located well outside mapped tsunami hazard zones (CDC, 2017b). Additionally, the areas surrounding the Project site are fully developed with urban use and exhibit little topographic variation; thus, the Project site would not be subject to any mudflow hazards. Redevelopment of the Project site would not alter inundation risks from these potential hazards and impacts would be less than significant. (Google Earth, 2016) Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.9-2 The Project is required to obtain coverage under a NPDES permit, and implement provisions specified in the Project's SWPPP. Compliance with the NPDES permit and the SWPPP would ensure the implementation of an effective combination of water pollutant control measures (i.e., Best Management Practices) to reduce or eliminate the discharge of pollutants in stormwater.

Finding

As demonstrated in the above analysis, with mandatory compliance with the NPDES permit and the Project's SWPPP, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts associated with hydrology and water quality. Mandatory compliance with the Project's NPDES permit and the Project's SWPPP would ensure that impacts to water quality would be less than significant requiring no mitigation.

5.10 LAND USE AND PLANNING

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) *Physically divide an established community?*

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR concluded that none of the changes in land use policies or designations included as part of the General Plan and Zoning Code Update would result in the division of an established community; accordingly, the FPEIR concluded that impacts would be less than significant. (El Monte, 2011c, p. 5.8-7)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, the Project site is bound to the east and west with industrial warehousing, commercial, and educational uses, with residential uses occurring north of Lower Azusa Road and south of the Union Pacific Railroad (UPRR) rail tracks. The Project proposes to redevelop the 55.7-acre site by demolishing the existing industrial warehousing uses and replacing them with high-cube warehouse uses. There are no components of the proposed Project that would result in the physical division of an existing established community. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR concluded that the policies and programs listed in the General Plan Update were compatible with regional and local planning documents, including the Southern California Association of Governments (SCAG) regional

planning documents and growth projections. As such, impacts were concluded to be less than significant. (El Monte, 2011c, pp. 5.8-7 through 5.8-27)

No Substantial Change from Previous FPEIR Analysis: The proposed Project would redevelop the 55.7-acre site in accordance with the General Plan land use designation for the Project site of "Industrial/Business Park" (I/BP)." The Project proposes the construction and operation of two high-cube warehouse buildings with 187 loading docks along the eastern and western facades of the buildings, as well as surface parking areas and drive aisles, utility infrastructure, landscaping, and other site improvements, which would be consistent with the City's General Plan I/BP land use designation as well as the property's "M-2 (General Manufacturing Zone)" zoning designation. The proposed Floor Area Ratio (FAR) is 0.51, which is below the maximum intensity of 1.0 FAR allowed by the I/BP land use designation. As the proposed Project would be consistent with both the General Plan Land Use designation and the zoning designation for the Project site and would redevelop the property with a similar land use type as occurs under existing conditions, the Project would not conflict with applicable local land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. In addition, refer to Attachment "A" to this EIR Addendum, which provides a detailed analysis demonstrating that the Project would be consistent with all applicable General Plan policies.

The Project would otherwise not conflict with any applicable goals, objectives, and policies of the SCAQMD AQMP, Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCC), or SCAG Regional Comprehensive Plan. The RTP/SCS notes that the SCAG region is forecasted to have a demand for over one billion square feet of warehousing space by the year 2035, including a demand for 943 million square feet of non-port warehouse space. The demand for non-port warehouse space is projected to increase by approximately 59 percent between the years 2008 and 2035 – from approximately 591 million square feet to approximately 943 million square feet (SCAG, 2013, pp. 4-39 and 4-40). However, SCAG projects that the region will run out of suitably zoned vacant land designated for warehouse facilities in about the year 2028. Therefore, the Project's proposed high-cube warehouse uses are consistent with SCAG's RTP/SCS Goods Movement Chapter.

Accordingly, the Project would not conflict with applicable local land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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

General Plan and Zoning Code Update FPEIR Finding: **No Impact**. The FPEIR's Initial Study concluded that there are no Habitat Conservation Plans or Natural Community Conservation Plans in effect within the City, and that there are no Significant Ecological Areas as defined by Los Angeles County within the City. Accordingly, the FPEIR's Initial Study concluded that implementation of the General Plan and Zoning Code Update project would have no impact on any such plan. As such, the Initial Study concluded no impact would occur, and this issue was not evaluated in the FPEIR. (El Monte, 2011c, Appendix A, p. 43)

No Substantial Change from Previous FPEIR Analysis: As noted by the FPEIR's Initial, Study, there are no Habitat Conservation Plans or Natural Community Conservation Plans in effect within the City, and that there are no Significant Ecological Areas as defined by Los Angeles County within the City (El Monte, 2011c, Appendix A, p. 43). Accordingly, the Project has no potential to conflict with a habitat conservation plan or natural community conservation plan, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect land use and planning impacts. Impacts to land use and planning would be less than significant; therefore, no mitigation is required.

5.11 MINERAL RESOURCES

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
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?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

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

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

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR's Initial Study disclosed that no County of Los Angeles–designated Mineral Resource Zones are located in El Monte. The Initial Study also noted that El Monte is completely developed, does not contain mining uses, nor does it have land designated for mineral, aggregate, or sand production. The northeastern region of El Monte, often referred to as "Norwood Village," is inventoried as containing significant mineral deposits or a high likelihood of their presence (MRZ-2 zone). However, the Initial Study concluded that the City of El Monte is in an urbanized environment, and that any mineral resources located in the City of El Monte are not available or accessible due to the urbanized nature of the City. Thus, the Initial Study concluded

that implementation of the General Plan and Zoning Code Update project would not result in any loss of availability of any known mineral resources. As such, the FPEIR did not evaluate this issue.

No Substantial Change from Previous FPEIR Analysis: According to mapping information from the Department of Conservation (DOC), the Project site is classified as Mineral Resources Zone (MRZ) 3. Areas mapped MRZ-3 include "areas containing mineral deposits the significance of which cannot be evaluated from available data." (CDC, 1982) Additionally, the Project site is not designated by any local general plan, specific plan, or other land use plan as containing a locally-important mineral resource recovery site. Therefore, the Project would result in no impacts due to the loss of availability of known regionally- or locally-significant mineral resources deposits. Implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to mineral resources. Impacts to mineral resources would be less than significant; therefore, no mitigation is required.

5.12 NOISE

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of	☐	☐	☐	☒

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

In conformance with FPEIR Mitigation Measure 9-4 and in order to demonstrate compliance with Chapter 8.36, *Noise Control*, of the City's Municipal Code, a Project-specific Noise Impact Analysis was prepared for the proposed Project and is contained in *Technical Appendix H*. Please refer to the Noise Impact Analysis for a description of noise fundamentals, regulations related to noise, and a description of the existing noise environment within the Project's vicinity.

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

Based on local noise criteria as established by the City the following would be considered significant:

- ***Noise generated by buildout of the Land Use Plan would result in stationary (non-transportation) noise which exceeds the standards of the City's Municipal Code (Title 8, Chapter 8.36, Section 8.36.040, Noise Control) at noise-sensitive receptors.***
- ***It is the policy of the City of El monte to require new residential development to mitigate to achieve the City's noise compatibility criteria. Future development associated with buildout of the Land Use Plan would place noise-sensitive uses in a noise environment which exceeds the noise compatibility criteria.***
- ***For noise compatibility, interior noise levels in habitable noise-sensitive areas exceed 45 dBA CNEL.*** (El Monte, 2011c, p. 5.9-18)

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. The FPEIR evaluated noise associated with both stationary and transportation sources. For stationary noise sources, the FPEIR disclosed that the primary noise sources from residential, commercial, and institutional land uses are landscaping, maintenance activities, and air conditioning systems. In addition, the FPEIR disclosed that future commercial uses may include loading docks. As also noted by the FPEIR, noise generated by residential or commercial uses is generally short and intermittent, and these uses are not substantial sources of noise. Furthermore, the FPEIR indicates that the City of El Monte requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property to reduce nuisances to sensitive land uses. The City Police

or Code Enforcement Officer enforces the noise limitation of the Municipal Code. Noise that exceeds the limitations of the Municipal Code is considered a noise nuisance by the City and violations are punishable by a fine for each day a violation occurs and may be subject to abatement by restraining order or injunction. Consequently, the FPEIR concluded that stationary-source noise from these types of proposed land uses would not substantially increase the noise environment. (El Monte, 2011c, p. 5.9-22)

With respect to industrial uses, the FPEIR indicated that industrial noise is less intermittent and can have moderate to high levels on a continual basis. In general, the FPEIR found that new industrial areas would be buffered by business park uses or located around existing major noise sources that would mask most industrial noise (e.g., I-10 freeway, UPRR). However, the FPEIR disclosed that the siting of new industrial developments may increase noise levels to nearby uses. The FPEIR also disclosed that to regulate stationary-source noise created by industrial machinery and tools from affecting sensitive land uses, the City of El Monte requires industrial operations to limit noise to no greater than the maximum allowable noise levels as described in the Noise Ordinance. Therefore, the FPEIR concluded that compliance with the City's Noise Ordinance (Title 8, Chapter 8.36, Noise) would result in noise levels that are acceptable to the City and would result in less than significant noise impacts from stationary sources. (El Monte, 2011c, p. 5.9-22)

For transportation-related noise impacts, the FPEIR disclosed that potential impacts from buildout of the General Plan and Zoning Code Update project stem mainly from the addition of vehicles along roadways in the City and trains on the UPRR. The greatest increases were projected along Valley Boulevard, Santa Anita Boulevard, and Ramona Boulevard. However, the FPEIR disclosed that the noise increases occurring throughout the City would be less than the minimum 3 dB change in noise levels required by human hearing to discern an audible change in outside noise environments. Additionally, the FPEIR noted that implementing projects associated with buildout of the General Plan Land Use Plan would occur over a period of many years and the increase in noise on an annual basis would not be readily discernable because traffic and noise would increase incrementally. However, the FPEIR noted that nonaudible (less than 3 dB) changes in cumulative noise increases in the ambient noise environment would occur from buildout of the General Plan Update, and concluded that impacts would be less than significant. (El Monte, 2011c, p. 5.9-23)

No Substantial Change from Previous FPEIR Analysis: In order to demonstrate compliance with Chapter 8.36, *Noise Control*, of the City's Municipal Code, a Project-specific noise impact analysis was prepared for the proposed Project and is contained in *Technical Appendix H*. Noise impacts would be considered significant if the Project were to exceed the significance criteria presented in in Table 5-15, *Noise Significance Criteria Summary*, for any of the conditions presented, or if Project-related operational noise levels exceed the standards identified in Table 5-16, *Operational Noise Standards*. The results of the operational and traffic-related impact analysis are summarized below, which are based on Noise Ordinance Criteria.

Operational Impacts

Reference Noise Levels

To calculate the Project's estimated operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected at the Project site. Table 5-17, *Operational Reference Noise Level Measurements*, summarizes the reference noise levels used to estimate the Project's operational noise impacts. Refer to Subsection 9.1 of the Project's Noise Impact Analysis (*Technical Appendix H*) for a detailed description of each reference noise input. It is important to note that the projected noise levels used to evaluate Project operational impacts assume the worst-case noise environment with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating continuously. In actuality, these noise level impacts would not occur simultaneously, so the noise levels calculated herein are overstated for analysis purposes. (Urban Crossroads, 2018d, p. 61)

Table 5-15 Noise Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	if ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Residential	Exterior Noise Level Standards	See Table 5-16	
	Noise-Sensitive[1]	if ambient is < 60 dBA L_{eq}	≥ 5 dBA L_{eq} Project increase	
		if ambient is 60 - 65 dBA L_{eq}	≥ 3 dBA L_{eq} Project increase	
		if ambient is > 65 dBA L_{eq}	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Permitted between 6:00 a.m. to 7:00 p.m. Mondays through Fridays; 8:00 a.m. to 7:00 p.m. on Saturdays and Sundays.[3]		
		Mobile Equipment Noise Level Threshold[4]	75 dBA L_{eq}	n/a
		Stationary Equipment Noise Level Threshold[4]	60 dBA L_{eq}	n/a
		Vibration Level Threshold[5]	0.1 in/sec RMS	n/a

[1] Source: FICON, 1992.
[2] Source: Table PHS-1 of the City of El Monte General Plan Public Health and Safety Element.
[3] Source: Section 8.36.050(C) of the City of El Monte Municipal Code (Appendix 3.1).
[4] Source: Los Angeles County Code, Section 12.08.440.
[5] Source: Los Angeles County Code, Section 12.08.350.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "n/a" = construction activities are not planned during the nighttime hours; "RMS" = Root-mean-square velocity.

(Urban Crossroads, 2018d, Table 4-2)

Table 5-16 Operational Noise Standards

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standards[1]				
			L_{eq} (Hourly)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_{max} (<1 min)
El Monte[2]	Single-Family Residential	7:00 a.m. to 10:00 p.m.	-	50	55	60	65
		10:00 p.m. to 7:00 a.m.	-	45	50	55	60
	Multi-Family Residential	7:00 a.m. to 10:00 p.m.	-	55	60	65	70
		10:00 p.m. to 7:00 a.m.	-	50	55	60	65
Temple City[3]	Residential	7:00 a.m. to 10:00 p.m.	55	-	-	-	-
		10:00 p.m. to 7:00 a.m.	45	-	-	-	-

[1] L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L_{25} is the noise level exceeded 25% of the time.
[2]Source: City of El Monte Municipal Code, Section 8.36.040 (Appendix 3.1).
[3] Source: City of Temple City Municipal Code, Section 9-1l-3 (Appendix 3.2).

(Urban Crossroads, 2018d, Table 3-1)

Table 5-17 Operational Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Hourly Activity (Mins)[5]	Reference Noise Level (dBA L_{eq})	
					@ Ref. Dist.	@ 50 Feet
Unloading/Docking Activity[1]	0:15:00	30'	8'	60	67.2	62.8
Roof-Top Air Conditioning Units[4]	96:00:00	5'	5'	39	77.2	57.2
Parking Lot Vehicle Movements[5]	01:00:00	10'	5'	60	52.2	41.7

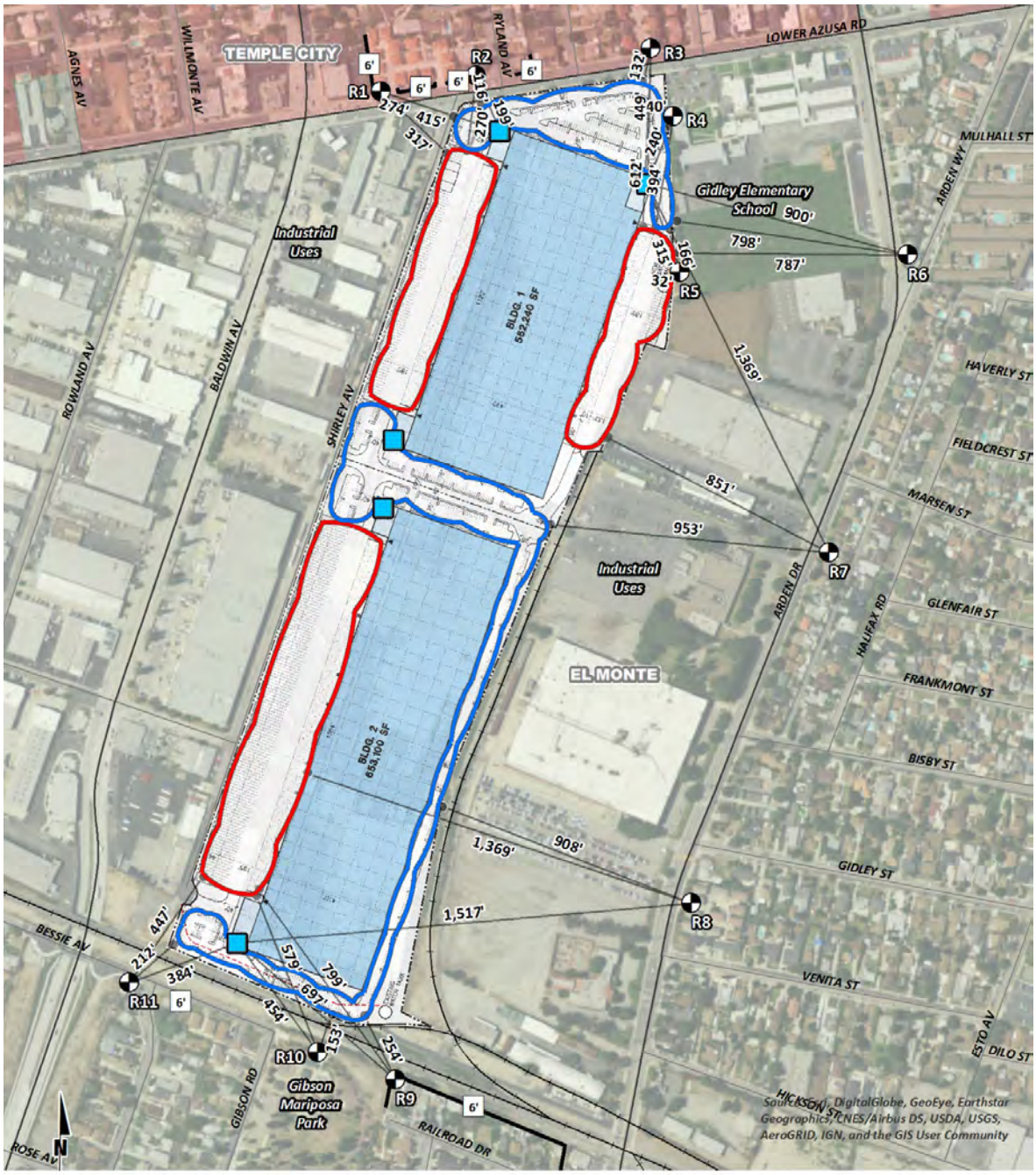
[1] Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on Wednesday, January 7, 2015.
[2] As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.
[3] As measured by Urban Crossroads, Inc. on 5/17/2017 at the Panasonic Avionics Corporation parking lot in the City of Lake Forest.
[4] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site based on the reference noise level measurement activity.

(Urban Crossroads, 2018d, Table 9-1)

Operational Noise Levels

Based upon the reference noise levels, it is possible to estimate the Project operational stationary-source noise levels at each of the sensitive receiver locations. Figure 5-2, *Operational Noise Source and Receiver Locations*, identifies the representative receiver locations and noise source locations used to assess the Project-related operational noise levels. The operational noise level calculations are shown on Table 5-18, *Unmitigated Project Operational Noise Levels*, and account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source. (Urban Crossroads, 2018d, p. 64)

Table 5-18 indicates that the unmitigated operational noise levels associated with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements are expected to range from 24.9 to 63.6 dBA L_{50} at



LEGEND:

- Receiver Locations
- 6' Existing Barrier Height (in feet)
- Existing Barrier
- Roof-Top Air Conditioning Unit
- Parking Lot Vehicle Movements
- Truck Unloading/Docking Activity
- Distance from receiver to center of noise source (in feet

Source(s): Urban Crossroads (01-04-2018)

NOT TO SCALE

Figure 5-2

OPERATIONAL NOISE SOURCE AND RECEIVER LOCATIONS

Table 5-18 Unmitigated Project Operational Noise Levels

Receiver Location[1]	Noise Source[2]	Project Operational Noise Levels (dBA)[3]				
		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_{max} (Anytime)
R1	Truck Unloading/Docking Activity	46.7	-	-	-	-
	Roof-Top Air Conditioning Unit	36.9	-	-	-	-
	Parking Lot Vehicle Movements	30.6	-	-	-	-
	Combined Noise Level:	47.2	-	-	-	-
R2	Truck Unloading/Docking Activity	48.1	-	-	-	-
	Roof-Top Air Conditioning Unit	43.3	-	-	-	-
	Parking Lot Vehicle Movements	36.2	-	-	-	-
	Combined Noise Level:	49.5	-	-	-	-
R3	Truck Unloading/Docking Activity	41.0	-	-	-	-
	Roof-Top Air Conditioning Unit	36.2	-	-	-	-
	Parking Lot Vehicle Movements	35.4	-	-	-	-
	Combined Noise Level:	43.1	-	-	-	-
R4	Truck Unloading/Docking Activity	-	41.8	44.8	49.4	57.6
	Roof-Top Air Conditioning Unit	-	38.9	40.6	41.9	42.7
	Parking Lot Vehicle Movements	-	40.0	41.0	46.0	62.9
	Combined Noise Level:	-	45.2	47.3	51.5	64.1
R5	Truck Unloading/Docking Activity	-	63.6	66.6	71.2	79.4
	Roof-Top Air Conditioning Unit	-	36.5	38.2	39.5	40.3
	Parking Lot Vehicle Movements	-	30.7	31.7	36.7	53.6
	Combined Noise Level:	-	63.6	66.6	71.2	79.4
R6	Truck Unloading/Docking Activity	-	35.8	38.8	43.4	51.6
	Roof-Top Air Conditioning Unit	-	27.4	29.1	30.4	31.2
	Parking Lot Vehicle Movements	-	20.5	21.5	26.5	43.4
	Combined Noise Level:	-	36.5	39.3	43.7	52.2
R7	Truck Unloading/Docking Activity	-	35.1	38.1	42.7	50.9
	Roof-Top Air Conditioning Unit	-	23.8	25.5	26.8	27.6
	Parking Lot Vehicle Movements	-	19.3	20.3	25.3	42.2
	Combined Noise Level:	-	35.5	38.4	42.9	51.5
R8	Truck Unloading/Docking Activity	-	13.4	16.4	21.0	29.2
	Roof-Top Air Conditioning Unit	-	22.9	24.6	25.9	26.7
	Parking Lot Vehicle Movements	-	19.6	20.6	25.6	42.5
	Combined Noise Level:	-	24.9	26.5	29.4	42.8
R9	Truck Unloading/Docking Activity	-	18.1	21.1	25.7	33.9
	Roof-Top Air Conditioning Unit	-	29.6	31.3	32.6	33.4
	Parking Lot Vehicle Movements	-	27.9	28.9	33.9	50.8
	Combined Noise Level:	-	32.0	33.5	36.7	51.0
R10	Truck Unloading/Docking Activity	-	20.9	23.9	28.5	36.7
	Roof-Top Air Conditioning Unit	-	33.3	35.0	36.3	37.1
	Parking Lot Vehicle Movements	-	31.2	32.2	37.2	54.1
	Combined Noise Level:	-	35.5	37.0	40.1	54.3
R11	Truck Unloading/Docking Activity	-	40.7	43.7	48.3	56.5
	Roof-Top Air Conditioning Unit	-	34.8	36.5	37.8	38.6
	Parking Lot Vehicle Movements	-	29.1	30.1	35.1	52.0
	Combined Noise Level:	-	41.9	44.6	48.9	57.9

1 See Figure 5-2 for the receiver and noise source locations.
2 Reference noise sources as shown on Table 5-17.
3 Operational noise level calculations are provided in Appendix 9.1 of the Noise Impact Analysis (*Technical Appendix H*).
"E. Avg." = Logarithmic (energy) average

(Urban Crossroads, 2018d)

sensitive receiver locations in the City of El Monte, and between 43.1 to 49.5 dBA Leq at sensitive receiver locations in Temple City. The unmitigated operational noise level calculation worksheets are included in Appendix 9.1 of the Noise Impact Analysis (*Technical Appendix H*). (Urban Crossroads, 2018d, p. 64)

Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of El Monte and Temple City exterior noise level standards. Table 5-19, *Unmitigated Operational Noise Level Compliance*, shows that operational noise levels associated with the proposed Project would exceed the exterior noise level standards at three of the 11 receiver locations: R1, R2, and R5, with an unobstructed line-of-sight and no noise attenuation. As shown on Figure 5-2, receiver locations R1 and R2 represent existing residential uses along the northern edge of Lower Azusa Road, while receiver location R5 represents the Gidley Elementary School. Therefore, Project operational noise impacts would be significant in the absence of noise attenuating features. (Urban Crossroads, 2018d, p. 66)

Table 5-19 Unmitigated Operational Noise Level Compliance

Receiver Location[1]	Land Use	Jurisdiction	Noise Level at Receiver Locations (dBA)[2]					Threshold Exceeded?[3]
			L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_{max} (Anytime)	
Daytime	**Lowest Residential Exterior Noise Level Limits**		**55**	**50**	**55**	**60**	**65**	**-**
Nighttime			**45**	**45**	**50**	**55**	**60**	**-**
R1	Residential	Temple City	47.2	-	-	-	-	Yes
R2	Residential		49.5	-	-	-	-	Yes
R3	Residential		43.1	-	-	-	-	No
R4	School[4]	El Monte	-	45.2	47.3	51.5	64.1	No
R5	School[4]		-	63.6	66.6	71.2	79.4	Yes
R6	Residential		-	36.5	39.3	43.7	52.2	No
R7	Residential		-	35.5	38.4	42.9	51.5	No
R8	Residential		-	24.9	26.5	29.4	42.8	No
R9	Residential		-	32.0	33.5	36.7	51.0	No
R10	Residential		-	35.5	37.0	40.1	54.3	No
R11	Residential		-	41.9	44.6	48.9	57.9	No

1. See Figure 5-2 for the receiver and noise source locations.
2. Estimated Project operational noise levels as shown on Table 5-18.
3. Do the estimated Project operational noise levels meet the operational noise level standards (Table 5-16)?
4. School uses are only evaluated based on the daytime noise level standards since they do not represent sensitive receiver locations during the nighttime hours when schools are closed.

"E. Avg." = Logarithmic (energy) average
(Urban Crossroads, 2018d, Table 9-3)

Operational Impacts Level of Significance Following Inclusion of Noise Barriers

In conformance with Chapter 8.63, *Noise Control*, of the City's Municipal Code, noise barriers have been added to the Project's design has been identified to reduce the Project's operational noise impacts to nearby sensitive receptors. With construction of the noise barriers identified in Condition of Approval 5.12-2, the Project's operational noise levels would range from 22.5 to 49.9 dBA L_{50} at sensitive receiver locations in the City of El Monte, and between 40.8 to 43.5 dBA Leq at sensitive receiver locations in Temple City, as shown on Table 5-20, *Mitigated Project Operational Noise Levels*. Table 5-21, *Operational Noise Level Compliance*, shows that the Project operational noise levels would satisfy the City of El Monte and Temple City Municipal Code exterior noise level standards at all receiver locations, and the Project operational noise impacts would be less than significant with the construction of noise barriers. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Project Operational Noise Contribution

To describe the Project operational noise level contributions to the existing ambient noise environment (with implementation of Condition of Approval 5.12-2), the Project operational noise levels were combined with the existing ambient noise levels measurements for the off-site receiver locations potentially impacted by Project operational noise sources. Because the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. Instead, they must be logarithmically added using the following base equation: $PL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$ (Urban Crossroads, 2018d, p. 71)

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describe the Project noise level contributions. With implementation of Condition of Approval 5.12-2, mitigated noise levels that would be experienced at receiver locations when Project-source noise is added to the ambient daytime and nighttime conditions are presented on Table 5-22, *Daytime Operational Noise Level Contributions*, and Table 5-23, *Nighttime Operational Noise Level Contributions*, respectively. As indicated on Table 5-22 and Table 5-23, the Project would contribute an operational noise level increase during the daytime hours of up to 1.6 dBA L_{50} and during the nighttime hours of up to 4.8 dBA L_{50}. Based on the without Project (ambient) noise levels, the Project operational noise level increases would be below the significance criteria presented in Table 5-15, and therefore, the increases at the sensitive receiver locations would be less than significant. On this basis, and upon compliance with Condition of Approval 5.12-2, Project operational stationary-source noise would not result in a substantial temporary/periodic or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Therefore, with implementation of the required noise attenuation barriers identified in Condition of Approval 5.12-2, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR. (Urban Crossroads, 2018d, p. 71)

Table 5-20 Mitigated Project Operational Noise Levels

Receiver Location[1]	Noise Source[2]	Project Operational Noise Levels (dBA)[3]				
		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_{max} (Anytime)
R1	Truck Unloading/Docking Activity	39.8	-	-	-	-
	Roof-Top Air Conditioning Unit	31.6	-	-	-	-
	Parking Lot Vehicle Movements	30.6	-	-	-	-
	Combined Noise Level:	40.8	-	-	-	-
R2	Truck Unloading/Docking Activity	41.2	-	-	-	-
	Roof-Top Air Conditioning Unit	37.1	-	-	-	-
	Parking Lot Vehicle Movements	36.2	-	-	-	-
	Combined Noise Level:	43.5	-	-	-	-
R3	Unloading/Docking Activity	41.0	-	-	-	-
	Roof-Top Air Conditioning Unit	31.0	-	-	-	-
	Parking Lot Vehicle Movements	35.4	-	-	-	-
	Combined Noise Level:	42.4	-	-	-	-
R4	Unloading/Docking Activity	-	33.7	36.7	41.3	49.5
	Roof-Top Air Conditioning Unit	-	33.1	34.8	36.1	36.9
	Parking Lot Vehicle Movements	-	40.0	41.0	46.0	62.9
	Combined Noise Level:	-	41.6	43.1	47.6	63.1
R5	Unloading/Docking Activity	-	49.8	52.8	57.4	65.6
	Roof-Top Air Conditioning Unit	-	31.0	32.7	34.0	34.8
	Parking Lot Vehicle Movements	-	30.7	31.7	36.7	53.6
	Combined Noise Level:	-	49.9	52.9	57.5	65.9
R6	Unloading/Docking Activity	-	35.8	38.8	43.4	51.6
	Roof-Top Air Conditioning Unit	-	22.3	24.0	25.3	26.1
	Parking Lot Vehicle Movements	-	20.5	21.5	26.5	43.4
	Combined Noise Level:	-	36.1	39.0	43.6	52.2
R7	Unloading/Docking Activity	-	35.1	38.1	42.7	50.9
	Roof-Top Air Conditioning Unit	-	18.9	20.6	21.9	22.7
	Parking Lot Vehicle Movements	-	19.3	20.3	25.3	42.2
	Combined Noise Level:	-	35.3	38.2	42.8	51.5
R8	Truck Unloading/Docking Activity	-	13.4	16.4	21.0	29.2
	Roof-Top Air Conditioning Unit	-	18.0	19.7	21.0	21.8
	Parking Lot Vehicle Movements	-	19.6	20.6	25.6	42.5
	Combined Noise Level:	-	22.5	24.0	27.9	42.7
R9	Truck Unloading/Docking Activity	-	18.1	21.1	25.7	33.9
	Roof-Top Air Conditioning Unit	-	24.5	26.2	27.5	28.3
	Parking Lot Vehicle Movements	-	27.9	28.9	33.9	50.8
	Combined Noise Level:	-	29.8	31.2	35.3	50.9
R10	Truck Unloading/Docking Activity	-	20.9	23.9	28.5	36.7
	Roof-Top Air Conditioning Unit	-	28.1	29.8	31.1	31.9
	Parking Lot Vehicle Movements	-	31.2	32.2	37.2	54.1
	Combined Noise Level:	-	33.2	34.6	38.6	54.2
R11	Truck Unloading/Docking Activity	-	40.7	43.7	48.3	56.5
	Roof-Top Air Conditioning Unit	-	29.5	31.2	32.5	33.3
	Parking Lot Vehicle Movements	-	29.1	30.1	35.1	52.0
	Combined Noise Level:	-	41.3	44.1	48.6	57.8

1. See Figure 5-2 for the receiver and noise source locations.
2. Reference noise sources as shown on Table 5-17.
3. Mitigated operational noise level calculations are provided in Appendix 9.1 of the Project's Noise Impact Analysis (*Technical Appendix H*).

"E. Avg." = Logarithmic (energy) average
(Urban Crossroads, 2018d, Table 9-4)

Table 5-21 Operational Noise Level Compliance with Noise Barriers

Receiver Location[1]	Land Use	Jurisdiction	Noise Level at Receiver Locations (dBA)[2]					Threshold Exceeded?[3]
			L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_{max} (Anytime)	
Daytime	**Lowest Residential Exterior Noise Level Limits**		**55**	**50**	**55**	**60**	**65**	**-**
Nighttime			**45**	**45**	**50**	**55**	**60**	**-**
R1	Residential	Temple City	40.8	-	-	-	-	No
R2	Residential		43.5	-	-	-	-	No
R3	Residential		42.4	-	-	-	-	No
R4	School[4]	El Monte	-	41.6	43.1	47.6	63.1	No
R5	School[4]		-	49.9	52.9	57.5	65.0	No
R6	Residential		-	36.1	39.0	43.6	52.2	No
R7	Residential		-	35.3	38.2	42.8	51.5	No
R8	Residential		-	22.5	24.0	27.9	42.7	No
R9	Residential		-	29.8	31.2	35.3	50.9	No
R10	Residential		-	33.2	34.6	38.6	54.2	No
R11	Residential		-	41.3	44.1	48.6	57.8	No

1. See Figure 5-2 for the receiver and noise source locations.
2. Estimated Project operational noise levels as shown on Table 5-18.
3. Do the mitigated Project operational noise levels meet the operational noise level standards (Table 5-16)?
4. School uses are only evaluated based on the daytime noise level standards since they do not represent sensitive receiver locations during the nighttime hours when schools are closed.

"E. Avg." = Logarithmic (energy) average

(Urban Crossroads, 2018d, Table 9-5)

Table 5-22 Daytime Operational Noise Level Contributions

Receiver Location[1]	Jurisdiction	Project Operational Noise Levels (dBA)[2]		Measurement Location[3]	Reference Ambient Noise Levels (dBA)[4]		Combined Project and Ambient (dBA)[5]		Project Contribution (dBA)[6]		Threshold Exceeded?[7]	
		L_{eq} (E. Avg.)	L_{50} (30 mins)		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{eq} (E. Avg.)	L_{50} (30 mins)
R1	Temple City	40.8	-	L1	69.3	-	69.3	-	0.0	-	No	-
R2		43.5	-	L2	76.0	-	76.0	-	0.0	-	No	-
R3		42.4	-	L3	73.8	-	73.8	-	0.0	-	No	-
R4	El Monte	-	41.6	L3	-	61.5	-	61.5	-	0.0	-	No
R5		-	49.9	L4	-	53.5	-	55.1	-	1.6	-	No
R6		-	36.1	L4	-	53.5	-	53.6	-	0.1	-	No
R7		-	35.3	L5	-	51.1	-	51.2	-	0.1	-	No
R8		-	22.5	L6	-	52.7	-	52.7	-	0.0	-	No
R9		-	29.8	L7	-	47.9	-	48.0	-	0.1	-	No
R10		-	33.2	L7	-	47.9	-	48.0	-	0.1	-	No
R11		-	41.3	L8	-	52.6	-	52.9	-	0.3	-	No

1. See Figure 5-2 for the sensitive receiver locations.
2. Project operational noise levels as shown on Table 5-21. Leq and L50 noise levels are shown based on Temple City and El Monte Municipal Code exterior noise level standards, respectively, for each receiver location within the given jurisdiction.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Project's Noise Impact Analysis (*Technical Appendix H*).
4. Observed daytime ambient noise levels as shown on Table 5-1 of the Project's Noise Impact Analysis (*Technical Appendix H*).
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Section 4 of the Project's Noise Impact Analysis (*Technical Appendix H*).

"E. Avg." = Logarithmic (energy) average

(Urban Crossroads, 2018d, Table 9-6)

Table 5-23 Nighttime Operational Noise Level Contributions

Receiver Location[1]	Jurisdiction	Project Operational Noise Levels (dBA)[2]		Measurement Location[3]	Reference Ambient Noise Levels (dBA)[4]		Combined Project and Ambient (dBA)[5]		Project Contribution (dBA)[6]		Threshold Exceeded?[7]	
		L_{eq} (E. Avg.)	L_{50} (30 mins)		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{eq} (E. Avg.)	L_{50} (30 mins)
R1	Temple City	40.8	-	L1	64.8	-	64.8	-	0.0	-	No	-
R2		43.5	-	L2	71.5	-	71.5	-	0.0	-	No	-
R3		42.4	-	L3	68.2	-	68.2	-	0.0	-	No	-
R4	El Monte	-	41.6	L3	-	49.8	-	50.4	-	0.6	-	No
R5		-	49.9	L4	-	46.8	-	51.6	-	4.8	-	No
R6		-	36.1	L4	-	46.8	-	47.2	-	0.4	-	No
R7		-	35.3	L5	-	51.7	-	51.8	-	0.1	-	No
R8		-	22.5	L6	-	46.6	-	46.6	-	0.0	-	No
R9		-	29.8	L7	-	47.1	-	47.2	-	0.1	-	No
R10		-	33.2	L7	-	47.1	-	47.3	-	0.2	-	No
R11		-	41.3	L8	-	49.6	-	50.2	-	0.6	-	No

1. See Figure 5-2 for the sensitive receiver locations.
2. Project operational noise levels as shown on Table 5-21. Leq and L50 noise levels are shown based on Temple City and El Monte Municipal Code exterior noise level standards, respectively, for each receiver location within the given jurisdiction.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Project's Noise Impact Analysis (*Technical Appendix H*).
4. Observed nighttime ambient noise levels as shown on Table 5-1 of the Project's Noise Impact Analysis (*Technical Appendix H*).
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Section 4 of the Project's Noise Impact Analysis (*Technical Appendix H*).

"E. Avg." = Logarithmic (energy) average
(Urban Crossroads, 2018d, Table 9-7)

Transportation-Related Impacts

To assess the off-site transportation CNEL noise level increases attributable to the proposed Project, noise contours were developed based on the Project's Traffic Impact Analysis (*Technical Appendix I*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios: (Urban Crossroads, 2018d, p. 47)

- Existing Conditions Without / With Project: This scenario refers to the existing present-day noise conditions without and with the proposed Project.

- Opening Year 2020 Without / With the Project: This scenario refers to Opening Year noise conditions without and with the proposed Project. This scenario includes all cumulative projects identified in the Traffic Impact Analysis.

- Horizon Year 2035 Without / With the Project: This scenario refers to future year 2035 noise conditions without and with the proposed Project. This scenario includes all cumulative projects identified in the Traffic Impact Analysis.

Significance Criteria for Transportation-Related Impacts

Based on the noise impact significance criteria shown on Table 5-15, a significant off-site traffic noise level impact occurs (Urban Crossroads, 2018d, p. 47):

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
  - are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
  - range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or
  - already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

- When the noise levels at existing and future non-noise-sensitive land uses (e.g. industrial, etc.):
  - are less than the City of El Monte General Plan Public Health and Safety Element 70 dBA CNEL noise level standard and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
  - are greater than the City of El Monte General Plan Public Health and Safety Element 70 dBA CNEL noise level standard and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase.

Traffic Noise Contours

Noise contours were used to assess the Project's incremental traffic-related noise increases at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 through 7-6 of the Project's Noise Impact Analysis (*Technical Appendix H*) present a summary of the outdoor traffic noise levels, without barrier attenuation, for the 22 study area roadway segments analyzed from the without Project to the with Project conditions under Existing, Opening Year 2020, and Horizon Year 2035 traffic conditions. Appendix 7.1 of the Project's Noise Impact Analysis includes a summary of the traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2018d, pp. 47-48)

Existing Condition Project Traffic Noise Level Contributions

As shown on Table 5-24, *Existing Plus Project Traffic Noise*, the Project would generate a noise level increase of up to 1.3 dBA CNEL on the study area roadway segments based on Existing plus Project conditions. Based on the significance criteria presented in Table 5-15, the Project-related noise level increases would be less than significant under Existing plus Project conditions at the land uses adjacent to roadways conveying Project traffic. (Urban Crossroads, 2018d, p. 54)

Table 5-24 Existing Plus Project Traffic Noise

ID	Road	Segment	Adjacent Planned (Existing) Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Temple City Bl.	s/o Loftus Dr.	Residential	72.1	72.1	0.0	Yes	No
2	Baldwin Av.	s/o Las Tunas Dr.	Commercial (Residential)	71.7	71.8	0.1	Yes	No
3	Baldwin Av.	n/o Lower Azusa Rd.	Residential	71.9	72.0	0.1	Yes	No
4	Baldwin Av.	s/o Lower Azusa Rd.	Industrial	71.4	71.6	0.2	No	No
5	Baldwin Av.	s/o Gidley St.	Industrial	71.9	73.2	1.3	No	No
6	Baldwin Av.	s/o Rose Av.	Industrial	71.7	73.0	1.3	No	No
7	Baldwin Av.	s/o Valley Bl.	Commercial (Residential)	71.1	72.2	1.1	Yes	No
8	Baldwin Av.	s/o Loftus Dr.	Residential	70.4	71.1	0.7	Yes	No
9	Baldwin Av.	s/o Flair Dr.	Office Professional	70.8	71.4	0.6	No	No
10	Santa Anita Av.	s/o Valley Bl.	Industrial (Residential)	70.2	70.2	0.0	Yes	No
11	Santa Anita Av.	s/o Ramona Bl.	Industrial (Residential)	71.9	71.9	0.0	Yes	No
12	Lower Azusa Rd.	e/o Temple City Bl.	Residential	71.3	71.5	0.1	Yes	No
13	Lower Azusa Rd.	e/o Ellis Ln.	Residential	72.0	72.1	0.1	Yes	No
14	Lower Azusa Rd.	e/o Baldwin Av.	Residential	72.4	72.6	0.2	Yes	No
15	Lower Azusa Rd.	w/o Arden Dr.	School/Residential	72.7	72.9	0.2	Yes	No
16	Lower Azusa Rd.	e/o Arden Dr.	Residential	70.8	71.0	0.2	Yes	No
17	Lower Azusa Rd.	w/o Santa Anita Av.	Commercial (Residential)	70.6	70.9	0.2	Yes	No
18	Lower Azusa Rd.	e/o Santa Anita Av.	Commercial (Residential)	71.7	71.9	0.2	Yes	No
19	Lower Azusa Rd.	e/o Peck Rd.	Commercial (Residential)	71.5	71.7	0.2	Yes	No
20	Valley Bl.	e/o Temple City Bl.	Commercial (Residential)	70.7	70.8	0.1	Yes	No
21	Valley Bl.	e/o Baldwin Av.	Commercial (Residential)	70.2	70.3	0.1	Yes	No
22	Loftus Dr.	e/o Temple City Bl.	Residential	69.3	70.6	1.3	Yes	No

1. Source: City of El Monte General Plan Land Use Policy Map and Google Earth Aerial Imagery.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
3. Significance Criteria (Table 5-15).

(Urban Crossroads, 2018d, Table 7-7)

Opening Year 2020 Project Traffic Noise Level Contributions

As shown on Table 5-25, *Opening Year 2020 Plus Project Traffic Noise*, the Project would generate a noise level increase of up to 1.3 dBA CNEL on the study area roadway segments. Based on the significance criteria presented in Table 5-15, the Project-related noise level increases would be less than significant under Opening Year 2020 conditions at the land uses adjacent to roadways conveying Project traffic.

Horizon Year 2035 Project Traffic Noise Level Contributions

As shown on Table 5-26, *Horizon Year 2035 Plus Project Traffic Noise*, the Project would generate a noise level increase of up to 1.2 dBA CNEL on the study area roadway segments. Based on the significance criteria presented in Table 5-15, the Project-related noise level increases are considered less than

significant under Horizon Year 2035 conditions at the land uses adjacent to roadways conveying Project traffic.

Table 5-25 Opening Year 2020 Plus Project Traffic Noise

ID	Road	Segment	Adjacent Planned (Existing) Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Temple City Bl.	s/o Loftus Dr.	Residential	72.2	72.2	0.0	Yes	No
2	Baldwin Av.	s/o Las Tunas Dr.	Commercial (Residential)	71.7	71.8	0.1	Yes	No
3	Baldwin Av.	n/o Lower Azusa Rd.	Residential	72.0	72.1	0.1	Yes	No
4	Baldwin Av.	s/o Lower Azusa Rd.	Industrial	71.5	71.7	0.2	No	No
5	Baldwin Av.	s/o Gidley St.	Industrial	72.1	73.3	1.2	No	No
6	Baldwin Av.	s/o Rose Av.	Industrial	71.9	73.2	1.3	No	No
7	Baldwin Av.	s/o Valley Bl.	Commercial (Residential)	71.2	72.2	1.1	Yes	No
8	Baldwin Av.	s/o Loftus Dr.	Residential	70.5	71.2	0.7	Yes	No
9	Baldwin Av.	s/o Flair Dr.	Office Professional	70.9	71.5	0.6	No	No
10	Santa Anita Av.	s/o Valley Bl.	Industrial (Residential)	70.4	70.4	0.0	Yes	No
11	Santa Anita Av.	s/o Ramona Bl.	Industrial (Residential)	72.0	72.0	0.0	Yes	No
12	Lower Azusa Rd.	e/o Temple City Bl.	Residential	71.4	71.5	0.1	Yes	No
13	Lower Azusa Rd.	e/o Ellis Ln.	Residential	72.0	72.2	0.1	Yes	No
14	Lower Azusa Rd.	e/o Baldwin Av.	Residential	72.5	72.7	0.2	Yes	No
15	Lower Azusa Rd.	w/o Arden Dr.	School/Residential	72.8	73.0	0.2	Yes	No
16	Lower Azusa Rd.	e/o Arden Dr.	Residential	70.9	71.1	0.2	Yes	No
17	Lower Azusa Rd.	w/o Santa Anita Av.	Commercial (Residential)	70.7	71.0	0.2	Yes	No
18	Lower Azusa Rd.	e/o Santa Anita Av.	Commercial (Residential)	71.9	72.1	0.2	Yes	No
19	Lower Azusa Rd.	e/o Peck Rd.	Commercial (Residential)	71.6	71.8	0.2	Yes	No
20	Valley Bl.	e/o Temple City Bl.	Commercial (Residential)	70.9	71.0	0.1	Yes	No
21	Valley Bl.	e/o Baldwin Av.	Commercial (Residential)	70.3	70.4	0.1	Yes	No
22	Loftus Dr.	e/o Temple City Bl.	Residential	69.3	70.6	1.3	Yes	No

1. Source: City of El Monte General Plan Land Use Policy Map and Google Earth Aerial Imagery.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
3. Significance Criteria (Table 5-15).

(Urban Crossroads, 2018d, Table 7-8)

Table 5-26 Horizon Year 2035 Plus Project Traffic Noise

ID	Road	Segment	Adjacent Planned (Existing) Land Use[1]	CNEL at Adjacent Land Use (dBA)[2]			Noise-Sensitive Land Use?	Threshold Exceeded?[3]
				No Project	With Project	Project Addition		
1	Temple City Bl.	s/o Loftus Dr.	Residential	72.5	72.5	0.0	Yes	No
2	Baldwin Av.	s/o Las Tunas Dr.	Commercial (Residential)	72.1	72.1	0.1	Yes	No
3	Baldwin Av.	n/o Lower Azusa Rd.	Residential	72.3	72.4	0.1	Yes	No
4	Baldwin Av.	s/o Lower Azusa Rd.	Industrial	71.8	72.0	0.2	No	No
5	Baldwin Av.	s/o Gidley St.	Industrial	72.1	73.3	1.2	No	No
6	Baldwin Av.	s/o Rose Av.	Industrial	72.3	73.5	1.2	No	No
7	Baldwin Av.	s/o Valley Bl.	Commercial (Residential)	71.5	72.5	1.0	Yes	No
8	Baldwin Av.	s/o Loftus Dr.	Residential	70.8	71.4	0.6	Yes	No
9	Baldwin Av.	s/o Flair Dr.	Office Professional	71.2	71.8	0.6	No	No
10	Santa Anita Av.	s/o Valley Bl.	Industrial (Residential)	70.6	70.6	0.0	Yes	No
11	Santa Anita Av.	s/o Ramona Bl.	Industrial (Residential)	72.2	72.2	0.0	Yes	No
12	Lower Azusa Rd.	e/o Temple City Bl.	Residential	71.7	71.8	0.1	Yes	No
13	Lower Azusa Rd.	e/o Ellis Ln.	Residential	72.4	72.5	0.1	Yes	No
14	Lower Azusa Rd.	e/o Baldwin Av.	Residential	72.8	73.0	0.2	Yes	No
15	Lower Azusa Rd.	w/o Arden Dr.	School/Residential	73.1	73.3	0.2	Yes	No
16	Lower Azusa Rd.	e/o Arden Dr.	Residential	71.2	71.4	0.2	Yes	No
17	Lower Azusa Rd.	w/o Santa Anita Av.	Commercial (Residential)	71.0	71.3	0.2	Yes	No
18	Lower Azusa Rd.	e/o Santa Anita Av.	Commercial (Residential)	72.1	72.3	0.2	Yes	No
19	Lower Azusa Rd.	e/o Peck Rd.	Commercial (Residential)	71.9	72.1	0.2	Yes	No
20	Valley Bl.	e/o Temple City Bl.	Commercial (Residential)	71.1	71.2	0.1	Yes	No
21	Valley Bl.	e/o Baldwin Av.	Commercial (Residential)	70.6	70.7	0.1	Yes	No
22	Loftus Dr.	e/o Temple City Bl.	Residential	69.7	70.9	1.2	Yes	No

1. Source: City of El Monte General Plan Land Use Policy Map and Google Earth Aerial Imagery.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
3. Significance Criteria (Table 5-15).

(Urban Crossroads, 2018d, Table 7-9)

Summary of Traffic-Related Noise Impacts

As indicated in the above analysis, Project-related traffic would not result in any significant impacts on any study area roadway segments under any of the conditions evaluated in the Project's Noise Impact Analysis. Thus, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

General Plan and Zoning Code Update FPEIR Finding: Significant and Unavoidable Impact Following Mitigation. The FPEIR evaluated potential groundborne vibration impacts associated with construction activities, mobile-sources, railroads, and industrial sources. Each is discussed below.

The FPEIR noted that construction operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment. As indicated in the FPEIR, ground vibrations from construction activities rarely reach the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. The FPEIR concluded that vibration generated from construction equipment has the potential to exceed the vibration annoyance thresholds, and that significant vibration impacts may occur from construction equipment associated with buildout of the El Monte General Plan. Due to the proximity of construction activities to sensitive uses and potential longevity of construction activities, the FPEIR concluded that construction vibration would remain significant and unavoidable even with the incorporation of mitigation. (El Monte, 2011c, pp. 5.9-28, 5.9-29, and 5.9-37)

The FPEIR notes that that vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane), which are the greatest sources of transportation-related vibration, have never exceeded 0.08 inch per second, with the worst combinations of heavy trucks. As noted in the FPEIR, this level coincides with the maximum recommended "safe level" for ruins and ancient monuments (and historic buildings). As concluded in the FPEIR, because sensitive land uses are not and will not be sited in close proximity to the highest sources of transportation-related ground-borne vibration, any potential for vibration impacts would be less than significant. (El Monte, 2011c, pp. 5.9-29 and 5.9-37)

The FPEIR found that vibration-sensitive land uses near the Union Pacific Railroad (UPRR) have the potential to be impacted by perceptible levels of vibration from rail operations. Because of the potential for an increase in the frequency of train movements and their resulting vibrations, vibration impacts from train operations were concluded to be potentially significant, but would be reduced to a level below significance with the application of mitigation. (El Monte, 2011c, pp. 5.9-29, 5.9-30, and 5.9-37)

The FPEIR noted that the City prohibits the generation of excessive levels of vibration at vibration sensitive uses from industrial or manufacturing activities under Municipal Code Section 17.58.020. Consequently, the FPEIR concluded that industrial sources are prohibited from generating substantial levels of vibration and would not result in a significant vibration impact due to annoyance or structural damage. (El Monte, 2011c, pp. 5.9-30 and 5.9-37)

No Substantial Change from Previous FPEIR Analysis: The proposed Project has the potential to result in groundborne vibration during the construction phase. A less-than-significant impact would occur under long-term operating conditions because the Project would be prohibited from generating substantial levels of vibration at vibration sensitive uses under City of El Monte Municipal Code Section 17.58.020.

Ground vibration levels associated with various types of construction equipment are summarized in *Technical Appendix H*.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated using data published by the FTA that reports vibration level from construction equipment. Table 5-27, *Unmitigated Construction Equipment Vibration* Levels, presents the expected Project-related vibration levels at each of the 11 sensitive receiver locations based on the County of Los Angles 0.01 in/sec RMS threshold for vibration. (Urban Crossroads, 2018d, pp. 87-88)

At distances ranging from 20 to 901 feet from Project construction activity, construction vibration velocity levels would approach 0.088 in/sec RMS, as shown on Table 5-27. Based on the County of Los Angeles vibration standards, the unmitigated Project construction vibration levels would exceed the 0.01 in/sec RMS threshold at two of the 11 receiver locations: R4 and R5, which both represent Gidley Elementary School. Impacts would be significant.

Table 5-27 Unmitigated Construction Equipment Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)[2]					RMS Vibration Level[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	278'	0.000	0.001	0.002	0.002	0.002	0.002	No
R2	106'	0.000	0.004	0.009	0.010	0.010	0.007	No
R3	113'	0.000	0.004	0.008	0.009	0.009	0.007	No
R4	20'	0.004	0.049	0.106	0.124	0.124	0.088	Yes
R5	20'	0.004	0.049	0.106	0.124	0.124	0.088	Yes
R6	807'	0.000	0.000	0.000	0.000	0.000	0.000	No
R7	846'	0.000	0.000	0.000	0.000	0.000	0.000	No
R8	901'	0.000	0.000	0.000	0.000	0.000	0.000	No
R9	203'	0.000	0.002	0.003	0.004	0.004	0.003	No
R10	149'	0.000	0.002	0.005	0.006	0.006	0.004	No
R11	198'	0.000	0.002	0.003	0.004	0.004	0.003	No

1. Receiver locations are shown on Figure 5-3.
2. Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of the Project's Noise Impact Analysis (*Technical Appendix H*).
3. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.
4. Does the peak vibration exceed the maximum acceptable vibration threshold?

(Urban Crossroads, 2018d, Table 10-11)

Condition of Approval 5.12-1 presented below will ensure compliance with FPEIR Mitigation Measure 9-2 related to groundborne vibration. Implementation of Condition of Approval 5.12-1 would reduce the vibration levels at receiver locations R4 and R5. As shown in Table 5-28, *Mitigated Construction Equipment Vibration Levels*, with implementation of the 100-foot buffer zone for large construction equipment (e.g., dozers, graders, scrapers, etc.) capable of generating noise levels greater than 87 dBA Leq at 10 feet over

a 10-minute period of activity, Project vibration levels would approach 0.008 in/sec RMS and would remain below the 0.01 in/sec RMS threshold. Thus, impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 88)

Table 5-28 Mitigated Construction Equipment Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)[2]					RMS Vibration Level[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	278'	0.000	0.001	0.002	0.002	0.002	0.002	No
R2	106'	0.000	0.004	0.009	0.010	0.010	0.007	No
R3	113'	0.000	0.004	0.008	0.009	0.009	0.007	No
R4	100'	0.000	0.004	0.010	0.011	0.011	0.008	No
R5	100'	0.000	0.004	0.010	0.011	0.011	0.008	No
R6	807'	0.000	0.000	0.000	0.000	0.000	0.000	No
R7	846'	0.000	0.000	0.000	0.000	0.000	0.000	No
R8	901'	0.000	0.000	0.000	0.000	0.000	0.000	No
R9	203'	0.000	0.002	0.003	0.004	0.004	0.003	No
R10	149'	0.000	0.002	0.005	0.006	0.006	0.004	No
R11	198'	0.000	0.002	0.003	0.004	0.004	0.003	No

1. Receiver locations are shown on Figure 5-3.
2. Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of the Project's Noise Impact Analysis (*Technical Appendix H*).
3. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.
4. Does the peak vibration exceed the maximum acceptable vibration threshold?

(Urban Crossroads, 2018d, Table 10-12)

Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. (Urban Crossroads, 2018d, p. 88) Therefore, with mitigation as called for by the FPEIR, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

c) ***Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Based on local noise criteria as established in the Municipal Code the following would be considered significant:

- ***Project-related traffic would increase the CNEL at any noise-sensitive receptor by an audible amount of 3 dBA in the vicinity of noise sensitive receptors. A minimum 3 dB change in noise levels is necessary for human hearing to discern a change in noise levels.***

- ***Noise generated by buildout of the Proposed Land Use Plan would result in stationary (non-transportation) noise which exceeds the standards of the City's Municipal Code (see Table 5.9-5) on noise-sensitive receptors.***

General Plan and Zoning Code Update FPEIR Finding: Significant and Unavoidable Impact Following Mitigation. The FPEIR noted that ambient noise levels that exceed the noise compatibility standards are only significant if they encroach into noise-sensitive land uses (schools, playgrounds and parks, and residential uses), while commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. The FPEIR noted that the interior of noise-sensitive structures is required to achieve noise levels of 45 dBA CNEL under the California Building Code. While the FPEIR found that interior areas can be mitigated to achieve acceptable interior noise levels, it concluded that it may not be possible to achieve the noise compatibility criteria for noise-sensitive exterior areas due to roadway traffic and train traffic. Each is discussed below. (El Monte, 2011c, pp. 5.9-27 and 5.9-37)

With respect to mobile sources, and in order to ensure the compatibility of new development in the City, the General Plan Update's Public Health & Safety Element contains a number of policies to minimize potential impacts on sensitive land uses. However, the FPEIR noted that noise-sensitive land uses would be exposed to noise levels that exceed the City's noise compatibility standards and impacts would be significant and unavoidable even with the application of mitigation. The FPEIR also concluded that because train movements are anticipated to increase, train noise also is anticipated to result in a significant and unavoidable noise impact at noise-sensitive uses in the City of El Monte. (El Monte, 2011c, pp. 5.9-27 and 5.9-37)

No Substantial Change from Previous FPEIR Analysis: As indicated under the analysis of Threshold 5.12.a, and as shown in Table 5-19, the Project's unmitigated noise levels would exceed the threshold of significance at three of the 11 receiver locations: R1, R2, and R5. As shown on Figure 5-2, receiver locations R1 and R2 represent existing residential uses along the northern edge of Lower Azusa Road, while receiver location R5 is the Gidley Elementary School. Pursuant to Chapter 8.36 of the City's Municipal Code, Condition of Approval 5.12-2 presented below ensures that the Project's noise attenuation barriers are installed to reduce the Project's operational noise impacts to nearby sensitive receptors. With the noise barriers identified in Condition of Approval 5.12-2, the Project operational noise levels would range from 22.5 to 49.9 dBA L_{50} at sensitive receiver locations in the City of El Monte, and between 40.8 to 43.5 dBA Leq at sensitive receiver locations in Temple City, as shown on Table 5-20. Table 5-21 shows that the Project operational noise levels would satisfy the City of El Monte and Temple City Municipal Code exterior noise level standards at all receiver locations, and the Project operational noise impacts would be less than significant with installation of the barriers. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

As indicated on Table 5-22 and Table 5-23, with implementation of Condition of Approval 5.12-2 the Project would contribute an operational noise level increase during the daytime hours of up to 1.6 dBA L_{50} and during the nighttime hours of up to 4.8 dBA L_{50}. Based on the without Project (ambient) noise levels, the Project operational noise level increases would not exceed the significance criteria presented in Table 5-15, and therefore, the increases at the sensitive receiver locations would be less than

significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

As shown on Table 5-24 and Table 5-25, the Project would generate a traffic-related noise level increase of up to 1.3 dBA CNEL to study area roadway segments under Existing plus Project and Opening Year 2020 conditions, while Table 5-26 shows that the Project would generate a traffic-related noise level increase of up to 1.2 dBA CNEL to study area roadway segments under Horizon Year 2035 conditions. Based on the significance criteria presented in Table 5-15, the Project-related traffic noise level increases would be less than significant under Existing plus Project, Opening Year 2020, and Horizon Year 2035 conditions. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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

Based on local noise criteria as established in the City of El Monte Municipal Code the following would be considered significant:

- *Construction activities occurring outside of the hours specified (6:00 AM and 7:00 PM weekdays and 8:00 AM to 7:00 PM weekends, excluding federal holidays) under Municipal Code, Section 5.29-09 of the City of El Monte Municipal Code.*
- *Construction activities substantially elevating the ambient noise environment at noise-sensitive uses for a substantial period of time.*

General Plan and Zoning Code Update FPEIR Finding: <u>Significant and Unavoidable Impact Following Mitigation</u>. The FPEIR found that it is probable that development of the land uses included in the General Plan Update would involve construction activities that occur in close proximity to noise-sensitive uses and would result in substantial levels of noise exposure. In addition, the FPEIR noted that some development projects may occur over a period of years, thereby reducing the tolerance that adjacent sensitive uses may have to this noise source. The FPEIR determined that construction of individual developments associated with buildout of the General Plan Update would temporally increase the ambient noise environment. The FPEIR noted that the City of El Monte restricts the hours of construction activities to the least noise-sensitive portions of the day. However, the FPEIR also noted that construction activities may occur outside of these hours if the City determines that the maintenance, repair, or improvement is necessary to maintain public services or that a construction project cannot feasibly be conducted during normal business hours, or if construction activities comply with the stationary source noise standards of the Municipal Code. Because construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur for prolonged periods of time, the FPEIR concluded that construction-related noise impacts from buildout of the General Plan Update would be significant and unavoidable even with the application of mitigation measures. (El Monte, 2011c, pp. 5.9-30 and 5.9-37)

No Substantial Change from Previous FPEIR Analysis: The Project has the potential to result in temporary or periodic increases in ambient noise levels during construction activities. Refer to the discussion and analysis of Thresholds 5.12.a and 5.12.c for a discussion of the Project's potential to result in operational or transportation-related noise impacts. In accordance with FPEIR Mitigation Measure 9-4, a Project-specific Noise Impact Analysis was prepared for the Project, which evaluates the Project's potential to expose sensitive receptors to significant noise impacts during near-term construction activities, the results of which are presented below. Figure 5-3, *Construction Activity and Receiver Locations*, shows the construction activity boundaries in relation to the nearby sensitive receiver locations.

Construction Noise Impacts

Construction Noise Levels

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels.

The construction noise analysis included in the Noise Impact Analysis (*Technical Appendix H*) was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e. construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver. The construction stages used in this analysis are consistent with the data used to support the construction emissions in the Project's Air Quality Impact Analysis (*Technical Appendix A*). (Urban Crossroads, 2018d, p. 75)

Construction Reference Noise Levels

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 5-29, *Construction Reference Noise Levels*, provides a summary of the 17-construction reference noise level measurements. Because the reference noise levels were collected at varying distances, all construction noise level measurements presented on Table 5-29 have been adjusted to describe a common reference distance of 50 feet. (Urban Crossroads, 2018d, p. 75)

Construction Noise Analysis

Tables 10-2 to 10-7 of the Project's Noise Impact Analysis (*Technical Appendix H*) show the Project construction stages and the reference construction noise levels used for each stage of construction. Based on the reference construction noise levels, the Project-related construction noise levels when the highest reference noise level is operating at the edge of primary construction activity nearest each sensitive receiver location will range from 59.7 to 87.5 dBA Leq with mobile equipment, and from 44.9 to 56.1 dBA Leq with stationary equipment at the sensitive receiver locations, as shown on Table 5-30, *Unmitigated Construction Equipment Noise Level Summary*. (Urban Crossroads, 2018d, p. 78)

Source(s): Urban Crossroads (01-04-2018)

NOT TO SCALE

Figure 5-3

CONSTRUCTION ACTIVITY AND RECEIVER LOCATIONS

Table 5-29 Construction Reference Noise Levels

ID	Noise Source	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA L_{eq})	Reference Noise Levels @ 50 Feet (dBA L_{eq})[7]
1	Truck Pass-Bys & Dozer Activity[1]	30'	63.6	59.2
2	Dozer Activity[1]	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities[2]	30'	71.9	67.5
4	Foundation Trenching[2]	30'	72.6	68.2
5	Rough Grading Activities[2]	30'	77.9	73.5
6	Framing[3]	30'	66.7	62.3
7	Water Truck Pass-By & Backup Alarm[4]	30'	76.3	71.9
8	Dozer Pass-By[4]	30'	84.0	79.6
9	Two Scrapers & Water Truck Pass-By[4]	30'	83.4	79.0
10	Two Scrapers Pass-By[4]	30'	83.7	79.3
11	Scraper, Water Truck, & Dozer Activity[4]	30'	79.7	75.3
12	Concrete Mixer Truck Movements[5]	50'	71.2	71.2
13	Concrete Paver Activities[5]	30'	70.0	65.6
14	Concrete Mixer Pour & Paving Activities[5]	30'	70.3	65.9
15	Concrete Mixer Backup Alarms & Air Brakes[5]	50'	71.6	71.6
16	Concrete Mixer Pour Activities[5]	50'	67.7	67.7
17	Forklift, Jackhammer, & Metal Truck Bed Loading	50'	67.9	67.9

[1] As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.
[2] As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.
[3] As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.
[4] As measured by Urban Crossroads, Inc. on 10/30/15 during grading operations within an industrial construction site located in the City of Ontario.
[5] Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.
[6] As measured by Urban Crossroads, Inc. on 9/9/16 during the demolition of an existing paved parking lot at 41 Corporate Park in Irvine.
[7] Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

(Urban Crossroads, 2018d)

Table 5-30 Unmitigated Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Hourly Noise Levels (dBA L_{eq})						Highest Construction Noise Levels (dBA L_{eq})[2]	
	Mobile Equipment				Stationary Equipment			
	Demolition	Site Preparation	Grading	Paving	Building Construction	Architectural Coating	Mobile Equip.	Stationary Equip.
R1	48.0	59.7	53.6	51.7	44.9	44.2	59.7	44.9
R2	56.4	68.0	61.9	60.1	51.0	50.3	68.0	51.0
R3	60.8	72.5	66.4	64.5	49.8	49.1	72.5	49.8
R4	75.9	87.5	81.4	79.6	54.6	53.9	87.5	54.6
R5	75.9	87.5	81.4	79.6	56.1	55.4	87.5	56.1
R6	43.7	55.4	49.3	47.4	42.9	42.2	55.4	42.9
R7	43.3	55.0	48.9	47.0	42.4	41.7	55.0	42.4
R8	42.8	54.4	48.3	46.5	42.6	41.9	54.4	42.6
R9	50.7	62.4	56.3	54.4	46.4	45.7	62.4	46.4
R10	58.4	70.1	64.0	62.1	54.1	53.4	70.1	54.1
R11	55.9	67.6	61.5	59.6	50.6	49.9	67.6	50.6

1. Noise receiver locations are shown on Figure 5-3.
2. Estimated construction noise levels during peak operating conditions.
(Urban Crossroads, 2018d, Table 10-8)

Table 5-31, *Construction Equipment Noise Level Compliance*, shows the highest construction noise levels at the potentially impacted receiver locations are expected to approach 87.5 dBA Leq from mobile equipment, and 56.1 dBA Leq for stationary equipment. The unmitigated construction noise levels would, therefore, exceed the mobile equipment noise level threshold of 75 dBA Leq at two of the 11 receiver locations, R4 and R5, and satisfy the stationary equipment threshold of 60 dBA Leq at all remaining receiver locations. As shown previously on Figure 5-3, receiver locations R4 and R5 both represent the Gidley Elementary School. Therefore, the noise impact due to unmitigated Project construction noise levels would be potentially significant impact at the Gidley Elementary School Property prior to mitigation. (Urban Crossroads, 2018d, p. 84)

Construction Noise Level of Significance After Mitigation

In compliance with FPEIR Mitigation Measure 9-4, Condition of Approval COA 5.12-1 is identified below in order to prohibit large construction equipment (e.g., dozers, graders, scrapers, etc.) capable of generating noise levels greater than 87 dBA Leq at 10 feet over a 10-minute period of activity from operating within 100 feet of the Gidley Elementary School site. As shown in Table 5-32, *Mitigated Construction Equipment Noise Level Compliance*, with implementation of Condition of Approval COA 5.12-1 construction noise levels at the potentially impacted receiver locations would be reduced to approach 73.5 dBA Leq. Accordingly, with implementation of Condition of Approval COA 5.12-1, the mitigated construction noise levels due to mobile equipment at receiver locations R4 and R5 (i.e., the Gidley Elementary School) would satisfy the 75 dBA Leq mobile equipment noise level standards, and construction-related noise impacts would be reduced to below a level of significance. Although not required to reduce impacts to less-than-significant levels, Conditions of Approval COA 5.12-3 through COA 5.12-6 also have been identified to reduce construction-related noise levels to the maximum feasible extent. The FPEIR identified

construction noise as a significant and unavoidable impact. However, with implementation of Conditions of Approval COA 5.12-1 and COA 5.12-3 through COA 5.12-6, the Project's construction-related noise impacts would be reduced to less-than-significant. The proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR. (Urban Crossroads, 2018d, p. 87)

Table 5-31 Construction Equipment Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})				Threshold Exceeded?[4]	
	Highest Construction Noise Levels[2]		Threshold[3]			
	Mobile Equip.	Stationary Equip.	Mobile Equip.	Stationary Equip.	Mobile Equip.	Stationary Equip.
R1	59.7	44.9	75	60	No	No
R2	68.0	51.0	75	60	No	No
R3	72.5	49.8	75	60	No	No
R4	87.5	54.6	75	60	Yes	No
R5	87.5	56.1	75	60	Yes	No
R6	55.4	42.9	75	60	No	No
R7	55.0	42.4	75	60	No	No
R8	54.4	42.6	75	60	No	No
R9	62.4	46.4	75	60	No	No
R10	70.1	54.1	75	60	No	No
R11	67.6	50.6	75	60	No	No

1. Noise receiver locations are shown on Figure 5-3.
2. Estimated construction noise levels during peak operating conditions, as shown on Table 5-30.
3. Construction noise level threshold as shown on Table 5-15.
4. Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2018d, Table 10-9)

Table 5-32 Mitigated Construction Equipment Noise Level Compliance

Receiver Location[1]	Highest Construction Noise Levels (dBA L_{eq})[2]	Distance Attenuation with 100-Foot Buffer (dBA L_{eq})[3]	Mitigated Construction Noise Levels (dBA L_{eq})	Mobile Equipment Threshold	Threshold Exceeded?
R4	87.5	-14.0	73.5	75	No
R5	87.5	-14.0	73.5	75	No

1. Noise receiver locations are shown on Figure 5-3.
2. Highest construction noise levels, as shown on Table 5-31.
(Urban Crossroads, 2018d, Table 10-10)

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?***

- ***The maximum noise exposure considered normally acceptable for new residential land uses in the environs of El Monte Airport is 65 dB CNEL. The proposed land use plan would place new residential development within the 65 dBA noise contour of the El Monte Airport.***
- ***For noise compatibility, interior noise levels in habitable noise-sensitive areas exceed 45 dBA CNEL.***

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?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR concluded that the 65 dBA CNEL noise contour for El Monte Airport does not extend beyond the airport property lines and into the City of El Monte and therefore concluded no significant impacts are anticipated. Due to the infrequency of helicopter flights over the City and the height of overflight activities, flyovers by helicopters were concluded to comprise a less-than-substantial source of noise in the City, and no significant impacts were identified. (El Monte, 2011c, p. 5.9-32)

No Substantial Change from Previous FPEIR Analysis: As noted in the FPEIR, the 65 dBA CNEL noise contour for El Monte Airport does not extend beyond the airport property lines, and therefore does not encompass the Project site. Thus, the Project site would be subject to airport-related noise levels of less than 65 dBA CNEL, while noise levels less than 70 dBA CNEL are considered "normally acceptable" for industrial land uses based on the Office of Planning and Research's *General Plan Guidelines* (OPR, 2003, Appendix C, Figure 2). Additionally, there are no private airstrips within the Project vicinity. Accordingly, impacts due to airport-related noise levels would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following are applicable mandatory regulations and design requirements applicable to the Project within the City of El Monte. Although these requirements technically do not meet CEQA's definition for mitigation, they are identified herein to document required Project compliance with applicable regulations and design requirements.

RR 5.12-2 The Project is required to comply with El Monte Municipal Code Chapter 8.36, Noise Control, which regulates the generation of impulsive or intrusive noise on properties within the City of El Monte. The City has established maximum permissible exterior noise levels as measured at the property line of the receiving property based on noise zones within the City. This Chapter also regulates the hours of construction noise.

Project Requirements and FPEIR Mitigation Compliance

The following Conditions of Approval are applied to the proposed Project and implement Mitigation Measures 9-1 and 9-4 identified in the FPEIR and/or are intended to ensure compliance with Chapter 8.36

of the City's Municipal Code. The Project Applicant has agreed to the adoption of the following conditions of approval. See CEQA Guidelines § 15162(a)(3)(D).

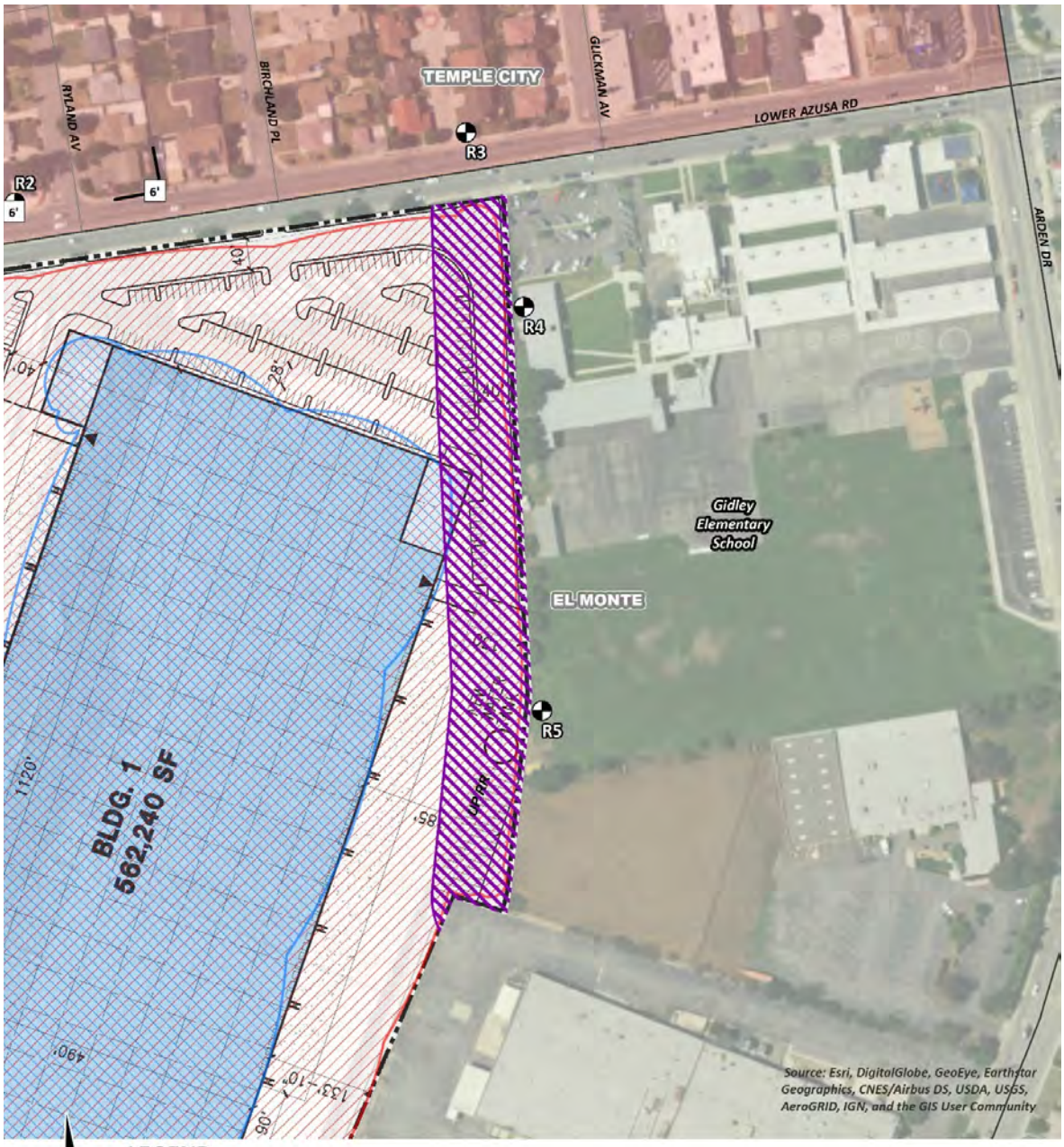
COA 5.12-1 As conditions of grading permits and building permits, during construction of the Project construction equipment may be allowed within 100 feet of the adjacent school, at all times the school is occupied, provided the construction equipment does not generate noise levels in excess of 87 dBA Leq (10-minute) at 10 feet or vibration levels of 0.01 in/sec RMS (refer to Figure 5-4, *Construction Noise Attenuation Measures*). There shall be no limit on construction equipment when the school is not occupied. Project contractors shall be required to ensure compliance with these requirements and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. This requirement also shall be specified in bid documents issued to prospective construction contractors.

COA 5.12-2 Prior to issuance of occupancy permits, the City of El Monte shall ensure that noise barriers have been constructed on the Project site in the locations shown on EIR Addendum Figure 5-5, *Operational Noise Attenuation Measures*. Figure 5-5 indicates the need for 1) a noise barrier ranging from 8 to 14 feet in height at the northern interface of Building 1 with the adjacent Gidley Elementary School site to the east; 2) a 10-foot high noise barrier at the northwestern portion of the Building 1 truck court (near the northernmost entrance driveway at Shirley Avenue); and 3) construction of minimum 5-foot high parapet/screening walls for all roof-top mechanical ventilation equipment on Buildings 1 and 2.

COA 5.12-3 The noise mitigation barriers required by Condition of Approval 5.12-2 shall be constructed at the eastern Project site boundary as early in the construction process as possible to reduce construction noise levels experienced at the adjacent Gidley Elementary School.

COA 5.12-4 Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte verifying that all construction equipment, fixed or mobile, has been equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

COA 5.12-5 As conditions of grading permits and building permits, the construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site. Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

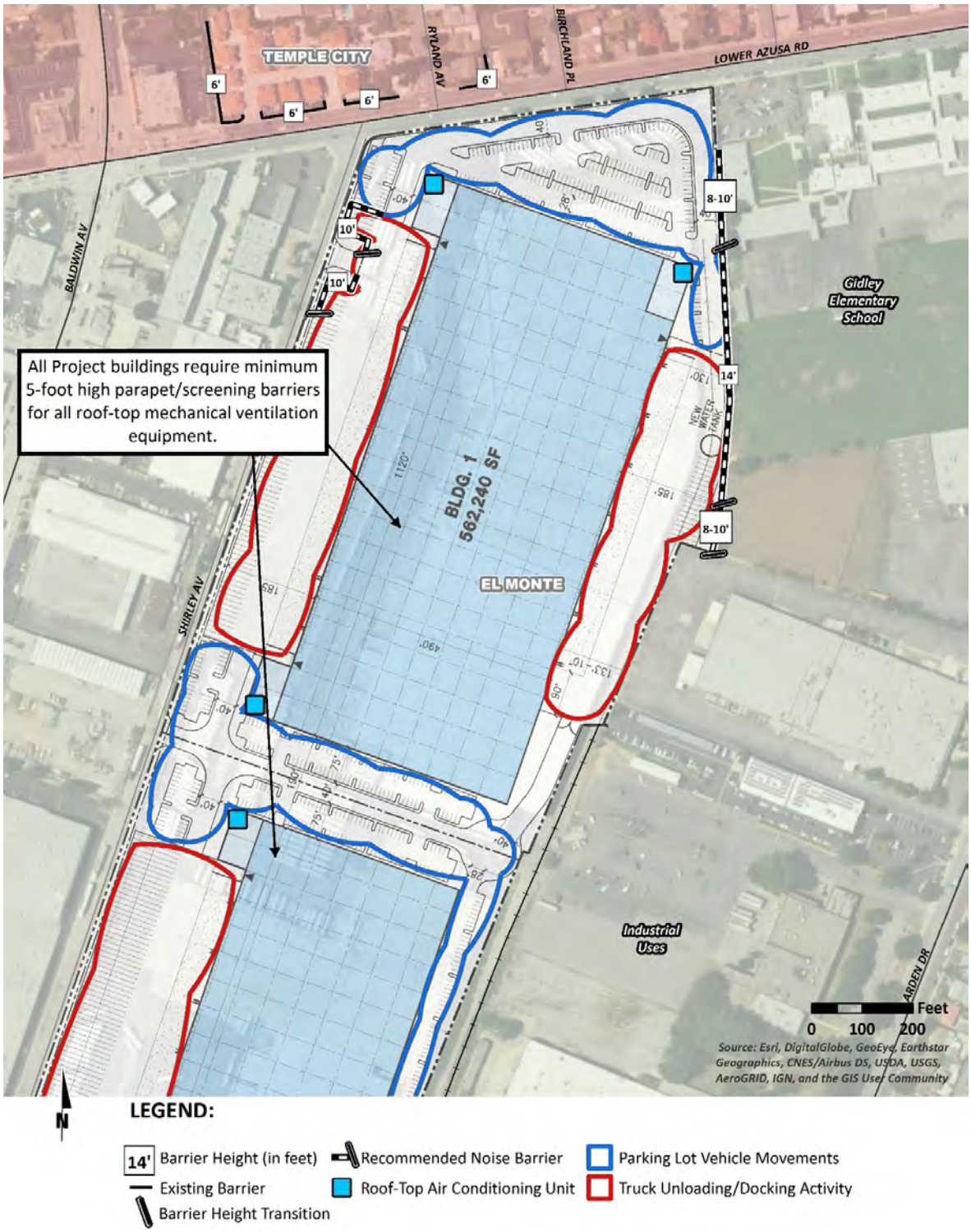


Source(s): Urban Crossroads (01-04-2018)

NOT TO SCALE

Figure 5-4

CONSTRUCTION NOISE ATTENUATION MEASURES



Source(s): Urban Crossroads (01-04-2018)

NOT TO SCALE

Figure 5-5

OPERATIONAL NOISE ATTENUATION MEASURES

COA 5.12-6 As conditions of grading permits and building permits, the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the center). Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.

Finding

As demonstrated in the above analysis, with implementation of conditions of approval implementing FPEIR Mitigation Measures 9-1 and 9-4 and/or Chapter 8.36 of the City's Municipal Code, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts associated with noise.

5.13 POPULATION AND HOUSING

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) ***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)?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR indicated that buildout of the Land Use Plan of the General Plan Update would result in direct and indirect growth in the City of El Monte. Although the increase in employment as proposed in the General Plan Update would be larger than the employment projection by SCAG in the 2008 Regional Transportation Plan (RTP), the FPEIR noted that the overall population increase would be within the SCAG projections for 2030. The larger increase in employment under the proposed General Plan Update would increase the City's jobs/housing ratio but the region's and county's jobs/housing ratios would remain similar. Upon

implementation of regulatory requirements and standard conditions of approval as identified in the FPEIR, impacts would be less than significant. (El Monte, 2011c, pp. 5.10-9, 5.10-11, and 5.10-16)

No Substantial Change from Previous FPEIR Analysis: The Project Applicant proposes to redevelop a property by demolishing an existing industrial warehousing facility and constructing two new high-cube warehouse buildings. The only infrastructure improvements proposed by the Project would be those necessary to provide the two buildings with water, wastewater, and utility services, none of which would be oversized to induce substantial population growth in the area. Furthermore, the Project vicinity is completely developed with a mixture of industrial, commercial, residential, recreational, and public facility (e.g., school) land uses, and there are no components of the Project that would induce substantial population growth in the area. Under existing conditions, and based on the employment generation rates provided by the NAIOP, the approximately 1,036,371 s.f. of existing industrial warehousing uses would generate approximately 905 employees (1,036,371 s.f. ÷ 1,145 s.f./employee = 905 employees), while the Project is anticipated to generate up to 1,079 employees (1,235,340 s.f. ÷ 1,145 s.f./employee = 1,079 employees) (NAIOP, 2009, p. 10). While this represents an increase in employees on site by approximately 174, the introduction of 174 new employees to the area is not anticipated to result in the need for construction of substantial amounts of new housing, as it is expected that existing and planned residential development in the region would accommodate the Project's anticipated increase in employees. Accordingly, the Project would not directly or indirectly induce substantial population growth in the area, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

General Plan and Zoning Code Update FPEIR Finding: <u>Less Than Significant Impact</u>. The FPEIR's Initial Study indicated that the proposed General Plan and Zoning Code Update project would involve the intensification of several types of land uses within the City, primarily in the Northwest Business District, Flair Park, and Downtown El Monte, including commercial/retail and industrial development. However, the Initial Study found that these intensifications would not result in the displacement of substantial numbers of existing housing or necessitate the construction of replacement housing. As such, impacts were determined to be less than significant, and this issue was not evaluated in detail in the FPEIR. (El Monte, 2011c, Appendix A, p. 45)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified in 2011, the Project site is fully developed with industrial warehousing uses and contains no existing housing. Accordingly, the Project would result in no impact due to the displacement of substantial numbers of existing housing, and the Project would not result in the need to construct replacement housing elsewhere. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

c) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

General Plan and Zoning Code Update FPEIR Finding: **Less Than Significant Impact**. The FPEIR's Initial Study indicated that the General Plan and Zoning Code Update project would primarily involve the intensification of land uses in the City, primarily in the Northwest Business District, Flair Park, and Downtown El Monte. The FPEIR found that the General Plan and Zoning Code Update project would not displace substantial numbers of people and necessitate the construction of replacement housing elsewhere, and concluded that impacts would be less than significant. As such, this issue was not evaluated in detail in the FPEIR. (El Monte, 2011c, Appendix A, p. 45)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified in 2011, the Project site is fully developed with industrial warehousing uses and contains no existing housing or residents. Accordingly, the Project would result in no impact due to the displacement of substantial numbers of people, and the Project would not result in the need to construct replacement housing elsewhere. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to population and housing. Impacts would be less than significant; therefore, no mitigation is required.

5.14 PUBLIC SERVICES

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. School?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

a) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to***

maintain acceptable service ratios, response times or other performance objectives for fire protection services?

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR found that future growth in accordance with the General Plan is expected to create the typical range of fire service calls. As noted in the FPEIR, new equipment would be required in order to provide adequate response times to serve future growth. The FPEIR noted that if development pursuant to the General Plan Update required construction of a new fire station, it most likely would be needed in the western part of the City, although two Los Angeles County Fire Department (LACoFD) stations outside of El Monte that are within one mile of the city limits, Stations 42 and 90, are each near the western part of the City. The FPEIR indicates that while firefighters at Stations 42 and 90 would help respond to large emergencies in El Monte, General Plan buildout could still create a need for an additional fire station. As noted by the FPEIR, future projects would be reviewed by the City of El Monte individually and would be required to comply with requirements in effect at the time building permits are issued; or, if the City determines the impacts of a project to be significant, the project would be required to comply with project-specific mitigation measures. The FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to fire protection facilities would be less than significant. (El Monte, 2011c, pp. 5.11-2 through 5.11-4)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified in 2011, the Project site is fully developed with industrial warehouse uses, which generate a demand for fire protection services. With implementation of the Project, the existing uses on site would be demolished, and two new high-cube warehouse buildings would be constructed. With implementation of the proposed Project, the overall demand for fire protection services would not measurably increase. Consistent with existing conditions, the Project site would be served by Los Angeles County Fire Station 169, which is located 2.1 roadway miles from the Project site. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. As disclosed by the FPEIR, at the time the FPEIR was certified the El Monte Police Department (EMPD) currently employed 127 police officers and 91 civilian staff. While the FPEIR indicated the main police station is located at 11333 Valley Boulevard, and a community relations office is at 10503 Valley Boulevard, the FPEIR also indicated that there were at the time plans for increasing officers and civilians with the development of

the Transit Village. The FPEIR found that future growth in accordance with the General Plan is also expected to increase demand for police services within the City of El Monte due to the addition of roughly 24,527 residents and 22,959 employees to the City. As a result, the FPEIR determined that additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. However, the FPEIR also noted that future projects would be reviewed by the City of El Monte individually and would be required to comply with requirements in effect at the time building permits are issued; or, if the City determines the impacts of a project to be significant, the project would be required to comply with project-specific mitigation measures. The FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to police protection facilities would be less than significant. (El Monte, 2011c, pp. 5.11-6 through 5.11-8)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed at the time the FPEIR was certified in 2011, the Project site is fully developed with industrial warehouse uses, which generate a demand for police protection services. With implementation of the Project, the existing uses on site would be demolished, and two new high-cube warehouse buildings would be constructed. With implementation of the proposed Project, the overall demand for police protection services would not measurably increase because the site would contain the same land use, truck docking areas would be gated and secured, and no unsafe design features are proposed. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

c) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR found that buildout of the General Plan Update was estimated to add about 3,839 students to the school districts serving El Monte, creating a need for roughly 128 new classrooms (at a capacity of 30 students per classroom) with proportional numbers of additional teachers and staff. The FPEIR also noted that individual developments within the City of El Monte would be required to pay school impact fees under Government Code Section 65995. The FPEIR disclosed that school fees levied by school districts under SB 50 are defined as comprising full mitigation for a project's impacts on public schools; with mandatory compliance regulatory requirements and standard conditions of approval, the FPEIR found that impacts would be less than significant. (El Monte, 2011c, pp. 5.11-11 through 5.11-14)

No Substantial Change from Previous FPEIR Analysis: The Project would not create a direct demand for public school services, as the land use proposed by the Project (i.e., two high-cube warehouse buildings)

would not generate any school-aged children requiring public education. The Project is a redevelopment project that is replacing employment uses with other employment uses and is not expected to draw new residents to the region and would therefore not indirectly generate additional school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not result in the need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees, in compliance with California Government Code Section 65995. Mandatory payment of school fees would be required prior to the issuance of building permits. As such, Project-related impacts to public schools would be less than significant and no mitigation is required. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

d) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. Refer to the analysis under Thresholds a and b in Subsection 5.15, *Recreation*. As indicated therein, the FPEIR found that with implementation of regulatory requirements and standard conditions of approval, impacts to recreation, including park facilities, would be less than significant.

No Substantial Change from Previous FPEIR Analysis: Refer to the analysis under Thresholds a and b in Subsection 5.15, *Recreation*, which concludes that the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the Project would not adversely affect any park facility and impacts are regarded as less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

e) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities; or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact with Mitigation. The FPEIR found that buildout of the City of El Monte General Plan would result in an increase in population in the City of El Monte, which is served by Los Angeles County's El Monte and Norwood libraries. With an anticipated additional population of 24,527 persons in the City, the FPEIR determined that if library facilities and collections in the City are not expanded, buildout of the General Plan Update would increase deficiencies. The FPEIR notes that there are funding mechanisms in place for new library services, including property taxes, County General Fund allocation, special tax, and revenue from fines and fees. However, the FPEIR found that although the County maintains a library facilities mitigation fee on new residential development projects, the fee does not apply to residential development projects in the City.

The FPEIR included mitigation requiring that there be discussions regarding future mitigation measures for the impacts of new residential developments on local library services. With implementation of the required mitigation, the FPEIR concluded that impacts to library services would be less than significant. (El Monte, 2011c, pp. 5.11-15 and 5.11-16)

No Substantial Change from Previous FPEIR Analysis: The proposed Project is not expected to result in a demand for library space. Demand for library facilities is typically associated with a resident population and the Project is an employment use that is not expected to draw new residents to the area. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified facilities, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to public services. Impacts to public service facilities would be less than significant; therefore, mitigation measures are not required.

5.15 RECREATION

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) ***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?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR found that buildout of the proposed General Plan Update would increase the demands for park and recreational facilities by roughly 20 percent. However, the FPEIR noted that developments approved and built pursuant to the General Plan Update would be required to pay Quimby Act fees to the City for parks and recreation purposes, which the City may use for rehabilitating existing parks and recreation facilities. With

implementation of regulatory requirements and standard conditions of approval, the FPEIR concluded that impacts would be less than significant. (El Monte, 2011c, pp. 5.12-5 and 5.12-10)

No Substantial Change from Previous FPEIR Analysis: The Project would redevelop the Project site with two high-cube warehouse buildings. The Project Applicant does not propose any residential uses or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

b) ***Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that implementation of the General Plan Update may result in the construction or expansion of recreational facilities, but that the scope, nature, and location of these facilities was unknown at the time. The FPEIR estimated buildout of the General Plan Update would result in a roughly 20 percent increase in the City's population and cause a proportional increase in demands for park and recreation facilities. The FPEIR indicated that both the then-existing General Plan and the General Plan Update contained a standard of two acres of parkland per each 1,000 residents, which would result in a future demand of 49.05 acres of parkland. However, the FPEIR also noted that because the entire City is built out, it was considered unlikely that 49 acres of land could be found for development into parkland, although Quimby Act fees may be used for rehabilitating existing parks and recreation facilities. The FPEIR also pointed out that the General Plan Update contains goals, policies, and actions to mitigate potential adverse impacts to the environment that may result from buildout of the General Plan, including expansion of parks and recreational facilities. In addition, the FPEIR noted that specific future park and recreation facility development projects would require independent CEQA review. As a result, the FPEIR concluded that with implementation of regulatory requirements and standard conditions of approval, the FPEIR concluded that impacts would be less than significant. (El Monte, 2011c, pp. 5.12-6 and 5.12-10)

No Substantial Change from Previous FPEIR Analysis: The proposed Project would redevelop the Project site with two high-cube warehouse buildings. The Project Applicant does not propose to construct any new on- or off-site recreation facilities. The Project would not expand any existing off-site recreational facilities. As such, adverse environmental impacts related to the construction or expansion of recreational facilities would not occur with implementation of the Project. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Finding

As demonstrated in the above analysis, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to recreation resources. Impacts would be less than significant; therefore, mitigation is not required.

5.16 TRANSPORTATION AND TRAFFIC

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Result in inadequate parking capacity?	☐	☐	☐	☒
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

a) ***Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

General Plan and Zoning Code Update FPEIR Finding: <u>Significant and Unavoidable Impact Following Mitigation.</u> The FPEIR found that trips generated as a result of buildout of the General Plan Update would contribute to or cause existing roadway segments and intersections to operate at an unacceptable level of service. Additionally, the FPEIR determined that trips generated as a result of buildout of the General Plan Update would cause existing State highway mainline segments and intersections to operate at an unacceptable level of service and significantly impact existing State highway on-ramp queue operations within the study area. With mitigation, the FPEIR concluded that impacts to study area intersections would be less than significant; however, the FPEIR found that implementation of the required mitigation

would not reduce to below a level of significance the following impacts associated with implementation of the General Plan Update: (El Monte, 2011c, pp. 5.13-65 and 5.13-66)

- The roadway segment of Lower Azusa Road between Santa Anita Avenue and Peck Road would remain significant and unavoidable in the AM peak hour following incorporation of the required mitigation.
- Although the identified mitigation was found to address the General Plan Update's impacts to state highway intersections, the FPEIR found that it could not be guaranteed that required improvements would be implemented by Caltrans; accordingly, impacts to state highway intersections were found to be significant and unavoidable.
- While feasible improvements to State highway ramp operations were identified by the FPEIR, the FPEIR concluded that impacts to such facilities would remain significant and unavoidable because it could not be guaranteed that the required improvements would be implemented by Caltrans.

New Ability to Substantially Reduce Significant Impact: In order to evaluate the Project's potential to result in traffic impacts and to determine whether the Project's impacts are within the scope of the FPEIR, a Project-specific Traffic Impact Analysis (TIA) was prepared by Urban Crossroads, dated January 3, 2018. The TIA is included as *Technical Appendix I* (Urban Crossroads, 2018d). The results of the TIA are discussed below. Refer to the TIA in *Technical Appendix I* for a detailed description of the analysis methodologies applied to determine impacts.

Minimum Level of Service and Threshold of Significance

The definition of an intersection deficiency was obtained from each of the jurisdictions in the TIA study area. A direct impact was found to occur if an intersection operating at an acceptable Level of Service (LOS) under pre-Project conditions is calculated to operate at a deficient LOS with the addition of Project traffic. However, if the intersection is operating at a deficient LOS under pre-Project traffic conditions and the addition of Project traffic increases the volume to capacity ratio (v/c) or delay by the values identified below, then the impact is considered cumulatively considerable. (Urban Crossroads, 2018d, p. 25)

City of El Monte and City of Rosemead

To determine whether the addition of Project traffic at a study intersection would result in a significant Project-related impact, the following thresholds of significance are utilized (consistent with the Los Angeles County Traffic Study Guidelines). (Urban Crossroads, 2018d, p. 25)

- A significant impact would occur at a signalized study area intersection if the addition of Project traffic results in the intersection operations to go from LOS D/LOS E (i.e., acceptable) to LOS E or F, or if the addition of Project traffic increases the v/c by the following values:

Significant Impact Threshold for Signalized Intersctions		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.02 or more
E/F	0.91-more	0.01 or more

- A significant impact would occur at an unsignalized study area intersection if the addition of Project traffic results in the intersection operations to go from LOS D/LOS E (i.e., acceptable) to LOS E or F, or if the addition of Project traffic increases the delay by the following values:

Significant Impact Threshold for Non Signalized Intersections	
Level of Service	Delay Increase
E	2 seconds
F	1 second

The significance thresholds will be applied at study area intersections for the purposes of determining Project-related impacts. (Urban Crossroads, 2018d, p. 26)

City of Temple City

The following LOS significance criteria, as approved by the City of Temple City, will be used to determine if the Project causes significant impacts to roadway segments and intersections. LOS standards for roadways and intersections in Temple City are classified into three categories so that streets with different purposes, functions, and in different neighborhoods have different thresholds. The minimum acceptable LOS and threshold of significance for intersections and roadway segments for each category are shown below: (Urban Crossroads, 2018d, p. 26)

Category	Intersections	Roadway Segments
Category A	NONE	NONE
Category B	MODERATE: LOS degrades to F, or V/C increases by 0.02 or more if already F	MODERATE: LOS degrades to E/F, or V/C increases by 0.02 or more if already E/F
Category C	MINIMAL: LOS degrades to E/F, or V/C increases by 0.02 or more if already E/F	MINIMAL: LOS degrades to D/E/F, or V/C increases by 0.02 or more if already D/E/F

Category C roadway segments and intersections are auto-centric and serve single-family areas. They have a minimum acceptable LOS of D at intersections and C for roadway segments. Category B roadway segments and intersections serve multi- and single-family residential areas and have a minimum acceptable LOS of E at intersections and D for roadway segments. Category A streets serve multiple users, and these intersections and roadway segments have a minimum acceptable LOS of F. (Urban Crossroads, 2018d, p. 26)

City of Arcadia

The City of Arcadia General Plan requires that LOS D or better be maintained on Arterial Streets with certain exceptions. The Circulation Element states that LOS D performance standard will apply City-wide, except at the following locations, where LOS E is permitted: (Urban Crossroads, 2018d, p. 27)

- Intersections/roadways at or adjacent to freeway ramps;
- Intersections/roadways adjacent to Santa Anita Park and all roadway links intended to carry race-related traffic during racing season; and

- Intersections/roadways at or adjacent to the Downtown, Baldwin Avenue, and Live Oak Avenue commercial and mixed-use districts.

Pursuant to the City of Arcadia General Plan Update Standard Condition 4.15-9 (SC 4.15-9), future development in the City and other public projects shall comply with the Congestion Management Plan (CMP) requirements for preparation of Traffic Impact Analysis. Thus, in order to determine whether the addition of Project traffic at a study area intersection results in a significant impact, the following thresholds of significance consistent with the LA County CMP (see Chapter 5, Section 5.2.4, Page 47 of the 2010 Congestion Management Program) have been utilized at all study area intersections in the City of Arcadia. The LA County CMP specifies that the acceptable LOS on CMP facilities is LOS E. (Urban Crossroads, 2018d, p. 27)

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study area intersection by two or more percent compared to the total intersection capacity (v/c > 0.02), causing or worsening LOS F (v/c > 1.00).

Caltrans

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System (SHS) facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Consistent with the City of El Monte minimum LOS of LOS D, LOS D will be used as the target LOS for both arterial-to-freeway ramps and freeway mainline segments and ramp junctions. (Urban Crossroads, 2018d, p. 27)

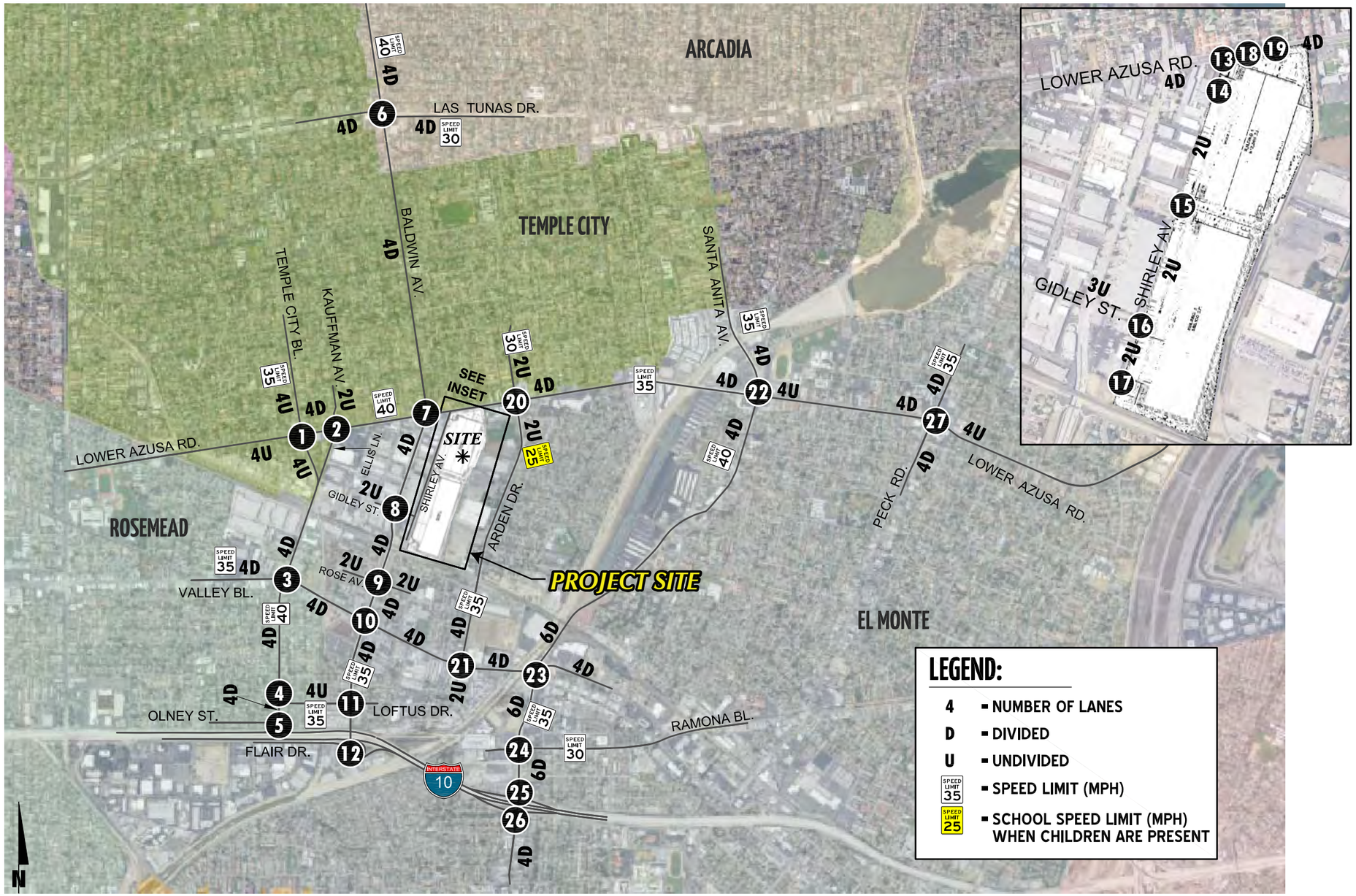
Based on the criteria outlined above, all of the study area intersections are anticipated to allow a minimum LOS of D. To determine whether the addition of Project traffic to the SHS freeway segments would result in a deficiency, the following criteria were utilized: (Urban Crossroads, 2018d, p. 27)

- The addition of Project traffic would cause LOS of a freeway segment to degrade from D or better to E or F.
- The addition of Project traffic would exacerbate an already deficient condition. A segment that is operating at or near capacity is deemed to be deficient.

Existing Conditions

Existing Circulation Network

The City of El Monte determined that the Project's traffic study area (see Appendix 1.1 of the Project's TIA, provided as *Technical Appendix I*), should include a total of 27 existing and future intersections. Figure 5-6, *Study Area Intersections*, and Figure 5-7, *Existing Number of Through Lanes and Intersection Controls*, illustrate the study area intersections and identify the number of through traffic lanes for existing roadways and intersection traffic controls. Refer to Exhibits 3-2 through 3-8 of the Project's TIA for the General Plan roadway classifications within the City of El Monte, Temple City, Arcadia, and Rosemead. (Urban Crossroads, 2018d, p. 29)

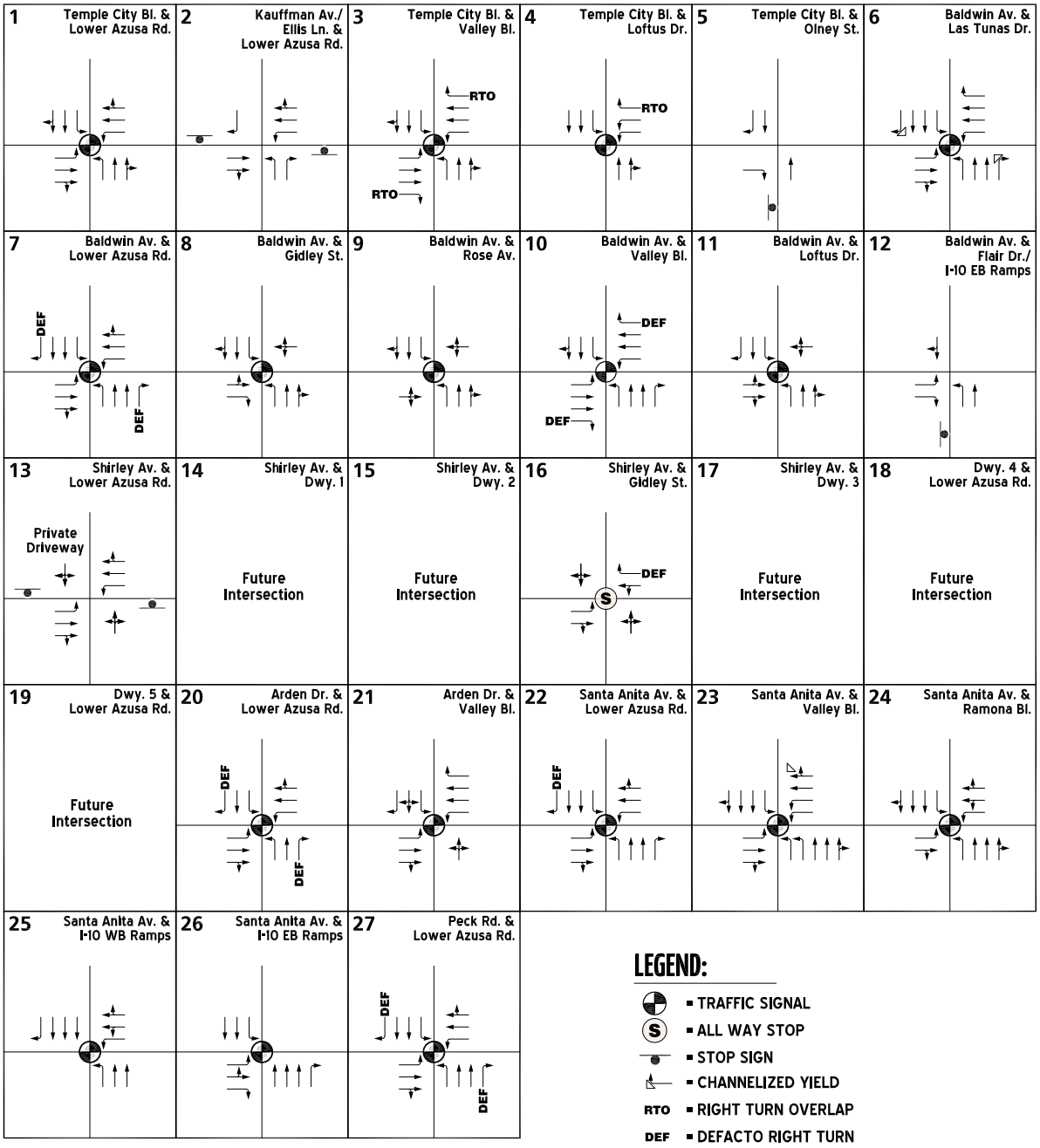


Source(s): Urban Crossroads (05-08-2018)

NOT TO SCALE

Figure 5-6

STUDY AREA INTERSECTIONS



Source(s): Urban Crossroads (05-09-2018)

Figure 5-7

NOT TO SCALE

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS

Truck Routes

The City of El Monte designated truck route map is shown on Figure 5-8, *City of El Monte General Plan Circulation Element Truck Routes*. Lower Azusa Road, Baldwin Avenue, Santa Anita Avenue, Valley Boulevard, Ramona Boulevard, and Peck Road are designated City of El Monte truck routes. The City of Arcadia designated truck route map is shown on Figure 5-9, *City of Arcadia Truck Routes*. Baldwin Avenue and La Tunas Drive are identified as City of Arcadia truck routes. The designated truck route maps were utilized to route truck traffic from both the proposed Project and future cumulative development projects throughout the study area. There are no designated truck routes for the City of Rosemead and the City of Temple City. (Urban Crossroads, 2018d, p. 39)

Existing Traffic Counts

Manual weekday AM and PM peak hour turning movement counts were conducted in October 2017, while surrounding area schools were in session. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1 of the Project's TIA (*Technical Appendix I*). The weekday AM and PM peak hour count data is representative of typical peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity that would prevent or limit roadway access and detour routes. These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic. (Urban Crossroads, 2018d, p. 39)

Traffic being generated by the existing land uses on the Project site was found to be nominal. As such, no credit was taken for the existing uses and Project traffic was added to the Existing baseline in an effort to conduct a conservative analysis. The traffic trips generated by the existing site were not manually removed from the baseline. As such, the baseline traffic includes the existing traffic currently being generated by the site. The traffic counts collected in October 2017 include the vehicle classifications as shown below: (Urban Crossroads, 2018d, p. 46)

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

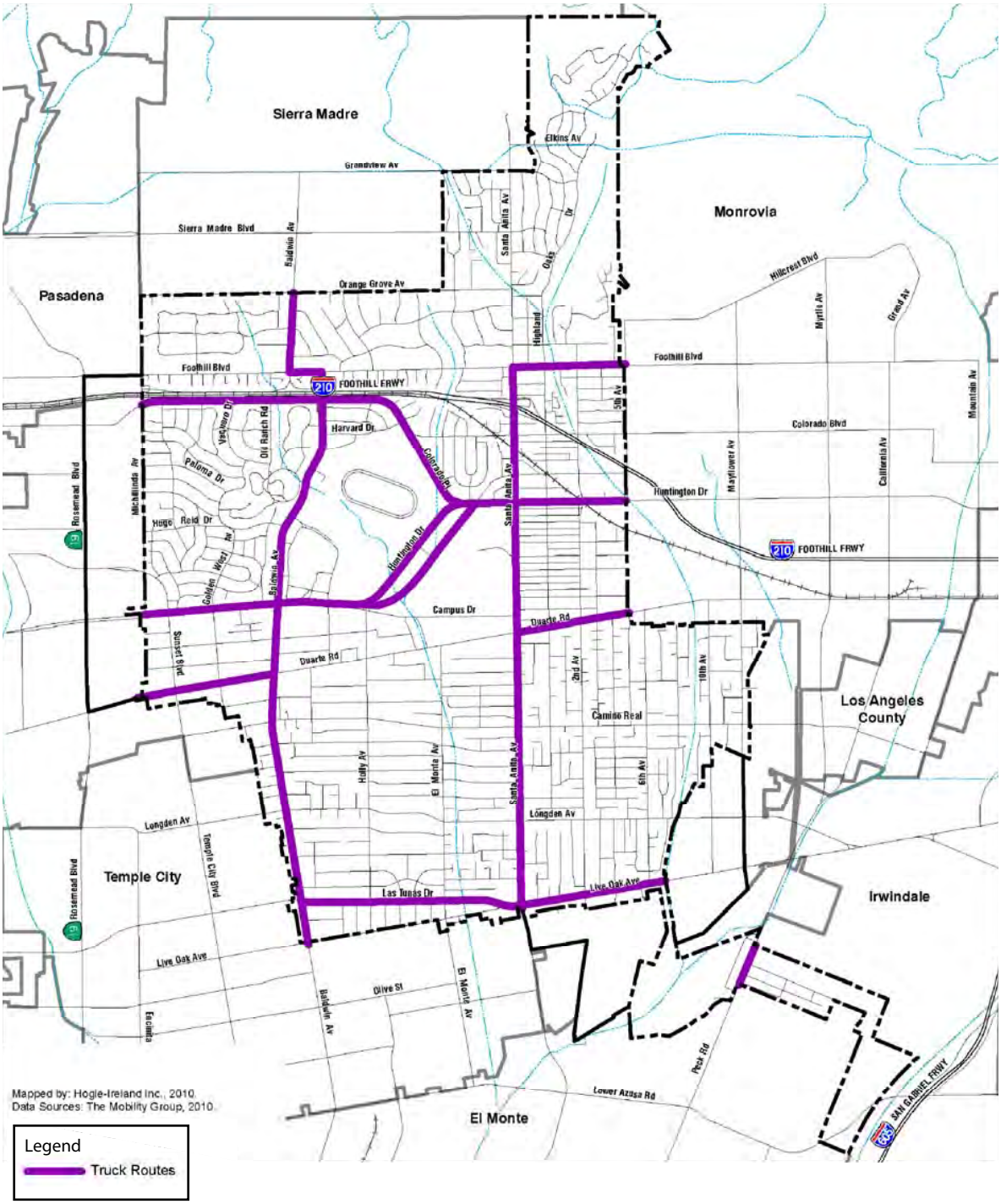
To represent the impact large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+-axle trucks to estimate each turning movement. (Urban Crossroads, 2018d, p. 46)

Existing weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-15 of the Project's TIA (*Technical Appendix I*). Existing weekday AM and PM peak hour intersection volumes are shown on Exhibit 3-16 of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 46)

Source(s): Urban Crossroads (01-03-2018)

NOT TO SCALE

Figure 5-8
CITY OF EL MONTE GENERAL PLAN CIRCULATION ELEMENT TRUCK ROUTES



Source(s): Urban Crossroads (01-03-2018)

Figure 5-9

NOT TO SCALE

CITY OF ARCADIA TRUCK ROUTES

Existing Conditions Intersection Operations Analysis

Existing peak hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in *Technical Appendix F*. The intersection operations analysis results are summarized in Table 5-33, *Intersection Analysis for Existing (2017) Conditions*, which indicates that existing study area intersections are currently operating at an acceptable LOS during the peak hours, with the exception of the following: (Urban Crossroads, 2018d, p. 49)

- Baldwin Av. & Loftus Dr. (#11) – LOS F AM and PM peak hours
- Baldwin Av. & Flair Dr. (#12) – LOS F AM and PM peak hours
- Santa Anita Av. & Lower Azusa Rd. (#22) – LOS E PM peak hour only
- Santa Anita Av. & Valley Bl. (#23) – LOS E AM peak hour only
- Peck Rd. & Lower Azusa Rd. (#27) – LOS E AM peak hour only

Consistent with Table 5-33, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-17 of the Project's TIA (*Technical Appendix I*). The intersection operations analysis worksheets are included in Appendix 3.2 of the Project's TIA. (Urban Crossroads, 2018d, p. 49)

Existing Conditions Roadway Segment Capacity Analysis

Table 5-34, *Roadway Segment Capacity Analysis for Existing (2017) Conditions*, provides a summary of the Existing (2017) conditions roadway segment capacity analysis based on the City of El Monte Roadway Segment Capacity Thresholds in the FPEIR. As shown on Table 5-34, the study area roadway segments are currently operating at an acceptable LOS based on the City's peak hour planning level roadway capacity thresholds. (Urban Crossroads, 2018d, p. 49)

Existing Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. For Existing traffic conditions, a traffic signal appears to currently be warranted at the intersection of Baldwin Avenue at Flair Drive (#12) (see Appendix 3.3 of the Project's TIA [*Techncial Appendix I*]). (Urban Crossroads, 2018d, p. 49)

Projected Future Traffic

Project Trip Generation

Proposed Project

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. (Urban Crossroads, 2018d, p. 55)

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (10th Edition, 2017) for high-cube transload and short-term storage

Table 5-33 Intersection Analysis for Existing (2017) Conditions

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												ICU or Delay[2] (v/c or secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Temple City Bl. & Lower Azusa Rd.	TS	1	2	0	1	2	0	1	2	0	1	2	0	0.703	0.698	C	B
2	Ellis Ln. & Lower Azusa Rd.	CSS	1	0	1	0	0	1	0	2	0	1	2	0	32.0	23.1	D	C
3	Temple City Bl. & Valley Bl.	TS	1	2	0	1	2	0	1	2	1>	1	2	1>	0.897	0.833	D	D
4	Temple City Bl. & Loftus Dr.	TS	0	2	0	1	2	0	0	0	0	2	0	1>	0.717	0.705	C	C
5	Temple City Bl. & Olney St.	CSS	0	1	0	0	1	1	0	0	1	0	0	0	14.5	18.6	B	C
6	Baldwin Av. & Las Tunas Dr.	TS	1	2	1	1	2	1	1	2	0	1	2	1	0.863	0.787	D	C
7	Baldwin Av. & Lower Azusa Rd.	TS	1	2	d	1	2	d	1	2	0	1	2	0	0.814	0.817	D	D
8	Baldwin Av. & Gidley St.	TS	1	2	0	1	2	0	0	1	1	0	1	0	0.513	0.488	A	A
9	Baldwin Av. & Rose Av.	TS	1	2	0	1	2	0	0	1	0	0	1	0	0.538	0.507	A	A
10	Baldwin Av. & Valley Bl.	TS	1	2	1	1	2	0	1	2	d	1	2	d	0.858	0.833	D	D
11	Baldwin Av. & Loftus Dr.	TS	1	2	0	1	1	1	0	2	0	0	1	0	**1.137**	**1.351**	**F**	**F**
12	Baldwin Av. & Flair Dr.	CSS	1	1	0	0	1	0	1	0	1	0	0	0	**>100.0**	**>100.0**	**F**	**F**
13	Shirley Av. & Lower Azusa Rd.	CSS	0	1	0	0	1	0	1	2	0	1	2	0	25.5	20.5	D	C
14	Shirley Av. & Driveway 1		Future Intersection															
15	Shirley Av. & Driveway 2		Future Intersection															
16	Shirley Av. & Gidley St.	AWS	0	1	0	0	1	0	1	1	0	0	1	d	7.1	7.0	A	A
17	Shirley Av. & Driveway 3		Future Intersection															
18	Driveway 4 & Lower Azusa Rd.		Future Intersection															
19	Driveway 5 & Lower Azusa Rd.		Future Intersection															
20	Arden Dr. & Lower Azusa Rd.	TS	1	1	d	1	1	d	1	2	0	1	2	0	0.518	0.497	A	A
21	Arden Dr. & Valley Bl.	TS	0	1	0	1	1	1	1	2	0	1	2	1	0.715	0.635	C	B
22	Santa Anita Av. & Lower Azusa Rd.	TS	1	2	1	1	2	d	1	2	0	1	2	0	0.869	**0.908**	D	**E**
23	Santa Anita Av. & Valley Bl.	TS	2	3	0	1	3	0	1	2	0	2	2	0	**0.914**	0.742	**E**	C
24	Santa Anita Av. & Ramona Bl.	TS	1	3	0	1	3	0	1	1	0	1	2	0	0.585	0.667	A	B
25	Santa Anita Av. & I-10 WB Ramps	TS	1	2	0	0	3	1	0	0	0	1	2	0	19.0	19.2	B	B
26	Santa Anita Av. & I-10 EB Ramps	TS	0	3	1	1	2	0	1	1	1	0	0	0	17.5	21.7	B	C
27	Peck Rd. & Lower Azusa Rd.	TS	1	2	d	1	2	d	1	2	0	1	2	0	**0.974**	0.878	**E**	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

[3] CSS = Cross Street Stop; AWS = All-Way Stop; TS = Traffic Signal

(Urban Crossroads, 2018d, Table 3-1)

Table 5-34 Roadway Segment Capacity Analysis for Existing (2017) Conditions

			Eastbound/Northbound					Westbound/Southbound					Acceptable
#	Roadway	Segment Limits	# of Lanes	LOS Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	# of Lanes	LOS Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	LOS
1	Lower Azusa Rd.	Baldwin Av. to Arden Dr.											E
		AM Peak Hour:	2	1,400	1,108	0.79	C	2	1400	1,237	0.88	D	
		PM Peak Hour:	2	1,400	1,220	0.87	D	2	1400	924	0.66	B	
2	Lower Azusa Rd.	Arden Dr. to Santa Anita Av.											E
		AM Peak Hour:	2	1400	1,063	0.76	C	2	1400	956	0.68	B	
		PM Peak Hour:	2	1400	1,075	0.77	C	2	1400	971	0.69	B	
3	Lower Azusa Rd.	Santa Anita Av. to Peck Rd.											E
		AM Peak Hour:	2	1400	823	0.59	A	2	1400	1,303	0.93	E	
		PM Peak Hour:	2	1400	1,222	0.87	D	2	1400	997	0.71	C	
4	Valley Bl.	Baldwin Av. to Arden Dr.											E
		AM Peak Hour:	2	1600	829	0.52	A	2	1600	1,368	0.86	D	
		PM Peak Hour:	2	1600	1,245	0.78	C	2	1600	979	0.61	B	
5	Valley Bl.	Santa Anita Av. to Tyler Av.											E
		AM Peak Hour:	2	1600	625	0.39	A	2	1600	1,030	0.64	B	
		PM Peak Hour:	2	1600	815	0.51	A	2	1600	736	0.46	A	
6	Baldwin Av.	Lower Azusa Rd. to Valley Bl.											D
		AM Peak Hour:	2	1600	922	0.58	A	2	1600	1,092	0.68	B	
		PM Peak Hour:	2	1600	1,113	0.70	B	2	1600	939	0.59	A	
7	Baldwin Av.	Valley Bl. to I-10 Freeway											E
		AM Peak Hour:	2	1600	912	0.57	A	2	1600	1,529	0.96	E	
		PM Peak Hour:	2	1600	1,138	0.71	C	2	1600	991	0.62	B	
8	Santa Anita Av.	Valley Bl. to Ramona Bl.											D
		AM Peak Hour:	3	2400	997	0.42	A	3	2400	1,362	0.57	A	
		PM Peak Hour:	3	2400	1,322	0.55	A	3	2400	1,014	0.42	A	
9	Santa Anita Av.	Ramona Bl. to I-10 Freeway											E
		AM Peak Hour:	3	2400	1,208	0.50	A	3	2400	1,507	0.63	B	
		PM Peak Hour:	3	2400	1,472	0.61	B	3	2400	1,171	0.49	A	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of El Monte General Plan EIR (Table 5.13-2). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. By using the LOS E capacity for each roadway facility type, volume-to-capacity (v/c) values between 0.00-0.60 will represent LOS A, 0.61-0.70 will represent LOS B, 0.71-0.80 will represent LOS C, 0.81-0.90 will represent LOS D, 0.91-1.00 will represent LOS E, and v/c values greater than 1.00 will represent LOS F operations. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

[2] v/c = Volume to Capacity ratio

[3] LOS = Level of Service

(Urban Crossroads, 2018d, Table 3-2)

warehouse were used. The vehicle mix was obtained from the *High Cube Warehouse Vehicle Trip Generation Analysis*, October 2016, prepared by ITE. This identifies the percentage of passenger cars versus the percentage of total trucks. The truck mix (percentage of 2-axle, 3-axle, and 4+-axle trucks) is based on the South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type for high-cube warehouse uses. (Urban Crossroads, 2018d, p. 55)

PCE factors have been applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). A PCE factor of 1.5 has been applied to large 2-axle trucks, a factor of 2.0 for 3-axle trucks and a factor of 3.0 for 4+-axle trucks. (Urban Crossroads, 2018d, p. 55)

The Project's actual and PCE trip generation are shown on Table 5-35, *Project Trip Generation Summary (Actual Vehicles)*. The Project is calculated to generate a net total of 1,729 actual vehicle trip-ends per day on a typical weekday with approximately 98 AM peak hour trips and 123 PM peak hour trips. However, in order to represent the impact large trucks, buses and recreational vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+-axle trucks to estimate each turning movement. Table 5-36, *Project Trip Generation Summary (PCE)*, shows the Project's trip generation in terms of PCEs. As shown, the Project is calculated to generate a net total of 2,561 PCE trip-ends per day on a typical weekday with approximately 146 PCE AM peak hour trips and 181 PCE PM peak hour trips. The Project's PCE trip generation was utilized for the purposes of the Project's TIA. (Urban Crossroads, 2018d, pp. 55-56)

General Plan Land Use Comparison

The traffic study prepared for the FPEIR identified a blend of industrial uses that could be developed within the "Industrial/Business Park (I/BP)" General Plan land use designation, including General Light Industrial (ITE Land Use Code 110), Industrial Park (ITE Land Use Code 130), Manufacturing (ITE Land Use Code 140), and Warehousing (ITE Land Use Code 150). ITE trip generation rates for these other uses are summarized on Table 5-37, *Trip Generation Rates for Other Industrial Uses*. Table 5-38, *Trip Generation Comparison (PCE)*, provides a summary of the trip generation in terms of PCE trips for the blend of industrial uses studied in the FPEIR as it would apply to the Project site. (Urban Crossroads, 2018d, p. 56)

Trip Generation Comparison

Table 5-38 shows that the Project's proposed high-cube transload short-term warehouse use would generate substantially fewer trips than the General Plan Buildout land uses considered in the FPEIR. The trip generation shown in Table 5-38 has been calculated based on the "Average Estimated FAR" for Industrial land uses shown in Table 3-4 of the FPEIR, which indicates industrial sites likely would be developed at an FAR of 0.50 (El Monte, 2011c, Table 3-4). Based on the Project's size (55.86 acres), development of the Project site at a 0.50 FAR under the General Plan would result in 1,216,631 s.f. of building area (55.86 acres x 43,560 s.f./acre x 0.5 = 1,216,631). As shown on Table 5-38, the proposed Project's trip generation, and consequently traffic impacts, would be significantly less than the trip generation and associated traffic impacts if the Project site were developed with the blend of General

Light Industrial, Industrial Park, Manufacturing, and Warehousing land uses assumed for the site by the FPEIR. (Urban Crossroads, 2018d, p. 56)

Table 5-35 Project Trip Generation Summary (Actual Vehicles)

Land Use	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Project Trip Generation Rates[1]									
High Cube Transload and Short-Term Storage Warehouse[3]	TSF	154	0.06	0.02	0.08	0.03	0.07	0.10	1.40
68.8% Passenger Cars			0.042	0.013	0.055	0.019	0.050	0.069	0.963
5.2% 2-Axle Trucks			0.003	0.001	0.004	0.001	0.004	0.005	0.073
6.5% 3-Axle Trucks			0.004	0.001	0.005	0.002	0.005	0.007	0.091
19.5% 4-Axle+ Trucks			0.012	0.004	0.016	0.005	0.014	0.020	0.273

Land Use	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Building 1	572.240	TSF							
Passenger Cars:			24	7	31	11	28	39	551
Truck Trips:									
2-axle:			2	1	2	1	2	3	42
3-axle:			2	1	3	1	3	4	52
4+-axle:			7	2	9	3	8	11	156
- Net Truck Trips (Actual)			*11*	*4*	*14*	*5*	*13*	*18*	*250*
Building 1 Subtotal:			*35*	*11*	*45*	*16*	*41*	*57*	*801*
Building 2	663.100	TSF							
Passenger Cars:			28	8	36	13	33	46	639
Truck Trips:									
2-axle:			2	1	3	1	2	3	48
3-axle:			3	1	3	1	3	4	60
4+-axle:			8	2	10	4	9	13	181
- Net Truck Trips (Actual)			*13*	*4*	*16*	*6*	*14*	*20*	*289*
Building 2 Subtotal:			*41*	*12*	*53*	*19*	*47*	*66*	*928*
Proposed Project Total[4]			**76**	**23**	**98**	**35**	**88**	**123**	**1,729**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

Truck Mix: High Cube Warehouse Vehicle Trip Generation Analysis (ITE, October 2016) recommended truck mix, by axle type.

[4] Proposed Project Total (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Vehicles).

(Urban Crossroads, 2018d, Table 4-1)

Table 5-36 Project Trip Generation Summary (PCE)

Land Use	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Project Trip Generation Rates[1]									
High Cube Transload and Short-Term Storage Warehouse[3]	TSF	154	0.06	0.02	0.08	0.03	0.07	0.10	1.40
68.8% Passenger Cars			0.042	0.013	0.055	0.019	0.050	0.069	0.963
5.2% 2-Axle Trucks (PCE = 1.5)			0.005	0.001	0.006	0.002	0.006	0.008	0.109
6.5% 3-Axle Trucks (PCE = 2.0)			0.008	0.002	0.010	0.004	0.009	0.013	0.182
19.5% 4-Axle+ Trucks (PCE = 3.0)			0.036	0.011	0.047	0.016	0.042	0.059	0.819

Land Use	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Building 1	572.240	TSF							
Passenger Cars:			24	7	31	11	28	39	551
Truck Trips:									
2-axle:			3	1	4	1	3	4	62
3-axle:			5	1	6	2	5	7	104
4+-axle:			21	6	27	9	24	33	469
- Net Truck Trips (PCE)			*29*	*8*	*37*	*12*	*32*	*44*	*635*
Building 1 Subtotal:			*53*	*15*	*68*	*23*	*60*	*83*	*1,186*
Building 2	663.100	TSF							
Passenger Cars:			28	8	36	13	33	46	639
Truck Trips:									
2-axle:			3	1	4	1	4	5	72
3-axle:			5	2	7	2	6	9	121
4+-axle:			24	7	31	11	28	39	543
- Net Truck Trips (PCE)			*32*	*10*	*42*	*14*	*38*	*53*	*736*
Building 2 Subtotal:			*60*	*18*	*78*	*27*	*71*	*98*	*1,375*
Project Total[4]			**113**	**33**	**146**	**50**	**131**	**181**	**2,561**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE. PCE rates are per SBCTA.
Truck Mix: High Cube Warehouse Vehicle Trip Generation Analysis (ITE, October 2016) recommended truck mix, by axle type.

[4] Project Total (PCE) = Passenger Cars + Net Truck Trips (PCE).

(Urban Crossroads, 2018d, Table 4-2)

Table 5-37 Trip Generation Rates for Other Industrial Uses

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
ITE 10th Edition Trip Generation Rates (PCE)									
General Light Industrial	TSF	110	0.810	0.110	0.920	0.120	0.850	0.970	6.970
Passenger Cars (80.0%)			0.648	0.088	0.736	0.096	0.680	0.776	5.576
2-Axle Trucks (3.34%) (PCE = 1.5)			0.041	0.006	0.046	0.006	0.043	0.049	0.349
3-Axle Trucks (4.14%) (PCE = 2.0)			0.067	0.009	0.076	0.010	0.070	0.080	0.577
4-Axle+ Trucks (12.52%) (PCE = 3.0)			0.304	0.041	0.346	0.045	0.319	0.364	2.618
Industrial Park	TSF	130	0.690	0.150	0.840	0.180	0.680	0.860	6.960
Passenger Cars (87.0%)			0.600	0.131	0.731	0.157	0.592	0.748	6.055
2-Axle Trucks (2.17%) (PCE = 1.5)			0.022	0.005	0.027	0.006	0.022	0.028	0.227
3-Axle Trucks (2.69%) (PCE = 2.0)			0.037	0.008	0.045	0.010	0.037	0.046	0.374
4-Axle+ Trucks (8.14%) (PCE = 3.0)			0.168	0.037	0.205	0.044	0.166	0.210	1.700
Warehouse	TSF	150	0.240	0.060	0.300	0.080	0.240	0.320	3.560
Passenger Cars (80.0%)			0.192	0.048	0.240	0.064	0.192	0.256	2.848
2-Axle Trucks (3.34%) (PCE = 1.5)			0.012	0.003	0.015	0.004	0.012	0.016	0.178
3-Axle Trucks (4.14%) (PCE = 2.0)			0.020	0.005	0.025	0.007	0.020	0.026	0.295
4-Axle+ Trucks (12.52%) (PCE = 3.0)			0.090	0.023	0.113	0.030	0.090	0.120	1.337
Manufacturing	TSF	140	0.570	0.160	0.730	0.260	0.470	0.730	3.820
Passenger Cars (80.0%)			0.456	0.128	0.584	0.208	0.376	0.584	3.056
2-Axle Trucks (3.34%) (PCE = 1.5)			0.029	0.008	0.037	0.013	0.024	0.037	0.191
3-Axle Trucks (4.14%) (PCE = 2.0)			0.047	0.013	0.060	0.022	0.039	0.060	0.316
4-Axle+ Trucks (12.52%) (PCE = 3.0)			0.214	0.060	0.274	0.098	0.177	0.274	1.435

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 8th Edition (2008). High Cube Warehouse Vehicle Trip Generation Analysis (ITE, October 2016), or Trip Generation Handbook (3rd Edition, October 2017, ITE) utilized for vehicle mix. No other vehicle mix was provided in the General Plan. As such, the current methodology has been applied.

[2] TSF = thousand square feet

(Urban Crossroads, 2018d, Table 4-3)

Table 5-38 Trip Generation Comparison (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	364.989	TSF							
Passenger Cars:			237	33	270	36	249	285	2,036
Truck Trips:									
2-axle:			*15*	*3*	18	*3*	*16*	19	*128*
3-axle:			*25*	*4*	29	*4*	*26*	30	*211*
4+-axle:			*112*	*16*	128	*17*	*117*	134	*956*
- Net Truck Trips			*152*	*23*	*175*	*24*	*159*	*183*	*1,295*
Total Trips (General Light Industrial) [2]			***389***	***56***	***445***	***60***	***408***	***468***	***3,331***
Industrial Park	486.652	TSF							
Passenger Cars:			293	64	357	77	288	365	2,947
Truck Trips:									
2-axle:			*11*	*3*	14	*3*	*11*	14	*111*
3-axle:			*19*	*4*	23	*5*	*18*	23	*183*
4+-axle:			*82*	*18*	100	*22*	*81*	103	*828*
- Net Truck Trips (PCE)			*112*	*25*	*137*	*30*	*110*	*140*	*1,122*
Total Trips (Industrial Park) [2]			***405***	***89***	***494***	***107***	***398***	***505***	***4,069***
Warehousing	243.326	TSF							
Passenger Cars:			47	12	59	16	47	63	693
Truck Trips:									
2-axle:			*3*	*1*	4	*1*	*3*	4	*44*
3-axle:			*5*	*2*	7	*2*	*5*	7	*72*
4+-axle:			*22*	*6*	28	*8*	*22*	30	*326*
- Net Truck Trips			*30*	*9*	*39*	*11*	*30*	*41*	*442*
Total Trips (Warehousing) [2]			***77***	***21***	***98***	***27***	***77***	***104***	***1,135***
Manufacturing	121.663	TSF							
Passenger Cars:			56	16	72	26	46	72	372
Truck Trips:									
2-axle:			*4*	*1*	5	*2*	*3*	5	*24*
3-axle:			*6*	*2*	8	*3*	*5*	8	*39*
4+-axle:			*27*	*8*	35	*12*	*22*	34	*175*
- Net Truck Trips			*37*	*11*	*48*	*17*	*30*	*47*	*238*
Total Trips (Manufacturing) [2]			***93***	***27***	***120***	***43***	***76***	***119***	***610***
Total Trips (General Plan Land Use Mix) [2]			***964***	***193***	***1,157***	***237***	***959***	***1,196***	***9,145***
Total Trips (Project) [2]			***113***	***33***	***146***	***50***	***131***	***181***	***2,561***
Variance (Net Increase) [3]			***851***	***160***	***1,011***	***187***	***828***	***1,015***	***6,584***

[1] TSF = thousand square feet

[2] TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

[3] VARIANCE = Total Trips (General Plan Land Use Mix) - Total Trips (Project)

(Urban Crossroads, 2018d, Table 4-4)

The traffic study prepared for the FPEIR utilized a net blended trip generation rate for industrial uses of 5.97 trips per 1,000 s.f. of building area. Based on the FPEIR's assumed building area (1,216,631 s.f.), the FPEIR and the FPEIR traffic study both assumed that the Project site would generate 9,145 ADT (in PCE). As shown on Table 5-36, the proposed Project would generate approximately 2,561 ADT (in PCE), or a reduction of 6,584 ADT (in PCE) trips per day as compared to what was assumed in the FPEIR and the FPEIR traffic study. Thus, based on ADT alone, the Project would generate substantially less traffic and thus would result in a reduction in traffic-related impacts as compared to what was evaluated and disclosed in the FPEIR and the FPEIR traffic study. (El Monte, 2011c, Appendix F1, Table A-3; Urban Crossroads, 2018d, pp. 56 and 61)

Project Trip Distribution

Trip distributions for the proposed Project are illustrated on Figure 5-10, *Project Trip Distribution (Building 1 – Passenger Cars)*, Figure 5-11, *Project Trip Distribution (Building 2 – Passenger Cars)*, Figure 5-12, *Project Trip Distribution (Building 1 – Trucks)*, and Figure 5-13, *Project Trip Distribution (Building 2 – Trucks)*. Figure 5-10 and Figure 5-11 illustrate the proposed Project's trip distribution patterns for the passenger cars for Building 1 and Building 2, respectively. Similarly, Figure 5-12 and Figure 5-13 illustrate the proposed Project trip distribution patterns for trucks for Building 1 and Building 2, respectively. Trip distribution patterns have been made based on the proposed land uses, existing transportation network, truck routes, and anticipated travel patterns. These distributions were reviewed and approved by City staff as part of the scoping process (see Appendix 1.1 of the Project's TIA [*Technical Appendix I*]). (Urban Crossroads, 2018d, p. 61)

Modal Split

Although the use of public transit, walking, and/or bicycling have the potential to reduce Project-related traffic, such reductions have not been taken into consideration in the Project's TIA in order to provide a conservative analysis of the Project's potential to contribute to circulation system deficiencies. (Urban Crossroads, 2018d, p. 61)

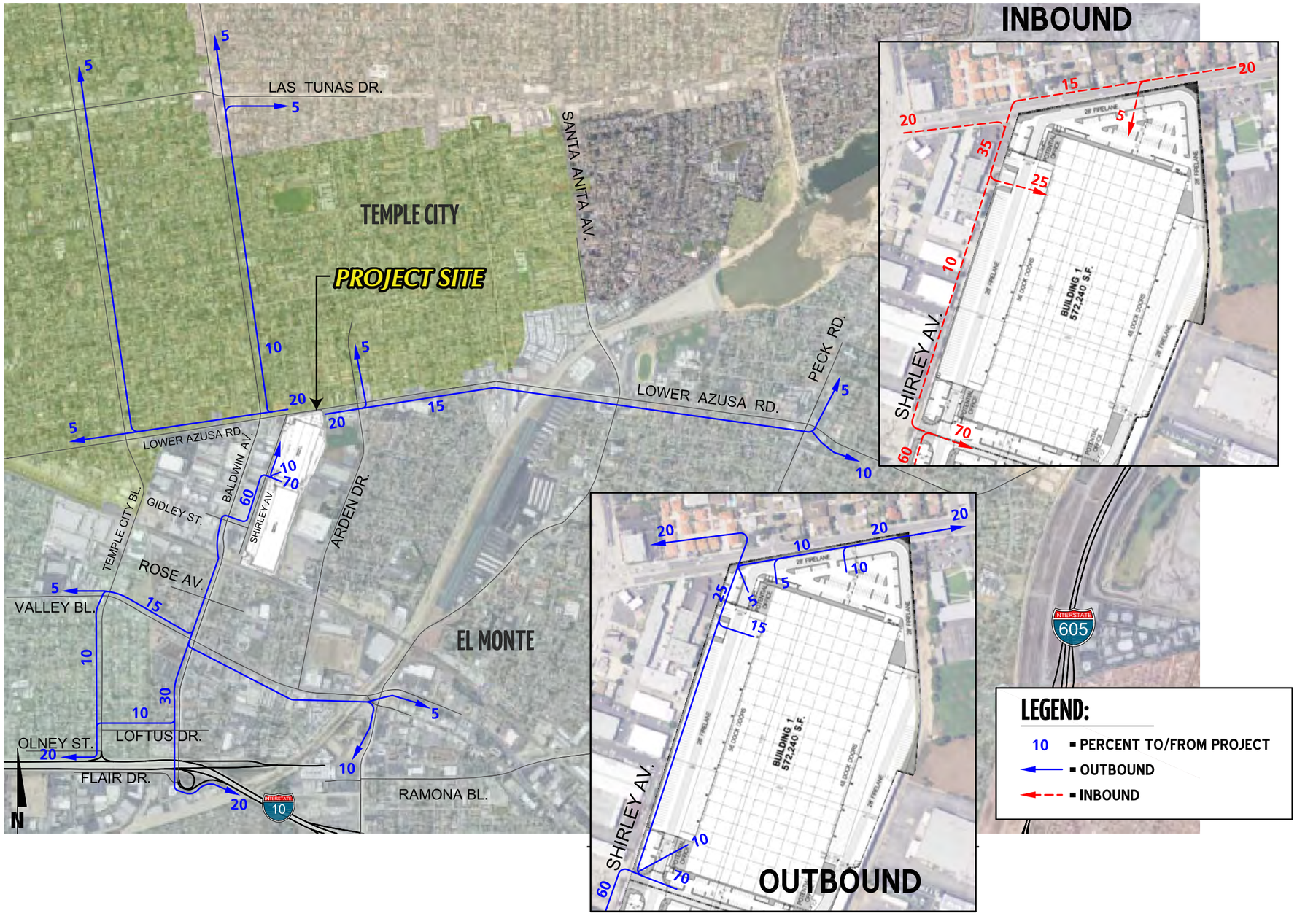
Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Figure 5-14, *Project Average Daily Traffic*, and Figure 5-15, *Project Traffic Volumes (PCE)*, respectively. (Urban Crossroads, 2018d, p. 61)

Background Traffic

Opening Year Cumulative Conditions

The Opening Year Cumulative conditions analysis determines the Project's contribution to near-term cumulative traffic impacts based on a comparison of the "With Project" traffic scenario to the "Without Project" traffic scenario. The generalized growth factors provided in 2010 LA County CMP indicates a

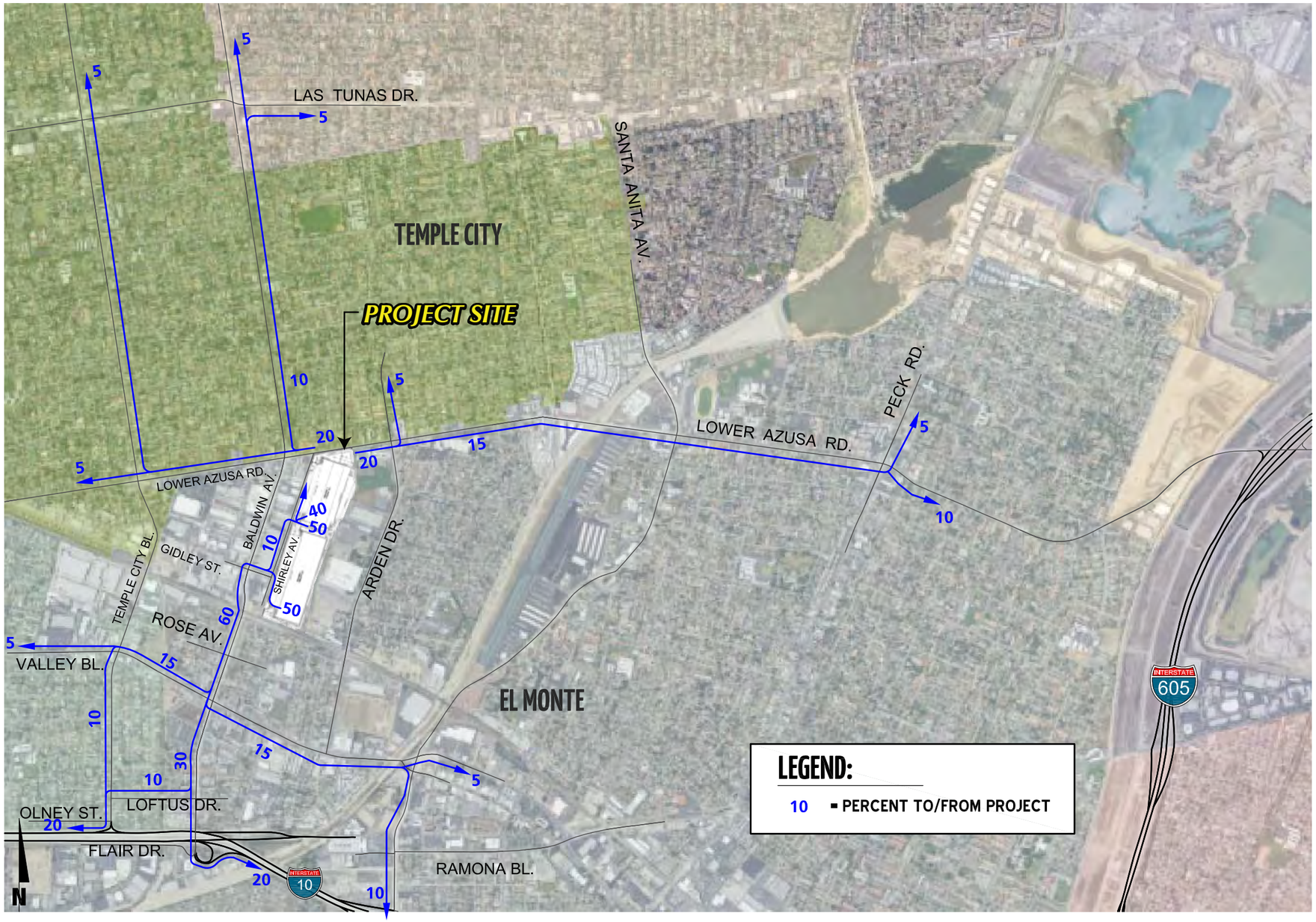


Source(s): Urban Crossroads (01-03-2018)

NOT TO SCALE

Figure 5-10

PROJECT TRIP DISTRIBUTION (BUILDING 1 – PASSENGER CARS)

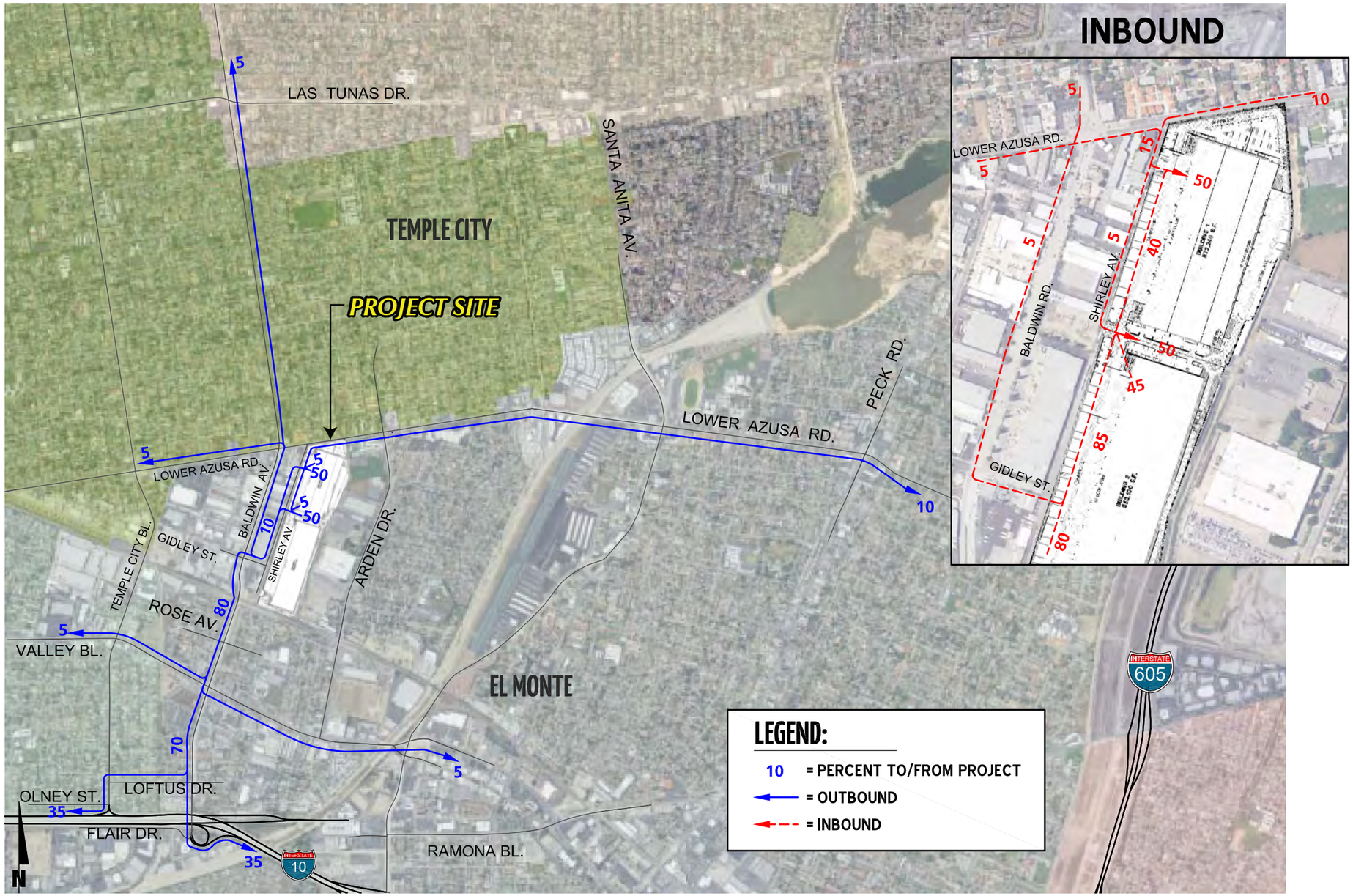


Source(s): Urban Crossroads (01-03-2018)

NOT TO SCALE

Figure 5-11

PROJECT TRIP DISTRIBUTION (BUILDING 2 – PASSENGER CARS)

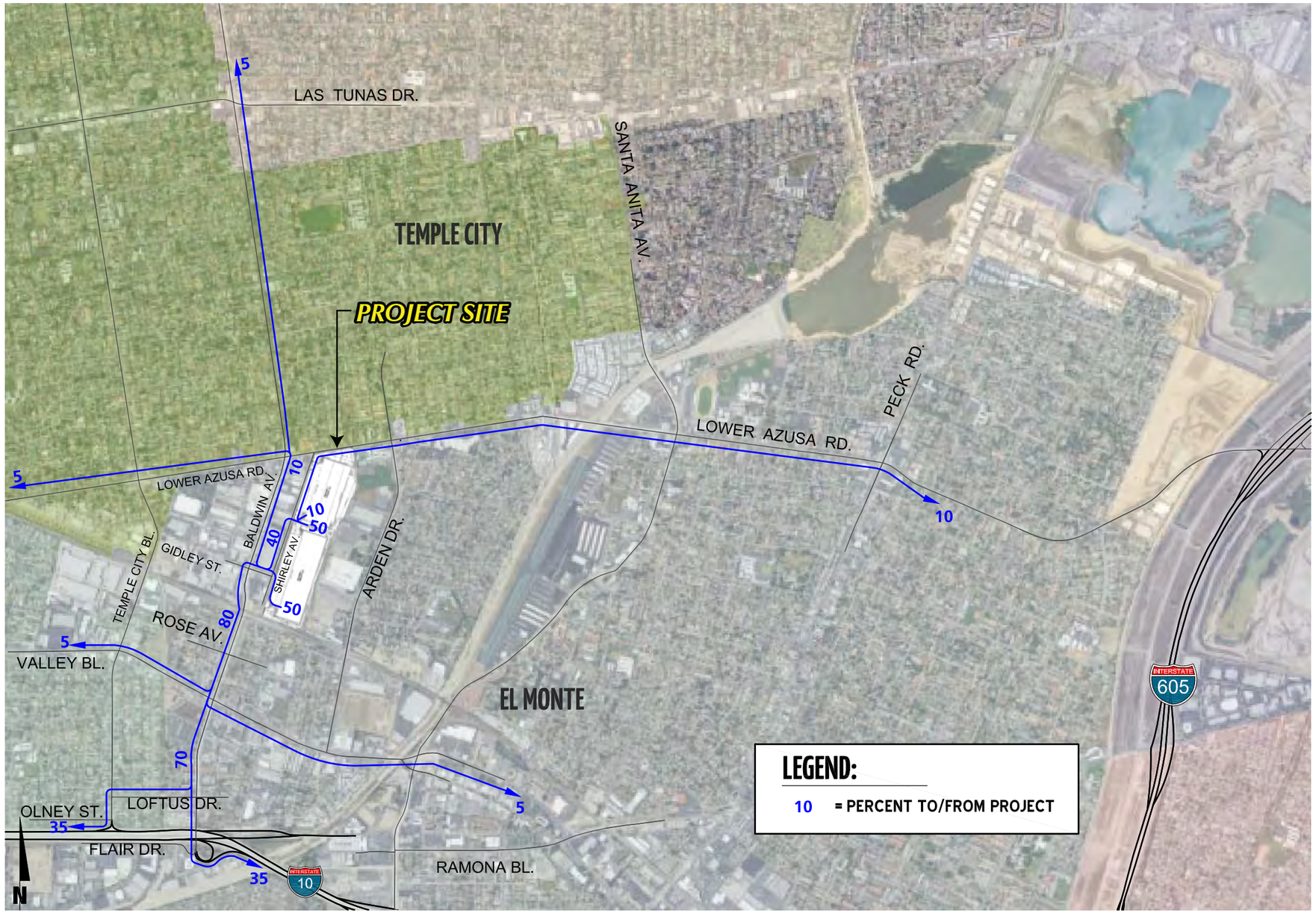


Source(s): Urban Crossroads (01-03-2018)

NOT TO SCALE

Figure 5-12

PROJECT TRIP DISTRIBUTION (BUILDING 1 – TRUCKS)

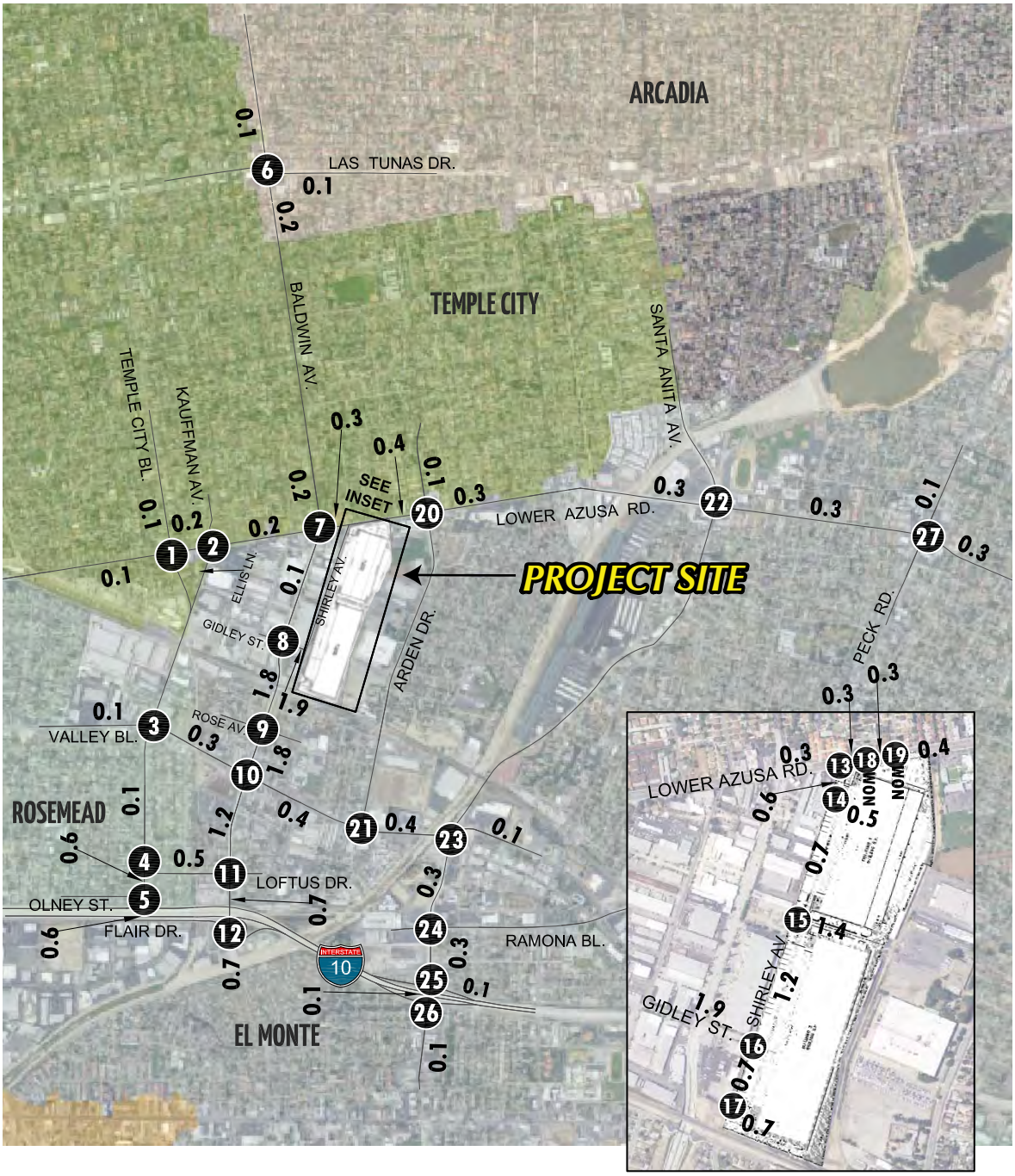


Source(s): Urban Crossroads (01-03-2018)

NOT TO SCALE

Figure 5-13

PROJECT TRIP DISTRIBUTION (BUILDING 2 – TRUCKS)



LEGEND:

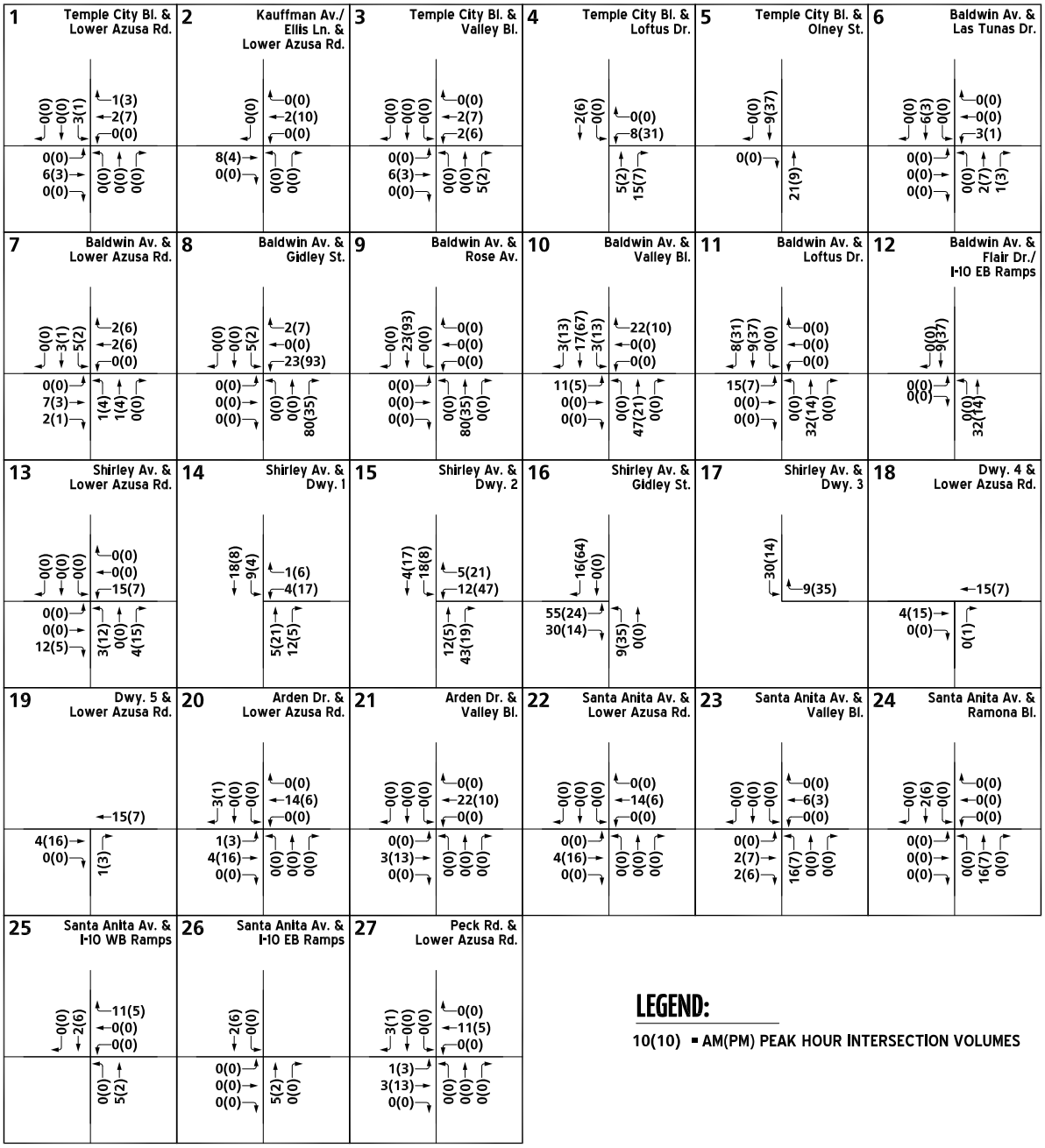
10.0 = VEHICLES PER DAY (1000'S)
NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

Source(s): Urban Crossroads (01-03-2018)

NOT TO SCALE

Figure 5-14

PROJECT AVERAGE DAILY TRAFFIC



Source(s): Urban Crossroads (01-03-2018)

Figure 5-15

NOT TO SCALE

PROJECT TRAFFIC VOLUMES (PCE)

growth factor of 1.131 for 25 years (2010 to 2035) or 0.49% per year for the Regional Statistical Area (RSA) 25 (Pasadena) in which the Project is located. Thus, to account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2017) conditions of 1.49% (0.49% per year over three years) is included for Opening Year Cumulative, as well as traffic generated by cumulative projects that could affect the study intersections (refer to Table 3-2). Traffic being generated by the existing facility on the Project site was found to be nominal. As such, no credit was taken for the existing uses and Project traffic was added to the Existing baseline in an effort to conduct a conservative analysis. The traffic generated by the existing site were not manually removed from the baseline. As such, the baseline traffic includes the existing traffic currently being generated by the site. (Urban Crossroads, 2018d, p. 61)

Horizon Year Cumulative Conditions

Horizon Year Without Project traffic conditions include an ambient traffic growth factor of 9.27% (0.49% per year over 18 years) based on the growth factors provided in LA County CMP for RSA 25. A growth factor of 1.131 was estimated for 25 years (from 2010 to 2035) in LA County CMP, which is equivalent to 0.49% per year growth. Lastly, traffic generated by cumulative projects that could affect the study intersections was added on top of the ambient growth. The RSA map for the San Gabriel Valley and the General Traffic Volume Growth Factors from Appendix D, *Guidelines for CMP Transportation Impact Analysis*, from the 2010 LA County CMP are included in Appendix 4.1 of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 68)

Cumulative Development Traffic

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. Figure 3-8 (previously presented) illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown on Table 3-2 (previously presented). If applicable (i.e. if the cumulative projects are anticipated to contribute trips to study area intersections), the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative and Horizon Year forecasts to ensure that traffic generated by the listed cumulative development projects in Table 3-2 are reflected as part of the background traffic. Traffic from other cumulative developments farther away from the study area are not anticipated to add significant traffic and are accounted for by the ambient growth rate applied to forecast the background traffic. (Urban Crossroads, 2018d, p. 68)

Existing Plus Project (E+P) Traffic Conditions

This subsection discusses the traffic forecasts for Existing plus Project (E+P) conditions and the resulting intersection operations, roadway segment, and traffic signal warrant analyses.

Roadway Improvements (E+P Conditions)

The lane configurations and traffic controls assumed to be in place for E+P conditions consist of the following: (Urban Crossroads, 2018d, p. 73)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

E+P Volume Forecasts

This scenario includes Existing traffic volumes plus Project traffic (E+P). Exhibit 5-1 of the Project's TIA (*Technical Appendix I*) shows the ADT volumes which can be expected for E+P traffic conditions. E+P AM and PM peak hour intersection turning movement volumes are shown on Exhibit 5-2 of the Project's TIA. (Urban Crossroads, 2018d, p. 73)

Intersection Operations Analysis (E+P Conditions)

E+P peak hour traffic operations were evaluated for the study area intersections based on the analysis methodologies discussed in *Technical Appendix I*. The intersection analysis results are summarized in Table 5-39, *Intersection Analysis for E+P Conditions*, which indicate that the addition of Project traffic is not calculated to result in any additional LOS deficiencies beyond those previously identified under Existing (2017) traffic conditions. However, the addition of Project traffic is anticipated to result in an increase to the volume-to-capacity (v/c) ratio of 0.01 or more during the peak hours at the following intersections, resulting in a significant cumulative impact for E+P traffic conditions: (Urban Crossroads, 2018d, p. 73)

- Baldwin Av. & Valley Bl. (#10) – v/c > 0.02 during the PM peak hour
- Baldwin Av. & Loftus Dr. (#11) – v/c > 0.01 or more during the AM and PM peak hours
- Santa Anita Av. & Lower Azusa Rd. (#22) – v/c > 0.01 during the PM peak hour
- Santa Anita Av. & Valley Bl. (#23) – v/c > 0.01 during the AM peak hour

Although the intersection of Baldwin Av. & Flair Dr. (#12) would operate at a deficient LOS F during both peak hours under E+P conditions, the proposed Project is not anticipated to contribute any traffic to the deficient eastbound left turn movement (on Flair Dr.). Therefore, Project impacts to this intersection would be less than significant. (Urban Crossroads, 2018d, p. 76)

An analysis also was conducted to determine whether the Project would result in new or more severe impacts as compared to the impacts disclosed in the FPEIR and considered in the FPEIR's traffic analysis. As shown previously on Table 5-38, the FPEIR assumed that the 55.86-acre property would be developed with a mix of general light industrial (30%), industrial park (40%), manufacturing (10%), and warehousing (20%) uses. The Traffic Study for the FPEIR utilized a net blended trip rate for industrial land uses of 5.97 trips per 1,000 sf of building area and assumed industrial areas would be developed at a floor area ratio (FAR) of 0.5. Thus, the FPEIR assumed that the 55.86-acre Project site would be developed with up to 1,216,630 sf of industrial uses that would generate 9,145 ADT (in PCE). As shown previously in Table 5-36, development of the 55.86-acre site with high-cube warehouse use as proposed by the Project would result in approximately 2,561 ADT (in PCE), or a reduction of 6,584 ADT (in PCE) as compared to the assumptions used in the General Plan Update EIR's traffic forecasts. (Urban Crossroads, 2018d, p. 77)

Table 5-39 Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control[3]	Existing (2017) ICU or Delay[2] (v/c or secs.) AM	Existing (2017) ICU or Delay[2] (v/c or secs.) PM	Existing (2017) Level of Service AM	Existing (2017) Level of Service PM	E+P ICU or Delay[2] (v/c or secs.) AM	E+P ICU or Delay[2] (v/c or secs.) PM	E+P Level of Service AM	E+P Level of Service PM	Change in ICU or Delay AM	Change in ICU or Delay PM	Significant Impact?
1	Temple City Bl. & Lower Azusa Rd.	TS	0.703	0.698	C	B	0.706	0.699	C	B	0.003	0.001	No
2	Ellis Ln. & Lower Azusa Rd.	CSS	32.0	23.1	D	C	32.4	23.3	D	C	0.4	0.2	No
3	Temple City Bl. & Valley Bl.	TS	0.897	0.833	D	D	0.899	0.836	D	D	0.002	0.003	No
4	Temple City Bl. & Loftus Dr.	TS	0.717	0.705	C	C	0.726	0.717	C	C	0.009	0.012	No
5	Temple City Bl. & Olney St.	CSS	14.5	18.6	B	C	14.6	19.5	B	C	0.1	0.9	No
6	Baldwin Av. & Las Tunas Dr.	TS	0.863	0.787	D	C	0.863	0.790	D	C	0.000	0.003	No
7	Baldwin Av. & Lower Azusa Rd.	TS	0.814	0.817	D	D	0.817	0.823	D	D	0.003	0.006	No
8	Baldwin Av. & Gidley St.	TS	0.513	0.488	A	A	0.528	0.563	A	A	0.015	0.075	No
9	Baldwin Av. & Rose Av.	TS	0.538	0.507	A	A	0.560	0.517	A	A	0.022	0.010	No
10	Baldwin Av. & Valley Bl.	TS	0.858	0.833	D	D	0.871	0.848	D	D	0.013	**0.015**	**Yes**
11	Baldwin Av. & Loftus Dr.	TS	**1.137**	**1.351**	**F**	**F**	**1.143**	**1.367**	**F**	**F**	**0.006**	**0.016**	**Yes**
	General Plan Land Use Mix:	*TS*					***1.173***	***1.549***	***F***	***F***			
12	Baldwin Av. & Flair Dr.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**	--[4]	--[4]	No[5]
13	Shirley Av. & Lower Azusa Rd.	CSS	25.5	20.5	D	C	26.3	26.4	D	D	0.8	5.9	No
14	Shirley Av. & Driveway 1	**CSS**	Future Intersection				8.9	8.9	A	A			--
15	Shirley Av. & Driveway 2	**CSS**	Future Intersection				9.0	9.2	A	A			--
16	Shirley Av. & Gidley St.	AWS	7.1	7.0	A	A	7.6	7.4	A	A	0.5	0.4	No
17	Shirley Av. & Driveway 3	**CSS**	Future Intersection				0.0	0.0	A	A			--
18	Driveway 4 & Lower Azusa Rd.	**CSS**	Future Intersection				0.0	14.1	A	B			--
19	Driveway 5 & Lower Azusa Rd.	**CSS**	Future Intersection				10.9	14.2	B	B			--
20	Arden Dr. & Lower Azusa Rd.	TS	0.518	0.497	A	A	0.521	0.502	A	A	0.003	0.005	No
21	Arden Dr. & Valley Bl.	TS	0.715	0.635	C	B	0.722	0.639	C	B	0.007	0.004	No
22	Santa Anita Av. & Lower Azusa Rd.	TS	0.869	**0.908**	D	**E**	0.873	**0.913**	D	**E**	0.004	**0.005**	**Yes**
23	Santa Anita Av. & Valley Bl.	TS	**0.914**	0.742	**E**	C	**0.921**	0.745	**E**	C	**0.007**	0.003	**Yes**
24	Santa Anita Av. & Ramona Bl.	TS	0.585	0.667	A	B	0.585	0.669	A	B	0.000	0.002	No
25	Santa Anita Av. & I-10 WB Ramps	TS	19.0	19.2	B	B	19.1	19.2	B	B	0.1	0.0	No
26	Santa Anita Av. & I-10 EB Ramps	TS	17.5	21.7	B	C	17.5	21.7	B	C	0.0	0.0	No
27	Peck Rd. & Lower Azusa Rd.	TS	**0.974**	0.878	**E**	D	**0.978**	0.882	**E**	D	0.004	0.004	No

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

[3] CSS = Cross Street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

[4] Change in delay to the side-street (Flair Drive) left turn movement is anticipated to be greater than 2.0 seconds.

[5] The proposed Project is not anticipated to contribute any traffic to the deficient eastbound left turn movement (on Flair Dr.). As such, the impact is anticipated to be less than significant.

(Urban Crossroads, 2018d, Table 5-1)

Exhibit 5-3 of the Project's TIA (*Technical Appendix I*) summarizes the AM and PM peak hour study area intersection LOS under E+P traffic conditions. These are consistent with the results for E+P shown on Table 5-39. The intersection operations analysis worksheets for each phase are included in Appendices 5.1 of the Project's TIA.

Roadway Segment Capacity Analysis (E+P Conditions)

Table 5-40, *Roadway Segment Capacity Analysis for E+P Conditions*, provides a summary of the E+P conditions roadway segment capacity analysis based on the City of El Monte Roadway Segment Capacity

Table 5-40 Roadway Segment Capacity Analysis for E+P Conditions

#	Roadway	Segment Limits	Eastbound/Northbound					Westbound/Southbound					Eastbound/Northbound			Westbound/Southbound			Acceptable LOS
			# of Lanes	LOS Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	# of Lanes	LOS Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	E+P	V/C[2]	LOS[3]	E+P	V/C[2]	LOS[3]	
1	Lower Azusa Rd.	Baldwin Av. to Arden Dr.																	E
		AM Peak Hour:	2	1,400	1,108	0.79	C	2	1400	1,237	0.88	D	1,113	0.80	C	1,254	0.90	D	
		PM Peak Hour:	2	1,400	1,220	0.87	D	2	1400	924	0.66	B	1,239	0.89	D	931	0.67	B	
2	Lower Azusa Rd.	Arden Dr. to Santa Anita Av.																	E
		AM Peak Hour:	2	1400	1,063	0.76	C	2	1400	956	0.68	B	1,067	0.76	C	970	0.69	B	
		PM Peak Hour:	2	1400	1,075	0.77	C	2	1400	971	0.69	B	1,091	0.78	C	977	0.70	B	
3	Lower Azusa Rd.	Santa Anita Av. to Peck Rd.																	E
		AM Peak Hour:	2	1400	823	0.59	A	2	1400	1,303	0.93	E	827	0.59	A	1,317	0.94	E	
		PM Peak Hour:	2	1400	1,222	0.87	D	2	1400	997	0.71	C	1,238	0.88	D	1,003	0.72	C	
4	Valley Bl.	Baldwin Av. to Arden Dr.																	E
		AM Peak Hour:	2	1600	829	0.52	A	2	1600	1,368	0.86	D	832	0.52	A	1,390	0.87	D	
		PM Peak Hour:	2	1600	1,245	0.78	C	2	1600	979	0.61	B	1,258	0.79	C	989	0.62	B	
5	Valley Bl.	Santa Anita Av. to Tyler Av.																	E
		AM Peak Hour:	2	1600	625	0.39	A	2	1600	1,030	0.64	B	627	0.39	A	1,036	0.65	B	
		PM Peak Hour:	2	1600	815	0.51	A	2	1600	736	0.46	A	822	0.51	A	739	0.46	A	
6	Baldwin Av.	Lower Azusa Rd. to Valley Bl.																	D
		AM Peak Hour:	2	1600	922	0.58	A	2	1600	1,092	0.68	B	1,002	0.63	B	1,115	0.70	B	
		PM Peak Hour:	2	1600	1,113	0.70	B	2	1600	939	0.59	A	1,149	0.72	C	1,032	0.65	B	
7	Baldwin Av.	Valley Bl. to I-10 Freeway																	E
		AM Peak Hour:	2	1600	912	0.57	A	2	1600	1,529	0.96	E	944	0.59	A	1,538	0.96	E	
		PM Peak Hour:	2	1600	1,138	0.71	C	2	1600	991	0.62	B	1,152	0.72	C	1,028	0.64	B	
8	Santa Anita Av.	Valley Bl. to Ramona Bl.																	D
		AM Peak Hour:	3	2400	997	0.42	A	3	2400	1,362	0.57	A	1,013	0.42	A	1,364	0.57	A	
		PM Peak Hour:	3	2400	1,322	0.55	A	3	2400	1,014	0.42	A	1,329	0.55	A	1,020	0.43	A	
9	Santa Anita Av.	Ramona Bl. to I-10 Freeway																	E
		AM Peak Hour:	3	2400	1,208	0.50	A	3	2400	1,507	0.63	B	1,220	0.51	A	1,509	0.63	B	
		PM Peak Hour:	3	2400	1,472	0.61	B	3	2400	1,171	0.49	A	1,479	0.62	B	1,177	0.49	A	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of El Monte General Plan EIR (Table 5.13-2). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. By using the LOS E capacity for each roadway facility type, volume-to-capacity (v/c) values between 0.00-0.60 will represent LOS A, 0.61-0.70 will represent LOS B, 0.71-0.80 will represent LOS C, 0.81-0.90 will represent LOS D, 0.91-1.00 will represent LOS E, and v/c values greater than 1.00 will represent LOS F operations. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

[2] v/c = Volume to Capacity ratio

[3] LOS = Level of Service

(Urban Crossroads, 2018d, Table 5-2)

Thresholds in the FPEIR. Consistent with Existing (2017) traffic conditions, the study area roadway segments are calculated to continue to operate at an acceptable LOS with the addition of Project traffic based on the City's peak hour planning level roadway capacity thresholds. (Urban Crossroads, 2018d, p. 79)

Traffic Signal Warrants Analysis (E+P Conditions)

For E+P conditions, there are no additional study area intersections anticipated to meet either peak hour volume based or planning level ADT traffic signal warrants, in addition to the location previously warranted under Existing (2017) traffic conditions (see Appendix 5.2 of the Project's TIA [*Technical Appendix I*]). As previously indicated, under existing conditions the intersection of Baldwin Avenue at Flair Drive (#12) meets the traffic signal warrants. However, under E+P conditions, the Project would contribute fewer than 50 peak hour trips at this intersection; thus, Project impacts due to the signal warrants at the intersection of Baldwin Avenue at Flair Drive would be less than significant under E+P conditions. (Urban Crossroads, 2018d, p. 75)

Significance of Project Impacts Following Mitigation (E+P Conditions)

Condition of Approval 5.16-1 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Baldwin Ave. & Loftus Dr. The condition requires the Project Applicant to pay a fair share fee to the City to make improvements at the intersection of Baldwin Ave. & Loftis Dr., which would include the prohibition of on-street parking on the westbound approach to the intersection and restriping the westbound approach to accommodate a right-turn lane. As shown in Table 5-41, *Intersection Analysis for E+P Conditions With Improvements*, with the addition of Project traffic and implementation of the improvements that would be partially funded by Condition of Approval 5.16-1, the ICU at the intersection of Baldwin Av. & Loftus Dr. would be reduced to 1.125 in the AM peak hour and 1.293 in the PM peak hour. As previously shown in Table 5-39, without the addition of Project traffic and without implementation of the same recommendations, the intersection of Baldwin Av. & Loftus Dr. would have an ICU of 1.137 in the AM peak hour and 1.351 in the PM peak hour. Thus, with implementation of improvements (prohibition of parking and restriping to provide a westbound right turn lane at the intersection), the ICU at the intersection of Baldwin Av. & Loftus Dr. would be reduced in comparison to existing, pre-Project conditions, indicating that operations at this intersection would be improved as compared to existing conditions. (Urban Crossroads, 2018d, p. 79)

Additionally, when compared to the impacts reported by the FPEIR's traffic results, the Project would result in a net reduction in the ICU at the intersection of Baldwin Av. & Loftus Dr. This is because the Project's proposed high-cube warehousing use would generate less traffic than the blended trip rate for general Light Industrial, Industrial Park, Manufacturing, and Warehousing uses that was assumed for the Project site in the FPEIR's traffic analysis. Specifically, development of the 55.86-acre site with high-cube warehouse use as proposed by the Project would result in a reduction of 6,584 ADT (in PCE) as compared to the assumptions used in the General Plan Update EIR's traffic forecasts. Further, Table 5-39 (previously presented) compares the Intersection Capacity Utilization (ICU) at the intersection of Baldwin Av. & Loftus Dr. as would have been reported in the FPEIR traffic analysis to the ICU that would occur under the proposed Project, and shows that redevelopment of the 55.86-acre Project site with high-cube warehouse

uses as proposed by the Project Applicant would result in a net reduction in the ICU by between 0.030 and 0.182 as compared to the traffic results in the FPEIR. (Urban Crossroads, 2018d, p. 80)

Thus, although improvements are recommended to reduce the v/c at the intersection of Baldwin Av. & Loftus Dr., the improvements are not considered mitigation under CEQA to address a new or more severe impact because the Project's ICU at the intersection of Baldwin Av. & Loftus Dr. would actually be reduced as compared to ICU that would have been reported by the FPEIR's traffic analysis. Although this intersection was not specifically discussed in the FPEIR, according to the FPEIR's traffic analysis, the Project's traffic impacts are clearly within the scope of analysis of the FPEIR and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, pp. 71, 79)

Table 5-41 Intersection Analysis for E+P Conditions With Improvements

			Intersection Approach Lanes[1]												ICU or Delay[2] (v/c or secs.)		Level of Service	
		Traffic	Northbound			Southbound			Eastbound			Westbound						
#	Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
10	Baldwin Av. & Valley Bl.																	
	- Without Improvements	TS	1	2	1	1	2	0	1	2	d	1	2	d	0.871	0.848	D	D
	- With Improvements[5]	TS	1	2	1	1	2	0	1	**3**	**0**	1	**3**	**0**	0.805	0.789	D	C
11	Baldwin Av. & Loftus Dr.																	
	- Without Improvements	TS	1	2	0	1	1	1	0	2	0	0	1	0	**1.143**	**1.367**	**F**	**F**
	- With Improvements[4]	TS	1	2	0	1	1	1	0	2	0	0	1	**1**	**1.125**	**1.293**	**F**	**F**
22	Santa Anita Av. & Lower Azusa Rd.																	
	- Without Improvements	TS	1	2	1	1	2	d	1	2	0	1	2	0	0.873	**0.913**	D	**E**
	- With Improvements[5]	TS	1	**3**	**0**	1	2	d	1	2	0	1	2	0	0.845	0.864	D	D
23	Santa Anita Av. & Valley Bl.																	
	- Without Improvements	TS	2	3	0	1	3	0	1	2	0	2	2	0	**0.921**	0.745	**E**	C
	- With Improvements	TS	2	3	**1**	1	3	**1**	1	2	0	2	2	0	**0.912**	0.713	**E**	C

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane; **1** = Improvement

2 Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

3 TS = Traffic Signal

4 Recommendation is to prohibit on-street parking at the intersection in order to restripe and accommodate a westbound right turn lane. Improvement will reduce the impact to less than significant levels.

5 Prohibit on-street parking during the peak hours to accommodate the recommended restriping.

(Urban Crossroads, 2018d, Table 5-3)

Condition of Approval 5.16-2 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Baldwin Avenue and Valley Boulevard. The condition requires the Project Applicant to contribute a fair share towards the cost of improving Valley Boulevard between Garvey Avenue and the eastern City limit to eliminate the de facto eastbound and westbound right-turn lanes and to provide for a six-lane roadway through restriping. These improvements are consistent with the recommended improvement in the FPEIR's traffic study. As shown in Table 5-41, with implementation of the required improvements, the ICU at the intersection of Baldwin Avenue and Valley Boulevard would be reduced by 0.059 during the PM peak hour, from 0.848 to 0.789. As previously shown in Table 5-39, the Project would result in an increase in the ICU at this intersection of 0.015; thus, with implementation of the recommended improvements, operations at the intersection of Baldwin Avenue and Valley

Boulevard would be improved as compared to pre-Project conditions and Project impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 79)

Condition of Approval 5.16-4 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Santa Anita Avenue and Lower Azusa Road. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to eliminate on-street parking and restriping to accommodate a third northbound through lane. These improvements are consistent with the recommended improvement in the FPEIR's traffic study. As shown in Table 5-41, with implementation of the required improvements, the ICU at the intersection of Santa Anita Avenue and Lower Azusa Road would improve by 0.049 during the PM peak hour, from 0.913 to 0.864. As previously shown in Table 5-39, the Project would result in an increase in the ICU at this intersection of 0.005; thus, with implementation of the recommended improvements, operations at the intersection of Santa Anita Avenue and Lower Azusa Road would be improved as compared to pre-Project conditions and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 80)

Condition of Approval 5.16-5 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Santa Anita Avenue and Valley Boulevard. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to provide a northbound right turn lane and a southbound right turn lane. These improvements are consistent with the recommended improvement in the FPEIR's traffic study. As shown in Table 5-41, with implementation of the required improvements, the ICU at the intersection of Santa Anita Avenue and Valley Boulevard would decrease by 0.009 during the AM peak hour, from 0.745 to 0.713. As previously shown in Table 5-39, the Project would result in an increase in the ICU at this intersection of 0.003 during the AM peak hour; thus, with implementation of the recommended improvements, operations at the intersection of Santa Anita Avenue and Valley Boulevard would be improved as compared to pre-Project conditions and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 80)

Opening Year Cumulative (2020) Traffic Conditions

This subsection discusses the methods used to develop Opening Year Cumulative (2020) Without and With Project traffic forecasts, and the resulting intersection operations, roadway segment operations, and traffic signal warrant analyses.

Roadway Improvements – Opening Year Cumulative (2020) Conditions

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2020) conditions are as follows:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project and cumulative development's frontage and driveways). (Urban Crossroads, 2018d, p. 85)

- Driveways and those facilities assumed to be constructed by other development projects to provide site access are also assumed to be in place for Opening Year Cumulative conditions only

(e.g., intersection and roadway improvements along the cumulative development's frontage and driveways). (Urban Crossroads, 2018d, p. 85)

Opening Year Cumulative (2020) Without Project Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus an ambient growth factor of 1.49% plus traffic from pending and approved but not yet constructed known development projects in the area. The ADT and AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2020) Without Project traffic conditions are shown on Exhibits 6-1 and 6-2, respectively, of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 85)

Opening Year Cumulative (2020) With Project Traffic Volume Forecasts

This scenario includes Existing traffic volumes, an ambient growth factor of 1.49%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. The ADT and AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2020) With Project traffic conditions are shown on Exhibits 6-3 and 6-4, respectively, of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 85)

Intersection Operations Analysis – Opening Year Cumulative (2020) Conditions

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2020) Without Project conditions with roadway and intersection geometrics consistent with the roadway improvements described above. The intersection analysis results are summarized in Table 5-42, *Intersection Analysis for Opening Year Cumulative (2020) Conditions*, which indicates that the following intersections are anticipated to experience unacceptable LOS (i.e., LOS E or worse) during one or more peak hours for Opening Year Cumulative (2020) Without Project traffic conditions, consistent with Existing (2017) traffic conditions: (Urban Crossroads, 2018d, p. 90)

- Baldwin Av. & Loftus Dr. (#11) – LOS F AM and PM peak hours
- Baldwin Av. & Flair Dr. (#12) – LOS F AM and PM peak hours
- Santa Anita Av. & Lower Azusa Rd. (#22) – LOS E PM peak hour only
- Santa Anita Av. & Valley Bl. (#23) – LOS E AM peak hour only
- Peck Rd. & Lower Azusa Rd. (#27) – LOS E AM peak hour only

Exhibit 6-5 of the Project's TIA (*Technical Appendix I*) summarizes the AM and PM peak hour study area intersection LOS under Opening Year Cumulative (2020) Without Project traffic conditions, consistent with the summary provided in Table 5-42. The intersection operations analysis worksheets for Opening Year Cumulative (2020) Without Project conditions are included in Appendix 6.1 of the Project's TIA. (Urban Crossroads, 2018d, p. 90)

As shown on Table 5-42 and illustrated on Exhibit 6-6 of the Project's TIA (*Technical Appendix I*), the addition of Project traffic is not calculated to result in any additional LOS deficiencies, in addition to those previously identified under Opening Year Cumulative (2020) Without Project traffic conditions; however, the v/c is calculated to increase by 0.01 or more at the following intersections, resulting in a significant

cumulative impact for Opening Year Cumulative (2020) With Project traffic conditions: (Urban Crossroads, 2018d, p. 86)

Table 5-42 Intersection Analysis for Opening Year Cumulative (2020) Conditions

#	Intersection	Traffic Control[3]	2020 Without Project ICU or Delay[2] (v/c or secs.) AM	PM	Level of Service AM	PM	2020 With Project ICU or Delay[2] (v/c or secs.) AM	PM	Level of Service AM	PM	Change in ICU or Delay AM	PM	Significant Impact?
1	Temple City Bl. & Lower Azusa Rd.	TS	0.707	0.706	C	C	0.709	0.708	C	C	0.002	0.002	No
2	Ellis Ln. & Lower Azusa Rd.	CSS	32.4	23.4	D	C	32.6	23.7	D	C	0.2	0.3	No
3	Temple City Bl. & Valley Bl.[4]	TS	0.911	0.872	E	D	0.913	0.877	E	D	0.002	0.005	No
4	Temple City Bl. & Loftus Dr.	TS	0.722	0.713	C	C	0.731	0.726	C	C	0.009	0.013	No
5	Temple City Bl. & Olney St.	CSS	14.8	19.3	B	C	15.0	20.1	C	C	0.2	0.8	No
6	Baldwin Av. & Las Tunas Dr.	TS	0.867	0.796	D	C	0.868	0.799	D	C	0.001	0.003	No
7	Baldwin Av. & Lower Azusa Rd.	TS	0.822	0.828	D	D	0.825	0.834	D	D	0.003	0.006	No
8	Baldwin Av. & Gidley St.	TS	0.520	0.498	A	A	0.535	0.573	A	A	0.015	0.075	No
9	Baldwin Av. & Rose Av.	TS	0.548	0.520	A	A	0.575	0.531	A	A	0.027	0.011	No
10	Baldwin Av. & Valley Bl.	TS	0.890	0.857	D	D	**0.903**	0.882	**E**	D	**0.013**	**0.025**	**Yes**
11	Baldwin Av. & Loftus Dr.	TS	**1.152**	**1.361**	**F**	**F**	**1.158**	**1.386**	**F**	**F**	**0.006**	**0.025**	**Yes**
	General Plan Land Use Mix:	*TS*					***1.188***	***1.568***	***F***	***F***			
12	Baldwin Av. & Flair Dr.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**	--[5]	--[5]	No[6]
13	Shirley Av. & Lower Azusa Rd.	CSS	26.0	21.1	D	C	26.9	27.2	D	D	0.9	6.1	No
14	Shirley Av. & Driveway 1	**CSS**	Future Intersection				8.9	8.9	A	A			--
15	Shirley Av. & Driveway 2	**CSS**	Future Intersection				9.0	9.2	A	A			--
16	Shirley Av. & Gidley St.	AWS	7.1	7.0	A	A	7.6	7.4	A	A	0.5	0.4	No
17	Shirley Av. & Driveway 3	**CSS**	Future Intersection				0.0	0.0	A	A			--
18	Driveway 4 & Lower Azusa Rd.	**CSS**	Future Intersection				0.0	14.3	A	B			--
19	Driveway 5 & Lower Azusa Rd.	**CSS**	Future Intersection				11.0	14.3	B	B			--
20	Arden Dr. & Lower Azusa Rd.	TS	0.527	0.506	A	A	0.530	0.511	A	A	0.003	0.005	No
21	Arden Dr. & Valley Bl.	TS	0.723	0.643	C	B	0.730	0.647	C	B	0.007	0.004	No
22	Santa Anita Av. & Lower Azusa Rd.	TS	0.880	**0.930**	D	**E**	0.884	**0.935**	D	**E**	0.004	**0.005**	**Yes**
23	Santa Anita Av. & Valley Bl.	TS	**0.926**	0.757	**E**	C	**0.933**	0.760	**E**	C	**0.007**	0.003	**Yes**
24	Santa Anita Av. & Ramona Bl.	TS	0.599	0.696	A	B	0.599	0.697	A	B	0.000	0.001	No
25	Santa Anita Av. & I-10 WB Ramps	TS	19.2	19.4	B	B	19.2	19.5	B	B	0.0	0.1	No
26	Santa Anita Av. & I-10 EB Ramps	TS	19.3	23.0	B	C	19.3	23.1	B	C	0.0	0.1	No
27	Peck Rd. & Lower Azusa Rd.	TS	**0.987**	0.899	**E**	D	**0.992**	**0.903**	**E**	**E**	**0.005**	0.004	**Yes**

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

[3] CSS = Cross Street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

[4] Policy CI-1 of the City of Arcadia General Plan Circulation and Infrastructure Element recognizes LOS E as an acceptable LOS at intersections along Baldwin Av.

[5] Change in delay to the side-street (Flair Drive) left turn movement is anticipated to be greater than 2.0 seconds.

[6] The proposed Project is not anticipated to contribute any traffic to the deficient eastbound left turn movement (on Flair Dr.). As such, the impact is anticipated to be less than significant.

(Urban Crossroads, 2018d, Table 6-1)

- Baldwin Av. & Valley Bl. (#10) – LOS E in the AM peak hour; v/c > 0.02 during the PM peak hour
- Baldwin Av. & Loftus Dr. (#11) – v/c > 0.01 during the AM and PM peak hours
- Santa Anita Av. & Lower Azusa Rd. (#22) – v/c > 0.01 during the PM peak hour
- Santa Anita Av. & Valley Bl. (#23) – v/c > 0.01 during the AM peak hour
- Peck Rd. & Lower Azusa Rd. (#27) – v/c > 0.01 during the AM peak hour

As indicated above, the addition of Project traffic would increase to the v/c ratio by 0.01 or more during the PM peak hour at the intersection of Baldwin Av. & Loftus Dr., which is a significant cumulative impact per the City of El Monte's significance threshold; thus, additional analysis has been conducted to evaluate whether this impact was considered in the FPEIR's Traffic Study. Table 5-42 compares the ICU at the intersection of Baldwin Av. & Loftus Dr. as reported in the FPEIR traffic analysis to the ICU that would occur under the proposed Project. As shown, redevelopment of the 55.86-acre Project site with high-cube warehouse uses as proposed by the Project would result in a net reduction in the ICU by between 0.030 and 0.182 as compared to the traffic results in the FPEIR. (Urban Crossroads, 2018d, p. 90)

Although the General Plan Update EIR's traffic study did not specifically discuss the intersection of Baldwin Av. & Loftus Dr., the traffic forecasts utilized in the FPEIR's Traffic Study could be determined for the intersection of Baldwin Av. & Loftus Dr. Additionally, the FPEIR and its traffic study contained enough information about deficiencies at adjacent intersections that with the exercise of reasonable diligence and/or a review of the FPEIR traffic forecasts, the traffic impacts resulting from General Plan Buildout to intersections throughout the City, including the intersection of Baldwin Av. & Loftus Dr., was available to the public and part of the FPEIR public record. Furthermore, and as shown in Table 5-42, the proposed Project would result in less traffic at the intersection of Baldwin Av. & Loftus Dr. as compared to amount of traffic that the FPEIR assumed would be generated by buildout of the Project site. Thus, it can be clearly concluded that the Project's generated traffic volume and cumulative impacts are within the scope of analysis and level of impacts disclosed as part of the FPEIR public record, and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, p. 94)

The intersection operations analysis worksheets for Opening Year Cumulative (2020) With Project traffic conditions are included in Appendix 6.2 of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 94)

Roadway Segment Capacity Analysis – Opening Year Cumulative (2020) Conditions

Table 5-43, *Roadway Segment Capacity Analysis for Opening Year Cumulative (2020) Conditions*, provides a summary of the Opening Year Cumulative (2020) Without Project traffic conditions roadway segment capacity analysis based on the City of El Monte Roadway Segment Capacity Thresholds in the FPEIR. Consistent with Existing (2017) traffic conditions, the study area roadway segments are anticipated to operate at an acceptable LOS for Opening Year Cumulative (2020) Without Project traffic conditions. The study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic based on the City's peak hour planning level roadway capacity thresholds. (Urban Crossroads, 2018d, p. 94)

Traffic Signal Warrants Analysis – Opening Year Cumulative (2020) Conditions

For Opening Year Cumulative (2020) traffic conditions, there are no additional study area intersections anticipated to meet either peak hour volume based or planning level ADT traffic signal warrants, in addition to the location previously warranted under Existing (2017) traffic conditions (see Appendix 6.3 and Appendix 6.4 of the Project's TIA [*Technical Appendix I*]). As previously indicated, under existing

Table 5-43 Roadway Segment Capacity Analysis for Opening Year Cumulative (2020) Conditions

			Eastbound/Northbound					Westbound/Southbound					Eastbound/Northbound			Westbound/Southbound			Acceptable
#	Roadway	Segment Limits	# of Lanes	LOS Capacity[1]	2020 NP	V/C[2]	LOS[3]	# of Lanes	LOS Capacity[1]	2020 NP	V/C[2]	LOS[3]	2020 WP	V/C[2]	LOS[3]	2020 WP	V/C[2]	LOS[3]	LOS
1	Lower Azusa Rd.	Baldwin Av. to Arden Dr.																	E
		AM Peak Hour:	2	1,400	1,130	0.81	D	2	1,400	1,252	0.89	D	1,135	0.81	D	1,269	0.91	E	
		PM Peak Hour:	2	1,400	1,239	0.89	D	2	1,400	951	0.68	B	1,258	0.90	D	958	0.68	B	
2	Lower Azusa Rd.	Arden Dr. to Santa Anita Av.																	E
		AM Peak Hour:	2	1400	1,085	0.78	C	2	1400	971	0.69	B	1,089	0.78	C	985	0.70	C	
		PM Peak Hour:	2	1400	1,097	0.78	C	2	1400	998	0.71	C	1,113	0.80	C	1,004	0.72	C	
3	Lower Azusa Rd.	Santa Anita Av. to Peck Rd.																	E
		AM Peak Hour:	2	1400	864	0.62	B	2	1400	1,334	0.95	E	868	0.62	B	1,348	0.96	E	
		PM Peak Hour:	2	1400	1,261	0.90	E	2	1400	1,049	0.75	C	1,277	0.91	E	1,055	0.75	C	
4	Valley Bl.	Baldwin Av. to Arden Dr.																	E
		AM Peak Hour:	2	1600	840	0.53	A	2	1600	1,389	0.87	D	843	0.53	A	1,411	0.88	D	
		PM Peak Hour:	2	1600	1,270	0.79	C	2	1600	1,002	0.63	B	1,283	0.80	D	1,012	0.63	B	
5	Valley Bl.	Santa Anita Av. to Tyler Av.																	E
		AM Peak Hour:	2	1600	626	0.39	A	2	1600	1,032	0.65	B	628	0.39	A	1,038	0.65	B	
		PM Peak Hour:	2	1600	817	0.51	A	2	1600	737	0.46	A	824	0.52	A	740	0.46	A	
6	Baldwin Av.	Lower Azusa Rd. to Valley Bl.																	D
		AM Peak Hour:	2	1600	952	0.60	A	2	1600	1,113	0.70	B	1,032	0.65	B	1,136	0.71	C	
		PM Peak Hour:	2	1600	1,145	0.72	C	2	1600	979	0.61	B	1,181	0.74	C	1,072	0.67	B	
7	Baldwin Av.	Valley Bl. to I-10 Freeway																	E
		AM Peak Hour:	2	1600	934	0.58	A	2	1600	1,553	0.97	E	966	0.60	B	1,562	0.98	E	
		PM Peak Hour:	2	1600	1,172	0.73	C	2	1600	1,021	0.64	B	1,186	0.74	C	1,058	0.66	B	
8	Santa Anita Av.	Valley Bl. to Ramona Bl.																	D
		AM Peak Hour:	3	2400	1,042	0.43	A	3	2400	1,386	0.58	A	1,058	0.44	A	1,388	0.58	A	
		PM Peak Hour:	3	2400	1,366	0.57	A	3	2400	1,069	0.45	A	1,373	0.57	A	1,075	0.45	A	
9	Santa Anita Av.	Ramona Bl. to I-10 Freeway																	E
		AM Peak Hour:	3	2400	1,253	0.52	A	3	2400	1,571	0.65	B	1,265	0.53	A	1,573	0.66	B	
		PM Peak Hour:	3	2400	1,571	0.65	B	3	2400	1,237	0.52	A	1,578	0.66	B	1,243	0.52	A	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of El Monte General Plan EIR (Table 5.13-2). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. By using the LOS E capacity for each roadway facility type, volume-to-capacity (v/c) values between 0.00-0.60 will represent LOS A, 0.61-0.70 will represent LOS B, 0.71-0.80 will represent LOS C, 0.81-0.90 will represent LOS D, 0.91-1.00 will represent LOS E, and v/c values greater than 1.00 will represent LOS F operations. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

[2] v/c = Volume to Capacity ratio

[3] LOS = Level of Service

(Urban Crossroads, 2018d, Table 6-2)

conditions the intersection of Baldwin Avenue at Flair Drive (#12) meets the traffic signal warrants. However, under Opening Year Cumulative (2020) conditions, the Project would contribute fewer than 50 peak hour trips at this intersection; thus, Project impacts due to the signal warrants at the intersection of Baldwin Avenue at Flair Drive would be less than significant under Opening Year Cumulative (2020) conditions. (Urban Crossroads, 2018d, p. 90)

Significance of Project Impacts Following Mitigation – Opening Year Cumulative (2020) Conditions

Condition of Approval 5.16-1 has been imposed on the Project to address the Project's cumulatively-considerable impact at the intersection of Baldwin Ave. & Loftus Dr. The mitigation requires the Project Applicant to pay a fair share fee to the City to implement improvements at the intersection, which would include the prohibition of on-street parking on the westbound approach to the intersection and restriping of the westbound approach to accommodate a right-turn lane.

As shown in Table 5-44, *Intersection Analysis for Opening Year Cumulative (2020) Conditions With Improvements*, with the addition of Project traffic and the prohibition of parking and the provision of a westbound right turn lane at the Baldwin Av. & Loftus Dr. intersection, the ICU at the intersection would be reduced to 1.140 in the AM peak hour and 1.311 in the PM peak hour. As previously shown in Table 5-42, without the addition of Project traffic and implementation of the same recommendations, the intersection of Baldwin Av. & Loftus Dr. would have an ICU of 1.152 in the AM peak hour and 1.361 in the PM peak hour. Thus, with implementation of the recommendations (prohibition of parking and restriping to provide a westbound right turn lane at the intersection), the ICU at the intersection of Baldwin Av. & Loftus Dr. would be reduced in comparison to pre-Project traffic conditions indicating that operations at this intersection would be improved as compared to Opening Year Cumulative (2020) Without Project traffic conditions. (Urban Crossroads, 2018d, p. 97)

Additionally, and as previously noted, when compared to the impacts reported by the FPEIR's traffic results, the Project would result in a net reduction in the ICU at the intersection of Baldwin Av. & Loftus Dr. This is because the Project's proposed high-cube warehousing use would generate less traffic than the blended trip rate for general Light Industrial, Industrial Park, Manufacturing, and Warehousing uses that was assumed for the Project site in the FPEIR's traffic analysis. Thus, although improvements are recommended to reduce the v/c at the intersection of Baldwin Av. & Loftus Dr., the improvements are not considered mitigation under CEQA to address a new or more severe impact because the Project's ICU at the intersection of Baldwin Av. & Loftus Dr. would actually be reduced as compared to ICU that would have been reported by the FPEIR's traffic analysis. Although this intersection was not specifically discussed in the FPEIR, according to the FPEIR's traffic analysis, the Project's traffic impacts are clearly within the scope of analysis of the FPEIR and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, pp. 97-98)

The addition of Project traffic to Opening Year Cumulative (2020) traffic conditions is calculated to result in an increase to the v/c ratio by 0.01 or more during the AM peak hour at the intersection of Baldwin

Avenue and Valley Boulevard. As such, the cumulatively-considerable impact is considered significant.

Table 5-44 Intersection Analysis for Opening Year Cumulative (2020) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												ICU or Delay[2] (v/c or secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
10	Baldwin Av. & Valley Bl.																	
	- Without Improvements	TS	1	2	1	1	2	0	1	2	d	1	2	d	**0.903**	0.882	**E**	D
	- With Improvements[5]	TS	1	2	1	1	2	0	1	**3**	**0**	1	**3**	**0**	0.839	0.827	D	D
11	Baldwin Av. & Loftus Dr.																	
	- Without Improvements	TS	1	2	0	1	1	1	0	2	0	0	1	0	**1.158**	**1.386**	**F**	**F**
	- With Improvements[4]	TS	1	2	0	1	1	1	0	2	0	0	1	**1**	**1.140**	**1.311**	**F**	**F**
22	Santa Anita Av. & Lower Azusa Rd.																	
	- Without Improvements	TS	1	2	1	1	2	d	1	2	0	1	2	0	0.884	**0.935**	D	**E**
	- With Improvements[5]	TS	1	**3**	**0**	1	2	d	1	2	0	1	2	0	0.852	0.889	D	D
23	Santa Anita Av. & Valley Bl.																	
	- Without Improvements	TS	2	3	0	1	3	0	1	2	0	2	2	0	**0.933**	0.760	**E**	C
	- With Improvements	TS	2	3	**1**	1	3	**1**	1	2	0	2	2	0	**0.922**	0.727	**E**	C
27	Peck Rd. & Lower Azusa Rd.																	
	- Without Improvements	TS	1	2	d	1	2	d	1	2	0	1	2	0	**0.992**	**0.903**	**E**	**E**
	- With Improvements	TS	**2**	2	d	1	2	d	1	2	0	1	2	0	**0.915**	0.887	**E**	D

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane; **1** = Improvement

2 Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

3 TS = Traffic Signal

4 Recommendation is to prohibit on-street parking at the intersection in order to restripe and accommodate a westbound right turn lane. Improvement will reduce the impact to less than significant levels.

5 Prohibit on-street parking during the peak hours to accommodate the recommended restriping.

(Urban Crossroads, 2018d, Table 6-3)

Condition of Approval 5.16-2 has been identified, which requires the Project Applicant to make a fair-share contribution towards modifying Valley Boulevard from Garvey Avenue to the eastern City limit to implement a six-lane roadway through restriping. The planned improvement is consistent with the modeling assumptions used in the FPEIR's traffic study. As previously shown in Table 5-44, with implementation of this planned improvement the LOS at this intersection would be improved to an acceptable LOS D during both peak hours. Although improvements are required, the required improvements are fully consistent with the assumptions made by the FPEIR, which anticipated that Valley Boulevard from Garvey Avenue to the eastern City limit would be improved to a six-lane roadway; thus, the Project's impacts and identified improvements to this intersection are clearly within the scope of analysis of the FPEIR and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, p. 97)

Condition of Approval 5.16-4 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Santa Anita Avenue and Lower Azusa Road. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to eliminate on-street parking and restripe the northbound approach to accommodate a third northbound through lane. These improvements are consistent with the recommended improvement in the FPEIR's

traffic study. As shown in Table 5-44, with implementation of the required improvements, the ICU at the intersection of Santa Anita Avenue and Lower Azusa Road would decrease by 0.046 during the PM peak hour, from 0.935 to 0.889. As previously shown in Table 5-42, the Project would result in an increase in the ICU at this intersection of 0.005 during the PM peak hour; thus, with implementation of the recommended improvements, operations at the intersection of Santa Anita Avenue and Lower Azusa Road would be improved as compared to pre-Project conditions and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 98)

Condition of Approval 5.16-5 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Santa Anita Avenue and Valley Boulevard. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to provide a northbound right turn lane and a southbound right turn lane. These improvements are consistent with the recommended improvement in the FPEIR's traffic study. As shown in Table 5-44, with implementation of the required improvements, the ICU at the intersection of Santa Anita Avenue and Valley Boulevard would decrease by 0.011 during the AM peak hour, from 0.933 to 0.922. As previously shown in Table 5-42, the Project would result in an increase in the ICU at this intersection of 0.007 during the AM peak hour; thus, with implementation of the recommended improvements, operations at the intersection of Santa Anita Avenue and Valley Boulevard would be improved as compared to pre-Project conditions and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 98)

Condition of Approval 5.16-6 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Peck Road and Lower Azusa Road. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to provide a second northbound left turn lane. As shown in Table 5-44, with implementation of the required improvement, the ICU at the intersection of Peck Road and Lower Azusa Road would decrease by 0.077 during the AM peak hour, from 0.992 to 0.915, and would decrease by 0.016 during the PM peak hour, from 0.903 to 0.887. As previously shown in Table 5-42, the Project would result in an increase in the ICU at this intersection of 0.005 during the AM peak hour and 0.004 during the PM peak hour; thus, with implementation of the recommended improvements, operations at the intersection of Peck Road and Lower Azusa Road would be improved as compared to pre-Project conditions during both peak hours and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 98)

Horizon Year (2035) Conditions

This subsection discusses the methods used to develop Horizon Year (2035) Without and With Project traffic forecasts, and the resulting intersection operations, roadway segment, and traffic signal warrant analyses.

Roadway Improvements – Horizon Year (2035) Conditions

The lane configurations and traffic controls assumed to be in place for Horizon Year (2035) conditions are the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for Horizon Year conditions only (e.g., intersection and roadway

improvements along the Project and cumulative development's frontage and driveways). (Urban Crossroads, 2018d, p. 101)

- Driveways and those facilities assumed to be constructed by other development projects to provide site access are also assumed to be in place for Horizon Year conditions only (e.g., intersection and roadway improvements along the cumulative development's frontage and driveways). (Urban Crossroads, 2018d, p. 101)

Horizon Year (2035) Without Project Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus an ambient growth factor of 9.27% plus traffic from pending and approved but not yet constructed known development projects in the area. The ADT and AM and PM peak hour volumes which can be expected for Horizon Year (2035) Without Project traffic conditions are shown on Exhibits 7-1 and 7-2, respectively, of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 101)

Horizon Year (2035) With Project Traffic Volume Forecasts

This scenario includes Existing traffic volumes, an ambient growth factor of 9.27%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. The ADT and AM and PM peak hour volumes which can be expected for Horizon Year (2035) With Project traffic conditions are shown on Exhibits 7-3 and 7-4, respectively, of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2018d, p. 101)

Intersection Operations Analysis – Horizon Year (2035) Conditions

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2035) Without and With Project conditions. The intersection analysis results are summarized in

Table 5-45, *Intersection Analysis for Horizon Year (2035) Conditions*, which indicates that the following intersections are anticipated to experience unacceptable LOS (generally LOS E or worse) during one or more peak hours for Horizon Year Without Project traffic conditions: (Urban Crossroads, 2018d, p. 106)

- Ellis Ln. & Lower Azusa Rd. (#2) – LOS E AM peak hour only
- Baldwin Av. & Valley Bl. (#10) – LOS E AM and PM peak hours

As shown on Table 5-45, the addition of Project traffic is not calculated to result in any new deficiencies; however, the v/c is calculated to increase by 0.01 or more at the following intersections, resulting in cumulative-considerable impacts to the following intersections for Horizon Year (2035) With Project traffic conditions: (Urban Crossroads, 2018d, p. 106)

- Baldwin Av. & Valley Bl. (#10) – v/c > 0.01 during the AM and PM peak hours
- Baldwin Av. & Loftus Dr. (#11) – v/c > 0.01 during the AM and PM peak hours
- Santa Anita Av. & Lower Azusa Rd. (#22) – v/c > 0.01 during the PM peak hour
- Santa Anita Av. & Valley Bl. (#23) – v/c > 0.01 during the AM peak hour

Table 5-45 Intersection Analysis for Horizon Year (2035) Conditions

#	Intersection	Traffic Control[3]	2035 Without Project ICU or Delay[2] (v/c or secs.) AM	PM	Level of Service AM	PM	2035 With Project ICU or Delay[2] (v/c or secs.) AM	PM	Level of Service AM	PM	Change in ICU or Delay AM	PM	Significant Impact?
1	Temple City Bl. & Lower Azusa Rd.	TS	0.758	0.752	C	C	0.761	0.753	C	C	0.003	0.001	No
2	Ellis Ln. & Lower Azusa Rd.	CSS	**39.7**	26.5	**E**	D	**40.3**	26.8	**E**	D	0.6	0.3	No
3	Temple City Bl. & Valley Bl.[4]	TS	0.970	0.896	E	D	0.972	0.903	E	E	0.002	0.007	No
4	Temple City Bl. & Loftus Dr.	TS	0.774	0.760	C	C	0.783	0.772	C	C	0.009	0.012	No
5	Temple City Bl. & Olney St.	CSS	15.6	20.7	C	C	15.7	21.7	C	C	0.1	1.0	No
6	Baldwin Av. & Las Tunas Dr.	TS	0.933	0.850	E	D	0.934	0.853	E	D	0.001	0.003	No
7	Baldwin Av. & Lower Azusa Rd.	TS	0.879	0.883	D	D	0.882	0.889	D	D	0.003	0.006	No
8	Baldwin Av. & Gidley St.	TS	0.550	0.523	A	A	0.566	0.597	A	A	0.016	0.074	No
9	Baldwin Av. & Rose Av.	TS	0.580	0.544	A	A	0.605	0.555	B	A	0.025	0.011	No
10	Baldwin Av. & Valley Bl.	TS	**0.927**	**0.901**	**E**	**E**	**0.940**	**0.915**	**E**	**E**	**0.013**	**0.014**	**Yes**
11	Baldwin Av. & Loftus Dr.	TS	**1.232**	**1.466**	**F**	**F**	**1.238**	**1.482**	**F**	**F**	**0.006**	**0.016**	**Yes**
	General Plan Land Use Mix:	*TS*					***1.268***	***1.664***	***F***	***F***			
12	Baldwin Av. & Flair Dr.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**	--[5]	--[5]	No[6]
13	Shirley Av. & Lower Azusa Rd.	CSS	29.4	23.1	D	C	30.4	31.2	D	D	1.0	8.1	No
14	Shirley Av. & Driveway 1	**CSS**	Future Intersection				8.9	9.0	A	A			--
15	Shirley Av. & Driveway 2	**CSS**	Future Intersection				9.0	9.2	A	A			--
16	Shirley Av. & Gidley St.	AWS	7.1	7.0	A	A	7.6	7.4	A	A	0.5	0.4	No
17	Shirley Av. & Driveway 3	**CSS**	Future Intersection				0.0	0.0	A	A			--
18	Driveway 4 & Lower Azusa Rd.	**CSS**	Future Intersection				0.0	15.0	A	C			--
19	Driveway 5 & Lower Azusa Rd.	**CSS**	Future Intersection				11.2	15.1	B	C			--
20	Arden Dr. & Lower Azusa Rd.	TS	0.556	0.534	A	A	0.559	0.539	A	A	0.003	0.005	No
21	Arden Dr. & Valley Bl.	TS	0.771	0.666	C	B	0.778	0.659	C	B	0.007	-0.007	No
22	Santa Anita Av. & Lower Azusa Rd.	TS	**0.939**	**0.981**	**E**	**E**	**0.943**	**0.986**	**E**	**E**	0.004	**0.005**	**Yes**
23	Santa Anita Av. & Valley Bl.	TS	**0.989**	0.801	**E**	D	**0.996**	0.804	**E**	D	**0.007**	0.003	**Yes**
24	Santa Anita Av. & Ramona Bl.	TS	0.629	0.719	B	C	0.630	0.721	B	C	0.001	0.002	No
25	Santa Anita Av. & I-10 WB Ramps	TS	21.2	20.0	C	C	21.3	20.1	C	C	0.1	0.1	No
26	Santa Anita Av. & I-10 EB Ramps	TS	19.3	23.4	B	C	20.9	23.5	C	C	1.6	0.1	No
27	Peck Rd. & Lower Azusa Rd.	TS	**1.055**	**0.950**	**F**	**E**	**1.059**	**0.954**	**F**	**E**	0.004	0.004	No

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

[3] CSS = Cross Street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement

[4] Policy CI-1 of the City of Arcadia General Plan Circulation and Infrastructure Element recognizes LOS E as an acceptable LOS at intersections along Baldwin Av.

[5] Change in delay to the side-street (Flair Drive) left turn movement is anticipated to be greater than 2.0 seconds.

[6] The proposed Project is not anticipated to contribute any traffic to the deficient eastbound left turn movement (on Flair Dr.). As such, the impact is anticipated to be less than significant.

(Urban Crossroads, 2018d, Table 7-1)

As indicated above, the addition of Project traffic would increase to the v/c ratio by 0.01 or more during the PM peak hour at the intersection of Baldwin Av. & Loftus Dr., which is a significant cumulative impact per the City of El Monte's significance threshold; thus, additional analysis has been conducted to evaluate whether this impact was considered in the FPEIR's Traffic Study. Table 5-45 compares the ICU at the intersection of Baldwin Av. & Loftus Dr. as reported in the FPEIR traffic analysis to the ICU that would occur under the proposed Project. As shown, redevelopment of the 55.86-acre Project site with high-cube warehouse uses as proposed by the Project would result in a net reduction in the ICU by between 0.030 and 0.182 as compared to the traffic results in the FPEIR. (Urban Crossroads, 2018d, p. 106)

Although the FPEIR's traffic study did not specifically discuss the intersection of Baldwin Av. & Loftus Dr., the traffic forecasts utilized in the FPEIR's Traffic Study could be determined for the intersection of Baldwin Av. & Loftus Dr. Additionally, the FPEIR and its traffic study contained enough information about deficiencies at adjacent intersections that with the exercise of reasonable diligence and/or a review of the FPEIR traffic forecasts, the traffic impacts resulting from General Plan Buildout to intersections throughout the City, including the intersection of Baldwin Av. & Loftus Dr., was available to the public and part of the FPEIR public record. Furthermore, and as shown in Table 5-45, the proposed Project would result in less traffic at the intersection of Baldwin Av. & Loftus Dr. as compared to amount of traffic that the General Plan Update EIR assumed would be generated by buildout of the Project site. (Urban Crossroads, 2018d, p. 106)

Thus, it can be clearly concluded that the Project's generated traffic volume and cumulative impacts are within the scope of analysis and level of impacts disclosed as part of the General Plan Update EIR public record, and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the General Plan Update EIR. (Urban Crossroads, 2018d, p. 110)

The intersection operations analysis worksheets for Horizon Year Without Project conditions are included in Appendix 7.1 of the Project's TIA (*Technical Appendix I*). The intersection operations analysis worksheets for Horizon Year With Project conditions are included in Appendix 7.2 of the Project's TIA. (Urban Crossroads, 2018d, p. 110)

Roadway Segment Capacity Analysis – Horizon Year (2035) Conditions

Table 5-46, *Roadway Segment Capacity Analysis for Horizon Year (2035) Conditions*, provides a summary of the Horizon Year (2035) Without Project traffic conditions roadway segment capacity analysis based on the City of El Monte Roadway Segment Capacity Thresholds in the General Plan Update EIR. The following study area roadway segments are anticipated to operate at an unacceptable LOS for Horizon Year (2035) Without Project traffic conditions: (Urban Crossroads, 2018d, p. 110)

- Lower Azusa Rd., Santa Anita Av. to Peck Rd. (#3) – LOS F Westbound AM peak hour only
- Baldwin Av., Valley Bl. to I-10 Freeway (#7) – LOS F Southbound AM peak hour only

The roadway segment analysis results indicate that the addition of Project traffic is not calculated to result in any additional roadway segment deficiencies, in addition to those previously identified under Horizon Year (2035) Without Project traffic conditions based on the City's peak hour planning level roadway capacity thresholds. Nonetheless, impacts to the above-listed roadway segments would be cumulatively-considerable. (Urban Crossroads, 2018d, p. 110)

Traffic Signal Warrants Analysis – Horizon Year (2035) Conditions

For Horizon Year (2035) traffic conditions, there are no additional study area intersections anticipated to meet either peak hour volume based or planning level ADT traffic signal warrants, in addition to the location previously warranted under Existing (2017) traffic conditions (see Appendix 7.3 and Appendix 7.4

Table 5-46 Roadway Segment Capacity Analysis for Horizon Year (2035) Conditions

			Eastbound/Northbound					Westbound/Southbound					Eastbound/Northbound			Westbound/Southbound			Acceptable
#	Roadway	Segment Limits	# of Lanes	LOS Capacity[1]	2035 NP	V/C[2]	LOS[3]	# of Lanes	LOS Capacity[1]	2035 NP	V/C[2]	LOS[3]	2035 WP	V/C[2]	LOS[3]	2035 WP	V/C[2]	LOS[3]	LOS
1	Lower Azusa Rd.	Baldwin Av. to Arden Dr.																	E
		AM Peak Hour:	2	1,400	1,211	0.86	D	2	1,400	1,352	0.97	E	1,216	0.87	D	1,369	0.98	E	
		PM Peak Hour:	2	1,400	1,333	0.95	E	2	1,400	1,010	0.72	C	1,352	0.97	E	1,017	0.73	C	
2	Lower Azusa Rd.	Arden Dr. to Santa Anita Av.																	E
		AM Peak Hour:	2	1400	1,162	0.83	D	2	1400	1,045	0.75	C	1,166	0.83	D	1,059	0.76	C	
		PM Peak Hour:	2	1400	1,175	0.84	D	2	1400	1,061	0.76	C	1,191	0.85	D	1,067	0.76	C	
3	Lower Azusa Rd.	Santa Anita Av. to Peck Rd.																	E
		AM Peak Hour:	2	1400	899	0.64	B	2	1400	**1,424**	**1.02**	**F**	903	0.65	B	**1,438**	**1.03**	**F**	
		PM Peak Hour:	2	1400	1,335	0.95	E	2	1400	1,089	0.78	C	1,351	0.97	E	1,095	0.78	C	
4	Valley Bl.	Baldwin Av. to Arden Dr.																	E
		AM Peak Hour:	2	1600	906	0.57	A	2	1600	1,495	0.93	E	909	0.57	A	1,517	0.95	E	
		PM Peak Hour:	2	1600	1,360	0.85	D	2	1600	1,070	0.67	B	1,373	0.86	D	1,080	0.67	B	
5	Valley Bl.	Santa Anita Av. to Tyler Av.																	E
		AM Peak Hour:	2	1600	683	0.43	A	2	1600	1,125	0.70	C	685	0.43	A	1,131	0.71	C	
		PM Peak Hour:	2	1600	891	0.56	A	2	1600	804	0.50	A	898	0.56	A	807	0.50	A	
6	Baldwin Av.	Lower Azusa Rd. to Valley Bl.																	D
		AM Peak Hour:	2	1600	1,007	0.63	B	2	1600	1,193	0.75	C	1,087	0.68	B	1,216	0.76	C	
		PM Peak Hour:	2	1600	1,216	0.76	C	2	1600	1,026	0.64	B	1,252	0.78	C	1,119	0.70	B	
7	Baldwin Av.	Valley Bl. to I-10 Freeway																	E
		AM Peak Hour:	2	1600	997	0.62	B	2	1600	**1,671**	**1.04**	**F**	1,029	0.64	B	**1,680**	**1.05**	**F**	
		PM Peak Hour:	2	1600	1,243	0.78	C	2	1600	1,083	0.68	B	1,257	0.79	C	1,120	0.70	B	
8	Santa Anita Av.	Valley Bl. to Ramona Bl.																	D
		AM Peak Hour:	3	2400	1,089	0.45	A	3	2400	1,488	0.62	B	1,105	0.46	A	1,490	0.62	B	
		PM Peak Hour:	3	2400	1,445	0.60	B	3	2400	1,108	0.46	A	1,452	0.60	B	1,114	0.46	A	
9	Santa Anita Av.	Ramona Bl. to I-10 Freeway																	E
		AM Peak Hour:	3	2400	1,320	0.55	A	3	2400	1,647	0.69	A	1,332	0.55	A	1,649	0.69	B	
		PM Peak Hour:	3	2400	1,608	0.67	B	3	2400	1,280	0.53	A	1,615	0.67	B	1,286	0.54	A	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of El Monte General Plan EIR (Table 5.13-2). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. By using the LOS E capacity for each roadway facility type, volume-to-capacity (v/c) values between 0.00-0.60 will represent LOS A, 0.61-0.70 will represent LOS B, 0.71-0.80 will represent LOS C, 0.81-0.90 will represent LOS D, 0.91-1.00 will represent LOS E, and v/c values greater than 1.00 will represent LOS F operations. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

[2] v/c = Volume to Capacity ratio

[3] LOS = Level of Service

(Urban Crossroads, 2018d, Table 7-2)

of the Project's TIA [*Technical Appendix I*]). As previously indicated, under existing conditions the intersection of Baldwin Avenue at Flair Drive (#12) meets the traffic signal warrants. However, under Horizon Year (2035) conditions, the Project would contribute fewer than 50 peak hour trips at this intersection; thus, Project impacts due to the signal warrants at the intersection of Baldwin Avenue at Flair Drive would be less than significant under Horizon Year (2035) conditions. (Urban Crossroads, 2018d, p. 110)

Significance of Project Impacts Following Mitigation – Horizon Year (2035) Conditions

Significance of Intersection Impacts Following Mitigation

Condition of Approval 5.16-1 is recommended to address the Project's cumulatively-considerable impact at the intersection of Baldwin Ave. & Loftus Dr. The mitigation requires the Project Applicant to pay a fair share fee to the City to implement improvements at this intersection, which would include the prohibition of on-street parking on the westbound approach to the intersection and restriping of the westbound approach to accommodate a right-turn lane.

As shown in Table 5-47, *Intersection Analysis for Horizon Year (2035) Conditions With Improvements*, with the addition of Project traffic and the prohibition of parking and the provision of a westbound right turn lane at the Baldwin Av. & Loftus Dr. intersection, the ICU at the intersection would be reduced to 1.219 in the AM peak hour and 1.401 in the PM peak hour. As previously shown in Table 5-45, without the addition of Project traffic and implementation of the same recommendations, the intersection of Baldwin Av. & Loftus Dr. would have an ICU of 1.232 in the AM peak hour and 1.466 in the PM peak hour. Thus, with implementation of the recommendations (prohibition of parking and restriping to provide a westbound right turn lane at the intersection), the ICU at the intersection of Baldwin Av. & Loftus Dr. would be reduced in comparison to pre-Project traffic conditions indicating that operations at this intersection would be improved as compared to Horizon Year (2035) Without Project traffic conditions. (Urban Crossroads, 2018d, p. 113)

Additionally, and as previously noted, when compared to the impacts reported by the FPEIR's traffic results, the Project would result in a net reduction in the ICU at the intersection of Baldwin Av. & Loftus Dr. This is because the Project's proposed high-cube warehousing use would generate less traffic than the blended trip rate for general Light Industrial, Industrial Park, Manufacturing, and Warehousing uses that was assumed for the Project site in the FPEIR's traffic analysis. Thus, although improvements are recommended to reduce the v/c at the intersection of Baldwin Av. & Loftus Dr., the improvements are not considered mitigation under CEQA to address a new or more severe impact because the Project's ICU at the intersection of Baldwin Av. & Loftus Dr. would actually be reduced as compared to the ICU reported by the FPEIR's traffic analysis. Although this intersection was not specifically discussed in the FPEIR, according to the FPEIR's traffic analysis, the Project's traffic impacts are clearly within the scope of analysis of the FPEIR and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, pp. 113-114)

The addition of Project traffic to Horizon Year (2035) traffic conditions is calculated to result in an increase to the v/c ratio by 0.01 or more during the AM and PM peak hours at the intersection of Baldwin Avenue

Table 5-47 Intersection Analysis for Horizon Year (2035) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												ICU or Delay[2] (v/c or secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
10	Baldwin Av. & Valley Bl.																	
	- Without Improvements	TS	1	2	1	1	2	0	1	2	d	1	2	d	0.940	0.915	E	E
	- With Improvements[5]	TS	1	2	1	1	2	0	1	**3**	**0**	1	**3**	**0**	0.868	0.851	D	D
11	Baldwin Av. & Loftus Dr.																	
	- Without Improvements	TS	1	2	0	1	1	1	0	2	0	0	1	0	**1.238**	**1.482**	**F**	**F**
	- With Improvements[4]	TS	1	2	0	1	1	1	0	2	0	0	1	**1**	**1.219**	**1.401**	**F**	**F**
22	Santa Anita Av. & Lower Azusa Rd.																	
	- Without Improvements	TS	2	3	0	1	3	0	1	2	0	2	2	0	**0.943**	**0.986**	**E**	**E**
	- With Improvements	TS	2	3	**1**	1	3	**1**	1	2	0	2	2	0	**0.912**	**0.933**	**E**	**E**
23	Santa Anita Av. & Valley Bl.																	
	- Without Improvements	TS	1	2	d	1	2	d	1	2	0	1	2	0	**0.996**	0.804	**E**	D
	- With Improvements	TS	**2**	**3**	**1**	1	2	d	1	2	0	1	2	0	**0.986**	0.769	**E**	C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane; **1** = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for unsignalized all-way stop controlled intersections. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements haring a single lane) are shown. The Intersection Capacity Utilization (ICU) volume-to-capacity ratio has been reported for all signalized intersections.

[3] TS = Traffic Signal

[4] Recommendation is to prohibit on-street parking at the intersection in order to restripe and accommodate a westbound right turn lane. Improvement will reduce the impact to less than significant levels.

[5] Prohibit on-street parking during the peak hours to accommodate the recommended restriping.

(Urban Crossroads, 2018d, Table 7-3)

and Valley Boulevard. As such, the impact would be cumulatively considerable. Condition of Approval 5.16-2 has been identified, which requires the Project Applicant make a fair-share contribution to modify Valley Boulevard from Garvey Avenue to the eastern City limit to implement a six-lane roadway through restriping. The planned improvement is consistent with the modeling assumptions used in the FPEIR's traffic study. As shown in Table 5-47, with implementation of the planned improvement the LOS at this intersection would be improved to an acceptable LOS D during both peak hours. Although improvements are required, the required improvements are fully consistent with the assumptions made by the FPEIR, which anticipated that Valley Boulevard from Garvey Avenue to the eastern City limit would be improved to a six-lane roadway; thus, the Project's impacts and identified improvements to this intersection are clearly within the scope of analysis of the FPEIR and the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, p. 113)

Condition of Approval 5.16-4 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Santa Anita Avenue and Lower Azusa Road. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to eliminate on-street parking and restripe the northbound approach to accommodate a third northbound through lane. These improvements are consistent with the recommended improvement in the FPEIR's traffic study. As shown in Table 5-47, with implementation of the required improvements, the ICU at the intersection of Santa Anita Avenue and Lower Azusa Road would decrease by 0.031 during the AM peak hour, from 0.943 to 0.912, and would decrease by 0.053 during the PM peak hour, from 0.986 to 0.933. As previously shown in Table 5-45, the Project would result in an increase in the ICU at this intersection

of 0.004 during the AM peak hour and 0.005 during the PM peak hour; thus, with implementation of the recommended improvements, operations at the intersection of Santa Anita Avenue and Lower Azusa Road would be improved as compared to pre-Project conditions during the AM and PM peak hours and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 98)

Condition of Approval 5.16-5 presented below is recommended to address the Project's cumulatively-considerable impact at the intersection of Santa Anita Avenue and Valley Boulevard. The condition requires the Project Applicant to contribute a fair share towards the cost of improving the intersection to provide a northbound right turn lane and a southbound right turn lane. These improvements are consistent with the recommended improvement in the FPEIR's traffic study. As shown in Table 5-47, with implementation of the required improvements, the ICU at the intersection of Santa Anita Avenue and Valley Boulevard would decrease by 0.010 during the AM peak hour, from 0.996 to 0.986. As previously shown in Table 5-45, the Project would result in an increase in the ICU at this intersection of 0.007 during the AM peak hour; thus, with implementation of the recommended improvements, operations at the intersection of Santa Anita Avenue and Valley Boulevard would be improved as compared to pre-Project conditions and impacts would be reduced to less-than-significant levels. (Urban Crossroads, 2018d, p. 98)

Significance of Roadway Segment Impacts Following Mitigation – Horizon Year (2035) Conditions

As shown previously on Table 5-46, the Project would result in cumulatively-considerable impacts to two study area roadway segments. The segment of Lower Azusa Road between Santa Anita Avenue to Peck Road was identified by the FPEIR as operating at an unacceptable LOS, and was found to be significant and unavoidable because there is no additional right-of-way to widen to roadway segment and restriping would not increase capacity on this segment (El Monte, 2011c, p. 5.13-65). Consistent with the finding of the FPEIR, the Project's impacts along this roadway segment would be cumulatively-considerable and unavoidable under Horizon Year (2035) conditions. However, it is important to note that the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in the FPEIR. (Urban Crossroads, 2018d, p. 110)

Condition of Approval 5.16-3 has been identified to require the Project Applicant to make a fair-share contribution towards improving the segment of Baldwin Avenue between Valley Boulevard and the I-10 Freeway to provide three southbound lanes and two northbound lanes for a five-lane section south of Valley Boulevard. The planned improvement is consistent with the FPEIR, which anticipated that this roadway segment would operate as a five-lane facility. As shown on Table 5-48, *Roadway Segment Capacity Analysis for Horizon Year (2035) Conditions With Improvements*, with implementation of the planned improvements, this roadway segment would operate at an acceptable LOS during both peak hours. Thus, with mitigation, the Project's cumulatively-considerable impact to this roadway segment would be reduced to less-than-significant levels.

Based on the foregoing, the Project would not result in any new roadway segment impacts or increase the severity of a previously-identified roadway segment impact as analyzed in the FPEIR.

Table 5-48 Roadway Segment Capacity Analysis for Horizon Year (2035) Conditions With Improvements

#	Roadway	Segment Limits	Eastbound/Northbound					Westbound/Southbound					Acceptable
			# of Lanes	LOS Capacity[1]	2035 WP	V/C[2]	LOS[3]	# of Lanes	LOS Capacity[1]	2035 WP	V/C[2]	LOS[3]	LOS
7	Baldwin Av.	Valley Bl. to I-10 Freeway											E
		AM Peak Hour:	2	1600	1,029	0.64	B	**3**	2400	1,680	0.70	B	
		PM Peak Hour:	2	1600	1,257	0.79	C	**3**	2400	1,120	0.47	A	

3 = Recommended improvement

[1] These maximum roadway capacities have been extracted from the following source: City of El Monte General Plan EIR (Table 5.13-2). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. By using the LOS E capacity for each roadway facility type, volume-to-capacity (v/c) values between 0.00-0.60 will represent LOS A, 0.61-0.70 will represent LOS B, 0.71-0.80 will represent LOS C, 0.81-0.90 will represent LOS D, 0.91-1.00 will represent LOS E, and v/c values greater than 1.00 will represent LOS F operations. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

[2] v/c = Volume to Capacity ratio

[3] LOS = Level of Service

(Urban Crossroads, 2018d, Table 7-4)

b) ***Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?***

General Plan and Zoning Code Update FPEIR Finding: Significant and Unavoidable Impact Following Mitigation. The FPEIR noted that State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although the FPEIR identified feasible physical improvements to impacted facilities, the FPEIR concluded that it cannot be guaranteed that such measures would be implemented. Consequently, impacts associated with the General Plan Update were found to remain significant and unavoidable even after the incorporation of mitigation measures. (El Monte, 2011c, p. 5.13-66)

No Substantial Change from Previous FPEIR Analysis: Refer to the analysis of 5.16.a for a complete discussion of Project impacts to facilities within the Project's study area. The only facility within the Project's study area that is designated as part of the Los Angeles County 2010 Congestion Management Program (CMP) is Interstate 10. Thus, the CMP intersections within the Project's study area are limited to the following:

- Baldwin Av. & I-10 Eastbound Ramps (#12)
- Santa Anita Av. & I-10 Westbound Ramps (#25)
- Santa Anita Av. & I-10 Eastbound Ramps (#26)

As indicated previously on Table 5-39, Table 5-42, and Table 5-45, the Project would contribute fewer than 50 peak hour trips to the intersection of Baldwin Av. & I-10 Eastbound Ramps; thus, Project impacts would be less than significant under all study scenarios. As also shown on these tables, the intersections of Santa Anita Av. & I-10 Westbound Ramps and Santa Anita Av. & I-10 Eastbound Ramps both would operate at an acceptable LOS D or better under all study scenarios. Accordingly, the Project's impacts to CMP intersections would be less than significant under E+P, Opening Year (2020) Cumulative, and Horizon Year (2035) conditions. There are no other CMP facilities within the Project's study area. Thus, the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR disclosed that the only airport in the City's vicinity is the El Monte Airport. The FPEIR determined that the General Plan Update was fully consistent with the adopted airport land use plan (ALUP) for the El Monte Airport, which in turn was consistent with the Los Angeles County's Airport Land Use Compatibility Plan (ALUCP). Therefore, the FPEIR concluded that land uses conflicts with ongoing aviation operations and impacts to air traffic patterns would be less than significant. (El Monte, 2011c, pp. 5.13-51 and 5.13-52)

No Substantial Change from Previous FPEIR Analysis: The nearest airport to the Project site is the El Monte Airport, located approximately 0.6 mile to the east of the Project site. The Project has no components that would affect air traffic patterns or increase air traffic. The Project entails the redevelopment of a warehouse complex that would receive and ship goods via the roadway network. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

d) ***Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?***

e) ***Result in inadequate emergency access?***

General Plan and Zoning Code Update FPEIR Finding: No Impact. The FPEIR found that buildout of the General Plan Update would result in changes to the circulation network, but would not increase hazards due to design features. The FPEIR noted that proposed roadway classification standards include roadway design standards as part of the City's Mobility Plan that would preclude the construction of any unsafe features. Additionally, the FPEIR indicated that a review of emergency access is included as part of the City's Design Review process and would be evaluated at the project-specific level. Therefore, the FPEIR concluded that there would be no impacts to the circulation system or to emergency access as a result of the General Plan and Zoning Code Update project. (El Monte, 2011c, p. 5.13-52)

No Substantial Change from Previous FPEIR Analysis: The proposed Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area; therefore, the Project would not create a transportation hazard as a result of an incompatible use. The Project's proposed driveways for truck trailers would connect directly to Shirley Avenue, with additional passenger-vehicle connections from two driveways along Lower Azusa Road. All improvements planned as part of the Project would be in conformance with applicable City of El Monte roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

f) *Result in inadequate parking capacity?*

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that new and modified residential, commercial, and industrial developments would be required to provide adequate onsite parking to meet the parking demand generated, as required under Chapter 17.08, *Parking Requirements*, of Title 17 of the City's Municipal Code. Additionally, the FPEIR indicated that the Circulation Element includes policies to implement parking districts and construct parking structures in the downtown, Flair Business Park, and other appropriate areas, and that other strategies include allowing for joint-use parking. Therefore, the FPEIR concluded that impacts to parking would be less than significant. (El Monte, 2011c, p. 5.13-52)

No Substantial Change from Previous FPEIR Analysis: Based on the parking requirements listed in Section 17.08.090 of the City's Municipal Code, the Project would require 1,024 passenger vehicle parking spaces. Section 17.08.090 does not specify any parking requirements for truck trailers. The Project proposes to provide a total of 553 passenger vehicle parking stalls and 215 truck trailer parking stalls. Although the Project would provide 471 fewer passenger vehicle parking spaces than is required by the Municipal Code, the Project proposes to allow passenger vehicle parking within the truck trailer parking areas in order to meet the Project's passenger vehicle parking demand. Furthermore, although the Project would provide fewer passenger car vehicle parking areas than is required, there are no adverse environmental effects that would result from using a portion of the truck trailer parking areas for passenger vehicle parking. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR noted that the General Plan Update Circulation Element includes and implements various strategies and approaches to accommodate multiple modes of travel, including improvements and enhancements to roadways (for passenger cars, trucks, buses, and bicycles), rail lines (for freight and passenger rail), and trails and walkways (for bicycles and pedestrians). The FPEIR concluded that strategies and approaches to improvements to public transit and nonmotorized transportation provided in the Circulation Element would ensure that this impact would be less than significant. (El Monte, 2011c, p. 5.13-52)

No Substantial Change from Previous FPEIR Analysis: The proposed Project consists of two high-cube warehouse buildings, which are land uses that are not likely to attract large volumes of pedestrian, bicycle, or transit traffic. Regardless, the Project is designed to comply with all applicable City of El Monte transportation policies.

Figure PR-3 of the City's General Plan depicts "Green Infrastructure," and identifies Lower Azusa Road along the Project frontage as a "Community Forest" (El Monte, 2011a, Figure PR-3) Lower Azusa Road would comprise a transportation corridor, and the General Plan requires that efforts should focus on planting trees which are known to absorb and filter air pollutants. In accordance with the General Plan, the Project Applicant proposes to landscape the site's frontage with Lower Azusa Road with large street

trees (southern live oak and African sumac), smaller trees (crape myrtle and toyon), shrubs and groundcover. Thus, the Project would not conflict with the "Community Forest" designation and impacts would be less than significant.

General Plan Figure C-5 identifies Lower Azusa Road as a "Secondary Transit Street" (El Monte, 2011a, Figure C-5) Under existing conditions, a bus stop is located along the northern Project boundary. This bus stop would be retained as part of the Project. As such, the Project would not conflict with the General Plan's designation of Lower Azusa Road for transit service.

Figure C-6 of the City's General Plan identifies the City's planned bicycle network, but does not identify any existing or proposed bicycle facilities along the Project's frontage with Lower Azusa Road (El Monte, 2011a, Figure C-6). As such, the Project would not conflict with any planned bicycle facilities within the City.

As demonstrated by the foregoing analysis, the Project would not conflict with adopted policies, plans or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities, and thus no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following is the applicable mandatory regulation related to traffic impacts within the City of El Monte. Although the requirement technically does not meet CEQA's definition for mitigation, it is identified herein to ensure Project compliance with the City's Municipal Code. Compliance with this regulatory requirement would reduce the Project's impacts on transportation facilities by requiring the payment of fees that are used for traffic signals and other street and transportation improvements:

RR 5.16-1 Prior to the issuance of building permits, the Project Applicant shall pay fees pursuant to the City of El Monte Municipal Code Chapter 15.08, *Public Facilities Impact Fees*.

Project Requirements and FPEIR Mitigation Compliance In accordance with General Plan Policies LU-4.7, C-1.7, and C-6.6, a Project-specific Traffic Impact Analysis was prepared and identifies the following measures, which have been incorporated into the Project's conditions of approval to address the Project's cumulatively-considerable traffic impacts to less-than-significant levels. The measures identified below in COA 5.16-1 are categorically exempt from CEQA pursuant to subdivision (c) of CEQA Guideline 15301 (Existing Facilities) because the public street parking restriction along an approximately 100-foot section of Loftus Street to the east of the intersection of Loftus and Baldwin and the associated restriping to create a new right turn lane, will not require the acquisition of any new public street right of way or the structural modification or new improvement of any roadway or public sidewalk section or signal modification on the existing intersection and adjoining streets, entail new or more severe environmental impacts, or otherwise require major revisions to the FPEIR. The Project Applicant has agreed to the following conditions of approval. See CEQA Guidelines § 15162(a)(3)(D).

COA 5.16-1 Prior to the issuance of occupancy permits for the proposed Project, the Project Applicant shall make a fair-share fee contribution towards improving the intersection of Baldwin Avenue at Loftus Drive to prohibit on-street parking within 100 feet of the westbound approach to the intersection and to restripe the westbound approach to accommodate a 100-foot long right-turn lane.

COA 5.16-2 Prior to issuance of occupancy permits for the proposed Project, the Project Applicant shall make a fair-share contribution towards improving Valley Boulevard between Garvey Avenue and the eastern City limit to eliminate the de facto eastbound and westbound right-turn lanes and to provide for a six-lane roadway through restriping.

COA 5.16-3 Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the roadway segment of Baldwin Avenue between Valley Boulevard and the I-10 Freeway to provide three (3) southbound lanes and two (2) northbound lanes, for a total of five lanes.

COA 5.16-4 Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Santa Anita Avenue and Lower Azusa Road to eliminate on-street parking and restripe the northbound approach to accommodate a third northbound through lane.

COA 5.16-5 Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Santa Anita Avenue and Valley Boulevard to provide a northbound right turn lane and a southbound right turn lane.

COA 5.16-6 Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Peck Road and Lower Azusa Road to provide a second northbound left turn lane.

Although the Project would not result in significant impacts to Shirley Avenue or Gidley Street between Shirley Avenue and Baldwin Avenue, the following conditions of approval have nonetheless been identified to ensure the Project is served with adequate site access.

COA 5.16-7 Prior to issuance of the first certificate of occupancy, the Project Applicant shall reconstruct Shirley Avenue along the Project site's frontage, up to the curb on the west side of the street, in accordance with improvement plans to be approved by the City.

COA 5.16-8 Prior to issuance of the first certificate of occupancy, the Project Applicant shall widen Gidley Street between Shirley Avenue and Baldwin Avenue in accordance with improvement plans to be approved by the City.

Finding

As demonstrated in the above analysis, with implementation of conditions of approval requiring improvements to study area facilities in a manner anticipated by the General Plan and FPEIR, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts to transportation or traffic.

5.17 UTILITIES AND SERVICE SYSTEMS

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g. Not comply with federal, state, and local statutes and regulations related to solid waste.	☐	☐	☐	☒
h. Result in a determination that existing and/or proposed facilities would not be able to accommodate utility demands?	☐	☐	☐	☒

a) ***Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR indicated that operations in the City of El Monte discharging wastewater to surface waters or groundwater are required to comply with both the Statewide General Construction Activity Permit and Order No. 01-182. Compliance with these two National Pollutant Discharge Elimination System (NPDES) permits is required by the federal Clean Water Act and enforced by the City of El Monte Environmental Services Division. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.14-10 and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: Wastewater generated at the Project site would be collected by the Sanitation Districts of Los Angeles County (LACSD) and treated at the San Jose Creek Wastewater Reclamation Plant (SJCWRP). LACSD is required to operate all of its facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Los Angeles Regional Water Quality Control Board (RWQCB). Because the proposed Project would not include any uses that would contribute wastewater that would affect wastewater treatment standards, the Project's contribution of wastewater to the SJCWRP would not have any potential to exceed wastewater treatment requirements of the Los Angeles RWQCB. Further, the Project Applicant does not propose to install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to exceed the applicable wastewater treatment requirements established by the Los Angeles RWQCB. Accordingly, a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. With respect to water treatment facilities, the FPEIR found that the total water demands in El Monte at General Plan buildout were estimated at roughly 16.53 mgd, an increase of about 4.03 mgd above existing demands. The FPEIR determined that there are sufficient water supplies in the San Gabriel Valley Main Groundwater Basin, including recharging of the Basin by DPW, to supply the City of El Monte at General Plan buildout. While the FPEIR noted that there is some residual water distribution capacity in the City, it also noted that General Plan buildout could require the construction of some expanded or new water distribution infrastructure. However, because the City is very nearly completely developed, the FPEIR determined that any future construction of expanded or new infrastructure would occur in public streets or in other developed areas where the construction would not have substantial adverse environmental effects. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts to wastewater treatment capacity would be less than significant. (El Monte, 2011c, pp. 5.5-9 through 5.4-12, and 5.14-18)

For wastewater treatment capacity, the FPEIR indicated that estimated wastewater generation at General Plan buildout would 13,220,668 gallons per day (gpd), while wastewater generation under the conditions that existed at the time the FPEIR was certified was estimated at 9,999,620 gpd; thus, the FPEIR projected an increase of wastewater generation by roughly 3,221,048 gpd associated with buildout of the General Plan Update. However, the FPEIR concluded that the three wastewater reclamation plants serving El Monte have total residual capacity of roughly 46 mgd, indicating that sufficient wastewater treatment capacity existed in the region for the increase in wastewater generation forecast to result from the General Plan Update. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts to wastewater treatment capacity would be less than significant. (El Monte, 2011c, pp. 5.14-9, 5.4-10, and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: Potable water for the Project would be supplied by the City of El Monte. The City of El Monte relies exclusively on local groundwater from the Main Basin and does not purchase imported water. The Main Basin has an average Operating Safe Yield (OSW) of 200,000 acre-feet per year; however, following three years of severe drought a lower OSY was established at 150,000 acre-feet per year. The City has pumper's rights to the Main Basin amounting to 1.40888 percent of the OSY, or approximately 2,113 acre-feet per year (689 million gallons per year). Although it has never happened, if the City were to exceed its groundwater allocation from the Main Basin, the City would be required to purchase Metropolitan replacement water from the Watermaster. As discussed in Subsection 2.3.2.D, the Project is projected to have a demand of 34,995 gpd, or approximately 39.2 acre-feet per year. The Project's estimated demand for water comprises approximately 1.9% of the City's groundwater allocation for the Main Basin. Although the Project would result in an incremental increase in demand for water from the City, the Project would not result in or require the construction of new water treatment facilities because the City would either serve the Project from its groundwater allocation for the Main Basin or would be required to purchase replacement groundwater to meet the demands within the water service area. (Psomas, 2018, pp. 4-7 and 4-8) Furthermore, the Project would not result in the need for new or expanded water treatment facilities, as the City treats all water at the pump with Granulated Activated Carbon (GAC) filters for wells with high levels of volatile organic compounds (VOCs) in order to meet Department of Drinking Water (DDW) standards (El Monte, 2017b, p. 7-3). As such, impacts due to the construction or expansion of water treatment facilities would be less than significant.

Water service to the Project site would be provided via existing water lines located within Arden Road to the east. The Project would construct two water lines extending east to an existing 12-inch water line within Arden Drive; however, the construction of these connections is considered inherent to the Project's construction phase and has therefore been evaluated throughout this EIR Addendum. Impacts were either found to be less than significant or would be reduced to less-than-significant levels with the implementation of mitigation measures from the FPEIR that would be enforced through the Project's conditions of approval. There would be no environmental impacts associated with the Project's water connections that have not already been addressed. Accordingly, impacts due to new water facilities would be less than significant.

Wastewater generated at the Project site would be collected by the Sanitation Districts of Los Angeles County (LACSD) and treated at the San Jose Creek Wastewater Reclamation Plant (SJCWRP). The Project

would redevelop the 56.7-acre site with 1,235,340 s.f. of high-cube warehouse uses, which would represent a slight increase in comparison to the site's existing 1,036,371 s.f. of industrial warehouse uses. However, the FPEIR concluded that the three wastewater reclamation plants serving El Monte have total residual capacity of roughly 46 mgd, indicating that sufficient wastewater treatment capacity existed in the region for the incremental increase in wastewater that would be generated by the Project. As such, the Project would not result in or require an expansion of existing wastewater treatment capacity and impacts would be less than significant.

Sewer service to the Project site would be accommodated via an existing 12" sewer located on-site near the southern terminus of Shirley Avenue. As with water service, impacts associated with construction of on-site facilities are inherent to the Project's construction phase, and has therefore been evaluated throughout this EIR Addendum. Impacts were either found to be less than significant, or would be reduced to less-than-significant levels with the implementation of mitigation measures from the FPEIR, as modified and supplemented herein. There would be no environmental impacts associated with the Project's sewer connections that have not already been addressed. Accordingly, impacts due to new water facilities would be less than significant.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: <u>Less-than-Significant Impact</u>. The FPEIR noted that buildout of the El Monte General Plan Update would result in the alteration or intensification of land uses throughout the City, primarily in the Northwest Business District, Flair Park, and Downtown El Monte. The FPEIR indicated that such changes in land uses could add sources of polluted runoff to the City, and increases in impervious surfaces could add to existing drainage flow rates and volumes. The FPEIR determined that while much of the City is connected to existing stormwater drainage channels, new development areas would require infrastructure to connect to the existing stormwater drainages. In addition, the FPEIR found that connection to these existing stormwater drainages within the City may require expansion of existing stormwater lines to prevent flooding during peak storm events. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.4-12 and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: Under the proposed Project, runoff on the Project site would be collected via a number of on-site drains that would convey runoff through an underground detention and drainage system, which has been designed to meet the 1 cubic foot per second outflow maximum as established by the LACFCD. Detained runoff would then be pumped to the proposed bio-retention basin in the southeastern corner of the Project site. Following treatment, the runoff would be conveyed to existing LACFD storm drain located at the Project's southern boundary. (PBLA, 2018) Construction of on-site drainage facilities is inherent to the Project's construction phase, and impacts due to Project construction have been evaluated throughout this EIR Addendum. Impacts were either found

to be less than significant, or would be reduced to less-than-significant levels with the implementation of mitigation measures from the FPEIR, as modified and supplemented herein. There would be no environmental impacts associated with the Project's sewer connections that have not already been addressed. Furthermore, because the Project meets the LACFCD's requirements for detention, the Project would not result in or require expansion of off-site drainage facilities. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

d) ***Not have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR disclosed that total water demands in El Monte at General Plan buildout were estimated at roughly 16.53 mgd, an increase of about 4.03 mgd above demands that existed at the time the FPEIR was certified (2011). The FPEIR indicated that there are sufficient water supplies in the San Gabriel Valley Main Groundwater Basin, including recharging of the Basin by the Department of Public Works (DPW) to supply the City of El Monte at General Plan buildout. The FPEIR determined that while there is some residual water distribution capacity in the City, General Plan buildout could require the construction of some expanded or new water distribution infrastructure. However, since the City was very nearly completely developed, it was expected that any future construction of expanded or new infrastructure would occur in public streets or in other developed areas where the construction would not have substantial adverse environmental effects. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.4-11, 5.4-12, and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: The Project would be served potable water by the City of El Monte. In order to assess the Project's water demand and the ability of the City of El Monte to provide potable water to the Project, a Project-specific Water Supply Assessment (WSA) was prepared for the proposed Project and is contained in *Technical Appendix K*. As noted by the WSA, the City of El Monte relies exclusively on local groundwater from the Main Basin and does not purchase imported water. Although there is no limit on the quantity of water that may be extracted by parties to the Main Basin adjudication, including the City of El Monte, groundwater production in excess of water rights, or the proportional share (pumper's share) of the OSY, requires purchase of imported replacement groundwater to recharge the Main Basin. The City of El Monte has a pumper's share of 1.40888 percent of the OSY, and the City has never exceeded this allocation. (Psomas, 2018, pp. 4-7 and 4-8)

As discussed in Subsection 2.3.2.D, the Project is projected to have a demand of 34,995 gpd, or approximately 39.2 acre-feet per year. The Project's estimated demand for water comprises approximately 1.9% of the City's groundwater allocation for the Main Basin. (Psomas, 2018, pp. 3-6) Although the Project would result in an incremental increase in demand for water from the City, because the City of El Monte has never exceeded its allocation from the Main Basin, and because the City of El Monte would be required to purchase replenishment groundwater if it did exceed its allocation, it is estimated that the City can meet all projected normal year, single-dry year, and multiple-dry year demands, including the proposed Project. (Psomas, 2018, p. 6-1) As such, the City of El Monte would

have sufficient resources to serve the Project from existing entitlements and resources, and no new or expanded entitlements would be needed. Accordingly, Project impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

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?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR indicated that estimated wastewater generation at general plan buildout would 13,220,668 gallons per day (gpd), while wastewater generation under the conditions that existed at the time the FPEIR was certified was estimated at 9,999,620 gpd; thus, the FPEIR projected an increase of wastewater generation by roughly 3,221,048 gpd associated with buildout of the General Plan Update. However, the FPEIR concluded that the three wastewater reclamation plants serving El Monte have total residual capacity of roughly 46 mgd, indicating that sufficient wastewater treatment capacity existed in the region for the increase in wastewater generation forecast to result from the General Plan Update. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts to wastewater treatment capacity would be less than significant. (El Monte, 2011c, pp. 5.14-9, 5.4-10, and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: Using the wastewater generation rates shown in FPEIR Table 5.14-4, the existing 1,036,371 s.f. of industrial warehouse uses on site generate a demand for 207,274.2 gallons of wastewater per day, or approximately 75.7 million gallons per year. The Project would be expected to generate approximately 247,068 gpd of wastewater, or approximately 90.2 million gallons per year, resulting in an estimated increase in demand of approximately 39,793.8 gallons per day (14,524,737 gallons per year). Although the Project would result in an increased demand for wastewater treatment, the FPEIR projected that there would be an increase of wastewater generation by roughly 3,221,048 gpd associated with buildout of the General Plan Update. The Project's projected increase for wastewater treatment demand represents approximately 1.2% of the total increase anticipated by the FPEIR, which concluded that there is sufficient wastewater treatment capacity in the region for the increase in wastewater generation forecast to result from the General Plan Update (El Monte, 2011c, p. 5.14-10). Furthermore, FPEIR Table 5.14-3 indicates that the San Jose Creek Water Reclamation Plan had a residual capacity of 25 million gallons per day as of 2011, and the Project's total demand for wastewater treatment would represent approximately 0.99% of the total residual capacity at this facility (El Monte, 2011c, Table 5.14-3). Accordingly, the Project would not result in a determination by the LACSD that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

f) ***Be served by a landfill system with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

General Plan and Zoning Code Update FPEIR Finding: Less-than-Significant Impact. The FPEIR estimated solid waste generation at buildout of the General Plan Update was roughly 880,506 pounds per day, equivalent to 440.3 tons per day or 160,692 tons per year. The FPEIR noted that after diversion of solid waste by recycling and other methods per Assembly Bill (AB) 939 goals, the amount of solid waste generated in the City that would require disposal would be half or less of that figure; that is, no more than 220.2 tons per day or 80,346 tons per year. The FPEIR indicated that It was unknown whether diversion was accounted for in the existing amount of solid waste collection; therefore, no estimate of net increase in solid waste generation was provided in the FPEIR. The FPEIR also noted that solid waste from the El Monte that could not be recycled or otherwise diverted would be disposed of via the Los Angeles County Sanitation District's (LACSD) waste-by-rail system, with a capacity of 8,000 tons per day. The FPEIR concluded that there was adequate solid waste disposal capacity for solid waste generated by the General Plan Update. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts would be less than significant. (El Monte, 2011c, pp. 5.14-12, 5.4-13, and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: Since the FPEIR was certified, the Puente Hills Landfill, which used to serve the City, was closed. Under existing conditions, solid waste generated by the Project site is disposed of via the LACSD waste-by-rail system, and is disposed of at the Mesquite Regional Landfill, located southeast of the Salton Sea in Imperial County, California. This landfill has a maximum tonnage capacity of 20,000 tons per day, of which 1,000 tons is reserved for waste generated within Imperial County. The landfill has a total capacity of 600 million tons, and is estimated to be operational for approximately 100 years. (MRLF, 2018) As indicated in the FPEIR, the LACSD would generate up to 8,000 tons per day of solid waste that would be disposed of at the Mesquite Regional Landfill.

According to the solid waste generation rates specified in the City of Los Angeles' "L.A. CEQA Thresholds Guide" (2006), industrial land uses generate approximately 8.93 pounds of solid waste per employee per day (City of LA, 2006, p. M.3-2). Based on a calculation of 1,145 square feet of occupied industrial space per employee for the Los Angeles-Long Beach-Santa Ana metropolitan area as reported by the National Association of Industrial and Office Properties (NAIOP), it is projected that the existing 1,036,371 s.f. of industrial warehouse uses supports approximately 905 employees, and generates approximately 8,081.7 pounds of solid waste per day. The Project's proposed 1,235,340 s.f. of high-cube warehouse uses would generate approximately 1,079 employees, which in turn would generate 9,635.5 pounds per day of solid waste, or an increase of approximately 1,553.8 pounds per day as compared to the existing land uses on site. (NAIOP, 2009, p. 10)

The Project's total daily generation of solid waste of 9,635.5 pounds per day represents 0.025% of the total 19,000 tons per day disposal capacity at the Mesquite Regional Landfill, or approximately 0.06% of the total 8,000 tons per day that the FPEIR disclosed would be disposed of by the LACSD at the Mesquite Regional Landfill via its waste-by-rail system. Although the Project would result in an increase in the amount of solid waste generated at the site as compared to existing conditions, the Project would not exceed the capacity of the LACSD's waste-by-rail system. Additionally, the Mesquite Landfill has adequate

capacity for a projected 100 years. Accordingly, the Project would be served by a landfill with adequate capacity, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

g) ***Not comply with federal, state, and local statutes and regulations related to solid waste?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR noted that the General Plan Update contained policies supporting diversion of solid waste through source reduction and recycling. The FPEIR also indicates that the City complies with AB 939 goals, and that existing programs in the City for source reduction and recycling of solid waste included recycling, composting, household hazardous waste programs, public education, source reduction, special waste materials programs (for instance, for tires and for concrete/asphalt/rubble), and a waste-to-energy program. The FPEIR also indicated that the General Plan Update did not contain policies that would block continued compliance with AB 939 goals. The FPEIR also determined that because the General Plan update included policies supporting recycling, implementation of the General Plan Update would not interfere with continued compliance with AB 1327. The FPEIR concluded that with incorporation of regulatory requirements and standard conditions of approval, impacts to would be less than significant. (El Monte, 2011c, pp. 5.14-12, 5.4-13, and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: The Project would be required to comply with City and County waste reduction programs pursuant to the State's Integrated Waste Management Act and the Los Angeles County CIWMP (which applies to land uses within the City of El Monte). Project-generated solid waste would be conveyed via the LACSD's waste-by-rail system to the Mesquite Regional Landfill, located southeast of the Salton Sea in Imperial County, California. The Mesquite Regional Landfill has a capacity for 19,000 tons per day of waste from outside of Imperial County and is expected to be operational for another 100 years (MRLF, 2018). The Mesquite Regional Landfill is required to comply with federal, state, and local statutes and regulations related to solid waste. Compliance with federal, state, and local statutes would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn will aid in the extension of the life of the Mesquite Regional Landfill.

Additionally, Section 8.20.261 of the City's Municipal Code requires that all construction and demolition projects must divert at least 65% of construction and demolition debris from landfills. The Project would be subject to the provisions of Section 8.20.261 during construction of the Project. Furthermore, the City of El Monte's existing recycling system achieves the mandates of AB 939 to achieve a minimum 50% diversion rate from landfills. In addition, the Project would be subject to the provisions of Assembly Bill 341 (AB 341), which requires all commercial businesses (including industrial uses) and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. Accordingly, the Project would not conflict with any federal, state, and local statutes and regulations related to solid waste, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

h) ***Result in a determination that existing and/or proposed facilities would not be able to accommodate utility demands?***

General Plan and Zoning Code Update FPEIR Finding: **Less-than-Significant Impact**. The FPEIR estimated annual existing electricity use in the City at roughly 480.5 million kWh, and that the net increase in electricity use that would result from the General Plan Update would be about 269.3 million kWh per year. The FPEIR disclosed that estimated electricity sales in SCE's service area were estimated to increase from 103,666 gWh, or roughly 103.7 billion kWh, in 2010 to 115,781 gWh in 2018; as such, the FPEIR concluded that there were sufficient planned electricity supplies in the region to meet the increase in demand that would result from General Plan Update buildout. The FPEIR also forecasted natural gas use in the City of El Monte at buildout of the proposed General Plan Update at roughly 2.34 trillion BTU per year, a net increase of about 520 billion BTU over usage rates that occurred at the time the FPEIR was certified (2011). Total annual natural gas usage in SCGC's service area was estimated in the FPEIR to increase from about 773 trillion BTU in 2008 to 804 trillion BTU in 2016. As such, the FPEIR concluded that there are sufficient existing and forecast supplies of natural gas in the region to meet the net increase in natural gas demand that would result from General Plan buildout. The FPEIR concluded that impacts associated with utilities would be less than significant. (El Monte, 2011c, pp. 5.14-14 through 5.4-16 and 5.14-18)

No Substantial Change from Previous FPEIR Analysis: Under existing conditions, and consistent with the conditions that existed when the FPEIR was certified in 2011, the Project site is served by utilities, including natural gas and electricity, and these utility connections are anticipated to be adequate to serve the Project. Additionally, the Project would demolish the site's existing 1,036,371 s.f. of industrial warehouse uses, which were constructed in 1956, and would replace it with 1,235,340 s.f. of modern and more efficient high-cube warehouse uses. Because the Project would be subject to Title 24 California Code of Regulations (California Building Standards Code) and Title 20 California Code of Regulations (Appliance Energy Efficiency Standards) and would be more efficient than the existing industrial warehouse uses, which include refrigerated warehouse uses, the Project would not result in a determination that existing and/or proposed facilities would not be able to accommodate utility demands. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan and Zoning Code Update FPEIR.

Applicable City Regulations and Design Requirements

The following Condition of Approval would apply to the proposed Project to ensure compliance with all applicable State, County, City and agency requirements and standards:

COA 5.17-1 Prior to issuance of certificate of occupancy, all utility improvements shall be provided by the Project Applicant in accordance with provisions of the discretionary approvals. Provision of all improvements shall be consistent with applicable State, County, City, and agency requirements and standards.

Finding

As demonstrated in the above analysis, with implementation of conditions of approval requiring compliance with applicable State, County, City, and agency requirements and standards, the Project would not trigger any of the conditions described in CEQA Guidelines § 15162 calling for the preparation of a subsequent EIR due to direct or indirect impacts due to utilities and service systems. Impacts would be less than significant; therefore, no mitigation is required.

5.18 MANDATORY FINDINGS OF SIGNIFICANCE

	New Significant Impact	*More Severe Impact*	*New Ability to Substantially Reduce Significant Impact.*	*No Substantial Change From Previous FPEIR Analysis*
Does the project:				
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b. 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. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a) ***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?

As indicated throughout the analysis presented herein, the proposed Project would not degrade the quality of the environment. Additionally, and for the reasons discussed under Section 5.4, the proposed Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, and for the reasons identified under the discussion and analysis of Section 5.5, the Project site does not contain any important examples of the major periods of California history or prehistory, and no impacts to such resources would occur. As the proposed Project would not 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 new, significant environmental effects would result from the Project. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in FPEIR.

b) ***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)?***

Cumulative effects that would result from implementation of the Project have been evaluated throughout this EIR Addendum, which concludes that such impacts would not occur, would be less than significant, or would be reduced to a level below significant with implementation of the mitigation measures specified by FPEIR and/or the Project-specific mitigation measures identified to implement the FPEIR mitigation requirements. Additionally, this EIR Addendum also includes a discussion and analysis of the Project's potential cumulatively-considerable impacts, and concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed by FPEIR. All applicable mitigation measures identified as part of FPEIR and that were imposed to address cumulatively-considerable effects would continue to apply to the proposed Project as revised, except as modified or supplemented by this Addendum to the FPEIR. The analysis throughout this EIR Addendum demonstrates that all Project impacts would be less than significant, or would be reduced in comparison to the analysis and conclusions of FPEIR. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in FPEIR. Therefore, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in the FPEIR, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by FPEIR. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in FPEIR.

c) ***Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this Initial Study (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from FPEIR have been imposed, except as modified or supplemented by this EIR Addendum to FPEIR, to reduce these adverse effects to a level below significance. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this EIR Addendum and/or by the FPEIR. Accordingly, no additional impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in FPEIR.

6.0 REFERENCES

The following documents are herein incorporated by reference pursuant to CEQA Guidelines Section § 15150, and are available for review either online at the addresses listed below, or are available for review at the City of El Monte Planning Division; 11333 Valley Boulevard, El Monte, CA 91731.

Cited As:	**Source:**
BFSA, 2018	Brian F. Smith and Associates, 2018. *Historic Structure Assessment for 4300 Shirley Avenue*. February 7, 2018. EIR Addendum Technical Appendix C. Available for review at the City of El Monte Planning Division, El Monte City Hall, 11333 Valley Boulevard, El Monte, CA 91731.
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Attachment "A": General Plan Consistency Analysis

RELEVANT GOALS AND POLICIES	STATUS	FINDING OF CONSISTENCY OF GOODMAN PROJECT WITH GOAL/POLICY[2]
COMMUNITY DESIGN ELEMENT **GOAL CD-1 (CITYWIDE)** An attractive and unified community identity for El Monte that affirms its diverse heritage of multicultural influences, physical and natural environment, and collective vision for the future.	A number of ongoing activities implement this goal including the City's gateway monument and sign program; updating street signs and continuing the banner program; developing unifying streetscape plans; and the Art in Public Places program.	The City's General Plan Land Use Policy Map was designed in part to implement Goal CD-1, and the Project Applicant proposes high-cube warehouse uses that are fully consistent with the site's underlying "Industrial/Business Park (I/BP)" General Plan land use designation. Additionally, and as demonstrated herein, the Project would be consistent with, or otherwise would not conflict with, the goals and policies of the City of El Monte General Plan, many of which also were designed to assist the City in achieving Goal CD-1. On the basis of the foregoing, the Project would be consistent with General Plan Goal CD-1.
Community Design Element Policy CD-1.6 Public Art. Throughout the community, incorporate a diversity of public art in residential, commercial, and public areas that celebrates the multiple cultures and influences in El Monte.	Implemented through the Art in Public Places program. The Art in Public Places Committee (Committee) was re-established in 2016. The Committee plans to hold a joint meeting with the City Council, Planning Commission and Committee to discuss public art goals.	Under existing conditions, the 55.7-acre property is used for industrial warehouse uses, and is not a residential, commercial, or public area. The Project Applicant proposes to redevelop the property with high-cube warehouse uses, and the Project does not propose residential, commercial, or public area uses. There are no components of the Project that would inhibit the City's ability to implement Policy CD-1.6. Accordingly, the Project would be consistent with Policy CD-1.6.
Community Design Element Policy CD-1.7 Identity. Support the creation of highly differentiated identities	This policy is implemented through the City's Design Guidelines, which were adopted in 2012. The City is currently updating its Design Guidelines, with completion anticipated in 2018. A Design	Although this policy is implemented through the City's Design Guidelines, the Design Guidelines do not address industrial developments. Nonetheless, the Project underwent design review as part of Design Review Approval 01-18, and the Project's architectural, site design, hardscape, and

[2] Please indicate how the project is/is not consistent with the goal or policy.

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for residential, commercial, and industrial areas that support the eclectic physical environment of the community.	Review finding calls for compliance with the Design Guidelines.	landscaping elements all were found to be compatible with the surrounding areas, including existing industrial areas located to the east and west of the Project site. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. Accordingly, the Project would be consistent with Policy CD-1.7.
COMMUNITY DESIGN ELEMENT GOAL CD-4 (CITYWIDE) 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.	See Policy CD-1.7.	Architectural styles and features would be established as part of Design Review Approval 01-18. Both of the proposed buildings are proposed to consist of concrete tilt-up panels that would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. Aluminum storefront framing with tempered glass would be provided at all entries to the buildings. Eight-foot by eight-foot green signs are proposed near the main corners of both buildings. Exterior horizontal canopies are proposed to highlight the building entries, while freestanding elements are proposed to accent the building facades. Within docking areas would be a series of overhead doors to facilitate the transfer of goods to and from trucks. Both buildings would feature varied rooflines. The City has reviewed the Project's proposed architectural features and found that the Project incorporates high-quality architectural design in conformance with Goal CD-4. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. Accordingly, the Project would be consistent with Goal CD-4.
Community Design Element Policy CD-4.1 Building Materials. Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces for residential	See Policy CD-1.7.	Architectural styles and features would be established as part of Design Review Approval 01-18. Both of the proposed buildings are proposed to consist of concrete tilt-up panels that would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. Aluminum storefront framing with tempered glass

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structures, and clean, distinctive materials for nonresidential uses.		would be provided at all entries to the buildings. These building materials would be clean and distinctive. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. Thus, the Project would incorporate clean and distinctive materials in conformance with Policy CD-4.1.
Community Design Element Policy 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.	See Policy CD-1.7.	The Project incorporates a variety of features to break up the proposed buildings' scale. To break up long building facades, the Project proposes exterior horizontal canopies to highlight the building entries, with freestanding elements to accent the building facades. Both buildings also would feature varied rooflines, with lowered rooflines at varied intervals (between 20 and 50 feet) that would be two to three feet below the height of the main building. These features would serve to reduce the building's scale, in conformance with Policy CD-4.2.
Community Design Element Policy CD-4.3 Massing. Discourage single-plane massing by incorporating a variety of rooflines, articulated wall planes, and multiple forward and recessed walls.	See Policy CD-1.7.	Both buildings would feature varied rooflines, with lowered rooflines at varied intervals (between 20 and 50 feet) that would be two to three feet below the height of the main building. The Project proposes exterior horizontal canopies to highlight the building entries, with freestanding elements to accent the building facades. Building facades also would feature recessed elements to further reduce the buildings' mass. Accordingly, the Project would be consistent with Policy CD-4.3.
Community Design Element Policy 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.	See Policy CD-1.7.	Both of the proposed buildings are proposed to consist of concrete tilt-up panels that would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. Aluminum storefront framing with tempered glass would be provided at all entries to the buildings. Eight-foot by eight-foot green signs are

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		proposed near the main corners of both buildings. Exterior horizontal canopies are proposed to highlight the building entries, while freestanding elements are proposed to accent the building facades, both of which would provide for articulation of the façade and enhance the buildings with shade and shadow. Both buildings would feature varied rooflines. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. As such, the Project incorporates a high degree of architectural detail in conformance with Policy CD-4.4.
Community Design Element Policy CD-4.5 Sustainability. Encourage "green building" and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.	See Policy CD-1.7.	The Project Applicant seeks to redevelop a 55.7-acre site that is currently developed with 1,036,371 s.f. of industrial warehouse uses. The existing use on site was developed in 1956. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. The Project proposes modern, highly efficient high-cube warehouse uses on the site that would be subject to Title 24 California Code of Regulations (California Building Standards Code) and Title 20 California Code of Regulations (Appliance Energy Efficiency Standards) and would be more efficient than the existing industrial warehouse uses, which include refrigerated warehouse uses. Furthermore, the buildings have been designed to be energy efficient by sitting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. The Project's landscaping irrigation systems also are required to be automated, high-efficient irrigation systems to reduce water use and are required to incorporate bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Accordingly, the Project would be consistent with Policy CD-4.5.

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Community Design Element Policy CD-4.6 Rooflines. Require rooflines of varied elevations and finished and refined terminations (e.g., cornice, pediment, etc.) suited to the use of the building.	See Policy CD-1.7.	As proposed by the Project Applicant, aluminum storefront framing with tempered glass would be provided at all entries to the buildings, which would provide terminations suited to the use of the building. Additionally, both buildings would feature varied rooflines. At the corners of the building where office uses are proposed, the buildings would measure approximately 40' 6" in height, and would extend to a height of 41' 6". Within the loading dock areas, total building height would extend to approximately 45' 6" in height, although this would occur as a result of ramps at the docking doors that slope down four feet such that, when viewed from off-site locations, the building height in the docking areas would appear to be the same height as building elements in the non-docking areas. At varied intervals (between 20 and 50 feet), lowered rooflines are proposed that would be two to three feet below the height of the main building. Accordingly, the Project would be consistent with Policy CD-4.6.
Community Design Element Policy 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.	The Model Water Efficiency Landscape Ordinance (El Monte Municipal Code Section 17.11) regulates types of landscaping to require the use of water efficient plants and irrigation. New development projects that involve 500 square feet or more of new construction are subject to the Ordinance. This applies to any project that requires a permit, plan check or design review. Landscape plans for projects are reviewed by the Planning Commission as part of the Design Review process.	With exception of a row of street trees planted along the eastern side of a portion of Shirley Avenue north of Gidley Street, and several street trees and shade trees that occur in the northernmost portion of the property and along Lower Azusa Road, the remaining portions of the ±55.7-acre site contain no landscaping or trees under existing conditions. The Project proposes to remove all existing landscaping from the site, and would install trees, shrubs, accent shrubs and groundcover throughout the site and in particular along the Project's boundaries. The Project's frontage with Lower Azusa Road would be landscaped with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk. Along the Project's frontage with

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		Shirley Avenue, landscaping would include trees (Purple-leaf plum and Afghan pine), shrubs, and groundcover, with a meandering sidewalk. Entrances to the Project site from Shirley Avenue would be highlighted by crape myrtle trees. The Project's southern perimeter would be landscaped with chitalpa, shrubs, and groundcover. Except for the truck loading dock area east of Building 1, the Project's eastern perimeter would be landscaped primarily with shrubs and groundcover, with some trees (Canary Island pine and California pepper) and small trees (Italian cypress). Passenger vehicle parking areas would be landscaped with trees (chitalpa), shrubs, and groundcover. Landscaping immediately surrounding both buildings would consist of trees (chitalpa, African sumac, and Brisbane box), smaller trees (Italian cypress), shrubs, and groundcover. Accordingly, the Project's landscaping would be lush and would be appropriate to the structure and its use; thus, the Project would be consistent with Policy CD-4.7.
<u>Community Design Element Policy CD-4.9</u> 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.	The Model Water Efficiency Landscape Ordinance (El Monte Municipal Code Section 17.11) regulates types of landscaping to require the use of water efficient plants and irrigation. New development projects that involve 500 square feet or more of new construction are subject to the Ordinance. This applies to any project that requires a permit, plan check or design review.	The Project's landscape plan was reviewed by the City as part of Design Review Approval No. 01-18 and was found to be consistent with Municipal Code Section 17.11. The Project Applicant proposes a number of walls and fences for security and screening purposes, although these walls and fences would be softened through the planting of trees and shrubs along the perimeter of the site. All mechanical equipment, electrical boxes, and other utilitarian aspects would be situated to either interior to the Project site or would be obscured from view by landscaping, walls, or other barriers. Accordingly, the Project would be consistent with Policy CD-4.9.

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	Landscape plans for projects are reviewed by the Planning Commission as part of the Design Review process.	
COMMUNITY DESIGN ELEMENT GOAL CD-7 (NORTHWEST) A modern, clean industrial park that provides opportunity for investment and commerce and is denoted by its clean, attractive, and well-managed environment compatible with surrounding residential neighborhoods.	This goal and will be implemented through the City's Design Guidelines and General Plan Policies CD 7.1 through CD 7.16 which provide guidelines for architecture, design, landscaping, operations and sustainability in the Northwest Industrial District. The original intent was for these items to be addressed through the completion of a Specific Plan. However, that has not occurred. Therefore, each project is reviewed for compliance with guidelines, goals and policies.	The Project proposes a Design Review Approval (DR 01-18) that includes plans for site design, architecture, landscaping, hardscape elements, and walls and fences. These plans incorporate a variety of features to provide for an attractive and well-managed environment that is compatible with existing industrial developments to the east and west. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. Accordingly, the Project would be consistent with Goal CD-7.
Community Design Element Policy CD-7.1 Design Treatment. Strengthen the image of the Northwest Industrial District through entry monuments, distinctive landscaping and streetscape, wayfaring elements, and quality architecture.		The Project Applicant proposes to install a large sign at the northwest corner of the site along the Project's frontage with Lower Azusa Road. The Project Applicant also proposes to install trees, shrubs, accent shrubs and groundcover throughout the site and in particular along the Project's boundaries. The Project also incorporates high-quality architectural design that further enhances the Project's image. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. The City has reviewed all of these elements as part of Design Review Approval No. 01-18 (DR 01-18) and found that the design treatment proposed by the Project demonstrates consistency with Policy CD-7.1.
Community Design Element Policy CD-7.2 Gateways.		The Project site is central to the Northwest Industrial District and is not situated at any edges of this District that would warrant entry monumentation on site. The Project site also

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Improve access to and visibility of the Northwest Industrial District through clear entry statements and coordinated signage. Consider visual access from the adjoining Interstate 10.		has limited frontage along Lower Azusa Road, and is not sited along any roadways that directly access Interstate 10. The Project Applicant proposes a large sign at the northwest corner of the site as well as signs at the main corners of the buildings, and the City has reviewed the proposed signage and found it to be compatible with other signage in the Northwest District. As such, the Project would be consistent with Policy CD-7.2.
Community Design Element Policy CD-7.3 Branding. Consider branding and developing a marketing campaign for the Northwest Industrial District that targets specific businesses seeking a modern industrial environment.		There are no components of the proposed Project that would inhibit the City's ability to develop a marketing campaign targeting specific businesses within the Northwest Industrial District. The Project Applicant proposes to redevelop the site with high-cube warehousing uses. High-cube warehouse uses provide a specific type of industrial space that meets the demands of a segment of the modern industrial real estate market. Accordingly, the Project would be consistent with Policy CD-7.3.
Community Design Element Policy CD-7.4 Streetscape Plan. Create a streetscape plan for the Northwest Industrial District that balances and accommodates all users—automobiles, trucks, and pedestrians—in a manner that is safe, pleasant, visually attractive, and functional.		This policy provides direction to City staff to establish a streetscape plan for the Northwest Industrial District, although no such plan has been prepared. The Project includes a landscape plan that proposes to improve the site's frontage with Lower Azusa Road with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk. Along the Project's frontage with Shirley Avenue, landscaping would include trees (purple-leaf plum and Afghan pine), shrubs, and groundcover, with a meandering sidewalk. The City has reviewed the Project's proposed landscaping and determined that the streetscapes proposed along the Project's frontage with Lower Azusa Road and Shirley Avenue are compatible with the overall

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		streetscape concept for the Northwest Industrial District and would accommodate automobiles, trucks, and pedestrians in a manner that is safe, pleasant, visually attractive, and functional. Accordingly, the Project would be consistent with Policy CD-7.4.
Community Design Element Policy CD-7.5 Roadway Dedications. Require dedications of private property to create ample sidewalks paths and a coherent streetscape where they do not exist that are sufficient to facilitate resident and employee use as a condition of any discretionary permit.		Under existing conditions, the Project site is developed with industrial warehouse uses. All required roadways dedications along the site's frontage with Lower Azusa Road and Shirley Avenue are currently in place; thus, no roadway dedications are proposed or required as part of the proposed Project. Accordingly, the Project would be consistent with Policy CD-7.5.
Community Design Element Policy CD-7.6 Street Design and Use. Consider creating separate routes for trucks and autos, and routes that allow autos only, with appropriate streetscapes tailored to each use to facilitate movement to neighborhoods, industrial areas, and the freeway.		The Project Applicant proposes to provide truck access from three driveways proposed along Shirley Avenue. Truck trips arriving or leaving the site would utilize Lower Azusa Road and/or Baldwin Avenue via Gidley Street. Both Lower Azusa Road and Baldwin Avenue are identified on General Plan Figure C-2, *Regional Roadways*, as "Truck Routes" that provide access to Interstate 10 to the south and Interstate 605 to the east. By adhering to the City's designated truck routes, the Project would avoid other roadways within the City that are intended primarily for passenger vehicle traffic. No truck trips generated by the Project would utilize roadways that traverse primarily residential communities. The Project includes a landscape plan that includes landscaping treatments (trees, shrubs, and groundcover) along adjacent roadways that have been tailored for the site's proposed high-cube warehouse uses. Accordingly, the Project would be consistent with Policy CD-7.6.

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Community Design Element Policy CD-7.7 Trees and Landscaping. Plant trees and landscaping along roadways within the district to beautify the streetscape, allow for walking, and create an image that improves property values and presents the image of a modern industrial park.		The Project includes a landscape plan that proposes to improve the site's frontage with Lower Azusa Road with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk. Along the Project's frontage with Shirley Avenue, landscaping would include trees (purple-leaf plum and Afghan pine), shrubs, and groundcover, with a meandering sidewalk. The City has reviewed the Project's proposed landscaping elements as part of its review of Design Review Approval No. 01-18 and found that the proposed landscaping would beautify the streetscape, allow for walking, and create an image that improves property values, and presents the image of a modern industrial park. Accordingly, the Project would be consistent with Policy CD-7.7.
Community Design Element Policy CD-7.8 Linkages. Establish a stronger visual link between the Northwest District, the Downtown, and Flair Park by visually denoting and improving Baldwin Avenue, Valley Boulevard, and Lower Azusa Road with unifying streetscape elements.		The Project site is not at the boundary between the Northwest District and the Downtown or Flair Park. Nonetheless, the Project includes a landscape plan that proposes to improve the site's frontage with Lower Azusa Road with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk. These proposed landscaping elements were reviewed by the City as part of Design Review Approval No. 01-18 and were found to be consistent with other existing streetscapes along Lower Azusa Road. Accordingly, the Project would be consistent with Policy CD-7.8.
Community Design Element Policy CD-7.9 Buffering. Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to		The Project Applicant proposes to construct an 8- to 14-foot wall along the Project's northeastern boundary adjacent to the Gidley Elementary School. An additional screen wall is proposed around the northernmost access from Shirley

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neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district.		Avenue, and is intended to shield residences to the north of Lower Azusa Road from noise associated with on-site truck activity. The Project's southern perimeter adjacent to the railroad right-of-way would be landscaped with chitalpa, shrubs, and groundcover, which would visually buffer the site from railroad operations. Additionally, an Air Quality Impact Analysis (AQIA), Health Risk Assessment (HRA), and Noise Impact Analysis (NIA) all were prepared to evaluate the Project's potential to impacts surrounding land uses, and found that there would be no localized impacts associated with diesel particulate matter, localized emissions of other pollutants, or noise, assuming implementation of mitigation measures that have been incorporated into the Project's conditions of approval. Accordingly, the Project would be consistent with Policy CD-7.9.
Community Design Element Policy CD-7.11 Industrial Buildings. Require that new and renovated industrial properties and structures be designed to achieve high-quality, distinctive architecture, and be compatible with adjoining uses in consideration of the following principles: Thoughtful modulation of building volumes and masses and façade articulation to create visual interest. Architectural treatment of all building elevations and variation in quality materials and colors.		Architectural plans are included as part of the Project's proposed Design Review Approval No. 01-18. The architecture plans provide for two modern, visually attractive, high quality high-cube warehouse buildings that incorporate a variety of features, such as varied rooflines, exterior horizontal canopies, freestanding accent elements, and recessed façade elements. Both buildings would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. These features demonstrate high quality architectural treatment. Additionally, the Project incorporates several outdoor break areas adjacent to proposed office areas that would be landscaped with shrubs and groundcover. The Project also proposes a varied roofline, with the roofline at building corners at a lower elevation than the main roofline elements to demarcate the building edge. Roofline drains are proposed

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Inclusion of courtyards, plazas, and landscaped areas as amenities for employees. Finished rooflines that clearly demarcate the building edge, with cornices. Roofline drainage systems that prevent flow of runoff water from cascading over and staining the building façade. Contemporary, clean, and distinctive industrial buildings with clearly visible entrances. High-quality materials that are durable and attractive, and withstand weather and time. Quality signage and careful placement to complement the building while meeting the purposes of signage.		to prevent the flow of runoff water from cascading over and staining the building façade. All building entrances would consist of aluminum storefront framing with tempered glass that would accent the entries to the buildings. All of the proposed building materials are high quality and would be durable and attractive. The Project also includes a sign program, which proposes a freestanding sign structure at the northwest corner of the site, with additional signage on the main corners of the buildings. These signs would also be of high quality and would complement the proposed buildings. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. Accordingly, the Project would be consistent with Policy CD-7.11.
<u>Community Design Element Policy CD-7.12</u> Landscaping. Require landscaping on industrial sites to present a refined image of a modern industrial park, reduce the perceived mass of structures, and provide buffers in consideration of:		The Project Applicant proposes to remove all existing landscaping from the site, and would install trees, shrubs, accent shrubs and groundcover throughout the site and in particular along the Project's boundaries. The Project's frontage with Lower Azusa Road would be landscaped with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and

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Landscaping of open spaces and frontage-facing streetscapes with greenery, trees, and flowers to create an inviting image for principal buildings. Landscaping to define entrances to buildings, parking lots, and the edges of various land uses, and to buffer the property from adjacent properties, neighborhoods, or thoroughfares. Landscaping of setbacks, berms, and other similar natural features to reduce the mass and scale of the industrial development and present a pedestrian-friendly image.		groundcover, and a meandering sidewalk. Along the Project's frontage with Shirley Avenue, landscaping would include trees (purple-leaf plum and Afghan pine), shrubs, and groundcover, with a meandering sidewalk. Entrances to the Project site from Shirley Avenue would be highlighted by crape myrtle trees. The Project's southern perimeter would be landscaped with chitalpa, shrubs, and groundcover. Except for the truck loading dock area east of Building 1, the Project's eastern perimeter would be landscaped primarily with shrubs and groundcover, with some trees (Canary Island pine and California pepper) and small trees (Italian cypress). Passenger vehicle parking areas would be landscaped with trees (chitalpa), shrubs, and groundcover. Landscaping immediately surrounding both buildings would consist of trees (chitalpa, Brisbane box, and Canary Island pine), smaller trees (Italian cypress), shrubs, and groundcover. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. The City has reviewed the Project's proposed landscape plan as part of Design Review Approval No. 01-18 and found it to be consistent with Policy CD-7.12.
<u>Community Design Element Policy CD-7.13</u> Loading. Require site loading and service areas to be as far as possible from the street front and ensure that such uses are adequately screened with high-quality articulated walls, trees, and other landscaping to present a clean finish to passersby.		The Project Applicant proposes a total of three loading dock areas, including two loading dock areas for Building 1 (located east and west of the building) and one loading dock area for Building 2 (located west of the building). The loading dock areas east and west of Building 1 would be more than 140 feet south of Lower Azusa Road. The docking area west of Building 1 would be screened by proposed 8- to 14-foot concrete screen walls, while the loading dock area east of Building 1 would not be prominently visible from Lower Azusa Road due to the orientation of Building 1 relative to Lower Azusa Road. The loading dock area west of Building 2 would be obscured

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		from view along Lower Azusa Road by distance and the walls proposed in the docking area west of Building 1. Additionally, the Project proposes landscaping along both Lower Azusa Road and Shirley Avenue which would further screen the proposed docking areas from public view. Accordingly, the Project would be consistent with Policy CD-7.13.
Community Design Element Policy CD-7.14 Parking. Parking and paved areas should not be the dominant view of the industrial site; encourage employee and truck parking be placed to the side or behind the facility so that the dominant feature is the building architecture and landscaping frontage.		The Project Applicant proposes to provide truck trailer parking along the west side of Building 2 and along the east and west sides of Building 1. No truck trailer parking is proposed to occur along Lower Azusa Road. Passenger vehicle parking areas are proposed along the north side of Building 1, along Lower Azusa Road, but would not be visually dominant when viewed from Lower Azusa Road due to the limited number of parking spaces provided and proposed landscaping elements. The majority of truck and passenger vehicle parking areas would be internal to the Project, and the parking area to the north of Building 1 is essential to providing adequate parking on site. Additionally, the Project's frontage with Lower Azusa Road would be landscaped with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk. These landscape elements would further reduce visibility of the passenger parking area. Furthermore, Building 1 would measure between 41'6" in height to 45,6" in height, and would be the dominant component of views from Lower Azusa Road. Based on the foregoing, the Project would be consistent with Policy CD-7.14.
Community Design Element Policy CD-7.15 Operational Impacts.		The Project Applicant proposes two high-cube industrial warehouse buildings, with passenger vehicle parking areas located in the north of the site, between the two buildings,

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Promote a clean industrial park image and reduce the impact of uses on neighboring properties or residences by adhering to the following considerations: Screen parking, storage, and service areas from public view with landscaped walls, berms, and appropriate landscaping. Underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible. Reduce the impact of industrial uses on adjacent properties with walls and landscaping, locating service, delivery, and loading areas far from adjacent uses and public streets. Require mitigation of noise, odor, lighting, and other impacts from affecting adjacent residential neighborhoods.		and to the south of Building 2. Extensive landscaping is proposed along Lower Azusa Road and Shirley Avenue. The Project's frontage with Lower Azusa Road would be landscaped with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk. Along the Project's frontage with Shirley Avenue, landscaping would include trees (purple-leaf plum and Afghan pine), shrubs, and groundcover, with a meandering sidewalk. Additionally, a screen wall is proposed along the north of the truck docking area west of Building 1, while an 8- to 14-foot tall wall would be constructed along the site's frontage with the Gidley Elementary School. These features would serve to screen parking, storage, and service areas from public view. Additionally, all proposed utilities would be underground, and utility equipment would either be enclosed within the building or screened with landscaping. Additionally, all truck trailers accessing the site would be required to access the site via Shirley Avenue, with no direct access for truck trailers along Lower Azusa Road. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. The proposed loading dock areas also are located a minimum of 140 feet south of Lower Azusa Road and would be screened from public view with walls and landscaping. A site-specific Noise Impact Analysis was prepared for the Project, which determined that with the construction of 10-foot tall noise barriers at the northwest portion of the loading dock for Building 1, as well as 8- to 14-foot walls along the Project's northern frontage with the adjacent Gidley Elementary School, all operational noise impacts associated

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		with the Project would be reduced to less-than-significant levels. Under the proposed Project, lighting elements would be provided in the parking lot and truck docking areas, with additional lighting at building entrances. The Project's proposed signage in the northwestern portion of the site also is anticipated to be illuminated. As part of the City's review of the Project's proposed Design Review Approval No. 01-18, the City reviewed the Project for consistency with Section 17.22.050.A., which requires that "…lighting shall provide for the safety and security of the tenants, owners and visitors to the site while being directed away from adjacent properties and streets." Additionally, Section 17.12.020 of the City's Municipal Code requires that "[u]nshielded light bulbs in excess of twenty-five (25) watts per lamp which may be seen from the public street or any property line shall not be used in conjunction with any sign, except neon signs." Mandatory compliance with Sections 17.22.050.A. and 17.12.020 would ensure that the Project's lighting impacts would be less than significant. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or various heavy industrial uses. The Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential odor sources associated with the proposed Project would be limited to the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses. Consistent with City

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		requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Based on the foregoing discussion, the Project would be consistent with Policy CD-7.15.
Community Design Element Policy CD-7.16 Sustainability. Require that industrial development minimize consumption of and sustain scarce environmental resources through site design, building orientation, landscaping, use of recycled water for irrigation, water efficiency, building design and materials, and best management practices for drainage.		During construction of the proposed Project, the Project would be required to comply with Section 8.20.261 of the City's Municipal Code, which requires that all construction and demolition projects must divert at least 65% of construction and demolition debris from landfills. In addition, the Project would be subject to the provisions of Assembly Bill 341 (AB 341), which requires all commercial businesses (including industrial uses) and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. Additionally, Design Review Approval No. 01-18 includes a plant palette that includes a number of drought tolerant trees and shrubs, which would reduce the Project's demand for water. Recycled water is not available in the Project area. The Project's drainage plan, which includes subsurface retention and treatment by a water quality treatment basin, incorporates best management practices for drainage. Furthermore, the Project would be subject to Title 24 Building Energy Standards, which would ensure that the Project contains energy conservation elements to reduce energy consumption. Accordingly, the Project would be consistent with Policy CD-7.16.

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LAND USE ELEMENT **GOAL LU-1 (CITYWIDE)** Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.	A number of ongoing activities and programs implement this goal including Code Compliance, Police and Fire project review, and interagency cooperation.	Land uses surrounding the Project site include industrial uses to the west; residential uses to the north; the Gidley Elementary School and industrial uses to the east; and the Union Pacific Railroad, a park, and residential uses to the south. The Project would be fully compatible with industrial uses to the east and west. The Project has incorporated noise barriers to reduce potential operational noise impacts affecting residents to the north and the Gidley Elementary School to the east to below a level of significance. Additionally, an Air Quality Impact Analysis (AQIA) and Diesel Mobile Health Risk Assessment (HRA) were prepared for the proposed Project, and demonstrate that the Project would not subject sensitive receptors, including residential uses to the north of the site and students at the Gidley Elementary School, to any localized air quality impacts or to significant health hazards associated with the Project's emissions of diesel particulate matter. Furthermore, Design Review Approval No. 01-18 includes architectural plans that propose a modern high-cube warehouse facility that would be fully compatible with industrial uses to the east and west of the site. The Project also proposes extensive landscaping along its frontage with Lower Azusa Road and Shirley Avenue which would further ensure the Project would be compatible with surrounding land uses. Accordingly, the Project would be consistent with Goal LU-1.
Land Use Element Policy LU-1.1 Code Compliance. Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development	Ongoing through Planning Division and Code Compliance review.	City of El Monte staff have reviewed the proposed Project and determined that the Project would be fully consistent with all applicable policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other applicable regulations or administrative procedures. All components of the proposed Project fully

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Code, Community Design Element, and other regulations or administrative procedures.		comply with the applicable policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures. Accordingly, the Project would be consistent with Policy LU 1.1.
Land Use Element Policy LU-1.2 Mitigation. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.	Implemented through ongoing Planning Division review of projects and Conditions of Approval.	A site-specific Noise Impact Analysis was prepared for the Project, which determined that with the construction of 10-foot tall noise barriers at the northwest portion of the loading dock for Building 1, as well as 8- to 14-foot walls along the Project's northern frontage with the adjacent Gidley Elementary School, all operational noise impacts to residential and school uses would be reduced to less-than-significant levels. Additionally, the Project Applicant proposes to restrict access to truck trailers to three proposed driveways along Shirley Avenue, which would ensure that all truck trailers arriving to or leaving from the Project site utilize City-designated truck routes along Baldwin Avenue and Lower Azusa Road. Furthermore, all truck trailer parking would occur along the west of Building 2 and the east and west sides of Building 1, and would therefore be oriented away from existing residential uses to the north. The Project Applicant proposes to remove all existing landscaping from the site, and would install trees, shrubs, accent shrubs and groundcover throughout the site and in particular along the Project's boundaries. The Project's frontage with Lower Azusa Road would be landscaped with large street trees (southern live oak and African sumac), smaller trees (crape myrtle and toyon), shrubs and

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		groundcover, and a meandering sidewalk. Along the Project's frontage with Shirley Avenue, landscaping would include trees (purple-leaf Plum and Afghan pine), shrubs, and groundcover, with a meandering sidewalk. Entrances to the Project site from Shirley Avenue would be highlighted by crape myrtle trees. The Project's southern perimeter would be landscaped with chitalpa, shrubs, and groundcover. Except for the truck loading dock area east of Building 1, the Project's eastern perimeter would be landscaped primarily with shrubs and groundcover, with some trees (Canary Island pine and California pepper) and small trees (Italian cypress). Passenger vehicle parking areas would contain landscape pockets for trees (chitalpa), shrubs, and groundcover. Landscaping immediately surrounding both buildings would consist of trees (chitalpa, African sumac, and Brisbane box), smaller trees (Italian cypress), shrubs, and groundcover. Lighting elements would be provided in the parking lot and truck docking areas, with additional lighting at building entrances. The Project's proposed signage in the northwestern portion of the site also is anticipated to be illuminated. As part of the City's review of the Project's proposed Design Review Approval No. 01-18, the City reviewed the Project for consistency with Section 17.22.050.A., which requires that "…lighting shall provide for the safety and security of the tenants, owners and visitors to the site while being directed away from adjacent properties and streets." Additionally, Section 17.12.020 of the City's Municipal Code requires that "[u]nshielded light bulbs in excess of twenty-five (25) watts per lamp which may be seen from the public street or any property line shall not be used

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		in conjunction with any sign, except neon signs." Mandatory compliance with Sections 17.22.050.A. and 17.12.020 would ensure that the Project's lighting is compatible with surrounding land uses. Based on the foregoing analysis, the Project would be consistent with Policy LU-1.2.
Land Use Element Policy LU-1.4 Heavy Industry. Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.	Ongoing review of projects by Fire Department, Public Works and Planning Division.	The Project Applicant proposes to provide truck access from three driveways proposed along Shirley Avenue. Truck trips arriving or leaving the site would utilize Lower Azusa Road and/or Baldwin Avenue via Gidley Street. Both Lower Azusa Road and Baldwin Avenue are identified on General Plan Figure C-2, *Regional Roadways*, as "Truck Routes" that provide access to Interstate 10 to the south and Interstate 605 to the east. By adhering to the City's designated truck routes, the Project would avoid other roadways within the City that traverse areas containing sensitive land uses, such as residential uses. Additionally, an Air Quality Impact Analysis (AQIA) and Diesel Mobile Health Risk Assessment (HRA) were prepared for the proposed Project, and demonstrate that the Project would not subject sensitive receptors, including residential uses to the north of the site and students at the Gidley Elementary School, to any localized air quality impacts or to significant health hazards associated with the Project's emissions of diesel particulate matter. Accordingly, the Project would be consistent with Policy LU-1.4.
Land Use Element Policy LU-1.5 Police Safety Review. Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime	Ongoing review of projects by Police Department.	The Project Applicant proposes a Conditional Use Permit (CUP 03-18) as required for projects that introduce industrial uses within 150 feet of residential zoned or used property. The El Monte Police Department reviewed the proposed Project, including CUP 03-18, and determined that the Project's

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patronage, criminal activity, loitering, or other activities to prevent adverse impacts.		design would not be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities. Accordingly, the Project would be consistent with Policy LU-1.5.
Land Use Element Policy LU-1.6 Quality of Life Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.		The Project is consistent with and implements the City's General Plan Land Use Policy Map. Furthermore, the Project would replace an older, outdated industrial warehousing operation with a modern high-cube warehouse operation that would result in less traffic and fewer air quality emissions. Furthermore, and consistent with the City's General Plan and Zoning Code Update EIR, mitigation measures have been imposed on the Project to reduce to less-than-significant levels the Project's impacts to surrounding land uses, including mitigation measures addressing air quality, noise, and traffic. Accordingly, the Project would be consistent with Policy LU-1.6.
LAND USE ELEMENT GOAL LU-2 (CITYWIDE) Revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight and master planning efforts.	This goal and will be implemented through the City's Design Guidelines and General Plan Policies CD 7.1 through CD 7.16 which provide guidelines for architecture, design, landscaping, operations and sustainability in the Northwest Industrial District. The original intent was for these items to be addressed through the completion of a Specific Plan. However, that has not occurred. Therefore, each project is reviewed for compliance with guidelines, goals and policies.	The Project would replace an older, outdated industrial warehousing operation with a modern high-cube warehouse operation. The Project incorporates architectural and landscaping elements that would ensure the development is compatible with surrounding land uses. Due to the extensive architectural, landscaping, and hardscape elements proposed as part of the Project, the proposed development would improve the appearance of the 55.7-acre property as compared to existing conditions. Accordingly, the Project would be consistent with Goal LU-2.

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Land Use Element Policy LU-2.1 Underutilized Uses. Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas	Ongoing review of projects by Economic Development Department, Planning Division and Public Works.	The Project proposes to redevelop the property with high-cube warehousing uses. The Project site is located near the intersection of Lower Azusa Road and Baldwin Avenue, which is a major intersection in the City. Furthermore, both Lower Azusa Road and Baldwin Avenue are identified on General Plan Figure C-2, *Regional Roadways*, as "Truck Routes" that provide access to Interstate 10 to the south and Interstate 605 to the east. The Project would appear as a continuation of existing industrial uses that occur to the east and west of the site. Therefore, the Project would be consistent with Policy LU-2.1.
Land Use Element Policy LU-2.4 Master Planning. Utilize master-planning devices such as specific plans, planned development zoning, and creative site planning to stimulate the desired mix and intensity of development and a comprehensive approach to land use planning and design.	Ongoing review of projects by Planning Division.	The Project Applicant proposes a Design Review Approval (Design Review Approval 01-18) that includes site plans, architectural floor plans, architectural elevations, and landscaping plans. The City has reviewed Design Review Approval 01-18 and has determined that the Project would provide for an appropriate mix and intensity of development that reflects a comprehensive approach to the site's planning and design. Accordingly, the Project would be consistent with Policy LU-2.4.
LAND USE ELEMENT GOAL LU-3 (CITYWIDE) Distinct and identifiable residential neighborhoods and commercial, industrial and office districts that reflect and augment the historical, cultural, economic, and social fabric and roles in El Monte.	This goal is implemented through ongoing activities to improve the City's neighborhoods and districts including providing distinctive public art and landmarks and gateways throughout the neighborhoods and districts, using landscaping, trees, parkways, paths…The Community Design Element provides guidance on implementing this goal and the attendant policies. Portions of Title 15 pertaining to the El Monte Art in Public	The Project Applicant proposes a Design Review Approval (Design Review Approval 01-18) that includes site plans, architectural floor plans, architectural elevations, and landscaping plans. The City has reviewed the Project's plans and determined that the proposed development would augment the historical, cultural, economic, and social fabric and roles in El Monte. The Project is a logistics project that will be situated in the Northwest Industrial District. The Project would be consistent with Goal LU-3.

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	Places Program were amended to clarify ambiguities related to definitions, art work guidelines, application processing, and the Advisory Committee.	
Land Use Element Policy LU-3.1 Land Uses. Distinguish the City's neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development.	Implemented on an ongoing basis through the Community Design Element.	The Project Applicant proposes a Design Review Approval (Design Review Approval 01-18) that includes site plans, architectural floor plans, architectural elevations, and landscaping plans. Proposed landscape and hardscape elements would buffer the proposed uses on site from surrounding residential and school uses. As a proposed high-cube warehouse use the Project would enhance the intended character of the City's Northwest Industrial District by providing for modern, high-quality buildings that would replace the site's existing outdated industrial warehouse uses. The Project's architectural, landscape, and hardscape elements would serve to ensure compatibility both with industrial land uses to the east and west, residential uses to the north, and the Gidley Elementary to the east. Thus, the Project would be consistent with Policy LU-3.1.
Land Use Element Policy LU-3.2 Connections. Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of open space, and other improvements that create a cohesive identity for the community.	Implemented on an ongoing basis through the Community Design Element.	The Project site is afforded only very limited frontage with Lower Azusa Road, and the Project therefore has limited potential to affect connections between the diverse residential and nonresidential districts. Notwithstanding, the Project's frontage with Lower Azusa Road would be landscaped with large street trees (southern live oak and African sumac), smaller trees (Crape Myrtle and toyon), shrubs and groundcover, and a meandering sidewalk, and would therefore contribute to the streetscape fabric that exists along Lower Azusa Road. There are no components of the proposed Project that would adversely affect open space

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		or other improvements that create a cohesive identity for the community. Accordingly, the Project would be consistent with Policy LU-3.2.
Land Use Element Policy LU-3.4 Gateways. Enhance residential neighborhoods and commercial and industrial districts with distinctive landmarks and gateways that will define boundaries, create a sense of arrival, affirm the role of the district in El Monte, and instill pride.	Implemented on an ongoing basis through the Community Design Element.	The Project site is located central to the Northwest Industrial District and is not located at the edge of any City districts. Notwithstanding, the Project Applicant proposes Design Review Approval No. 01-18, which identifies proposed architectural, site planning, landscaping, and hardscape elements, all of which would be compatible with surrounding uses. Thus, the Project would be consistent with Policy LU-3.4.
Land Use Element Policy LU-3.6 Architecture. Create and encourage a variety of distinct architectural styles and design guidelines that are tailored to the different functions, types, and histories of districts, exemplify excellence in design standards, and stand the test of time.	Implemented on an ongoing basis through the Community Design Element.	Architectural styles and features would be established as part of Design Review Approval 01-18. Both of the proposed buildings are proposed to consist of concrete tilt-up panels that would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. Aluminum storefront framing with tempered glass would be provided at all entries to the buildings. Eight-foot by eight-foot green signs are proposed near the main corners of both buildings. Exterior horizontal canopies are proposed to highlight the building entries, while freestanding elements are proposed to accent the building facades. Within docking areas would be a series of overhead doors to facilitate the transfer of goods to and from trucks. Both buildings would feature varied rooflines. The City has reviewed the Project's proposed architectural features and found that the Project incorporates a distinct architectural style that is tailored to the proposed use and that does not detract from historic developments within the Northwest District. Thus, the Project would be consistent with Policy LU-3.6.

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Land Use Element Policy LU-3.7 History and Culture. Incorporate a broad range of history, culture, and public art expressions throughout each of El Monte's districts to promote community identity, preserve and affirm heritage and culture, and instill community pride.	Implemented on an ongoing basis through the Community Design Element.	The Project site consists of approximately 55.7 acres of land generally oriented in a north-south alignment with very little frontage along Lower Azusa Road, the only major roadway that abuts the site. The Project site is not located at any major intersections, and would reflect a continuation of existing industrial development to the east and west. There are no components of the Project that would preclude the City from promoting community identify, preserving and affirming heritage and culture, or instilling community pride through a broad range of history, culture, and public art expressions. Accordingly, the Project would not conflict with Policy LU-3.7.
LAND USE ELEMENT GOAL LU-4 A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and a sustainable community.	Implemented through the Community Design Element.	The Project Applicant proposes high-cube warehouse uses that are fully consistent with the site's underlying "Industrial/Business Park (I/BP)" General Plan land use designation. The City's General Plan Land Use Policy Map was designed to provide for a complementary balance of housing, economic activity, transportation, parks, and recreation uses throughout the City to support an exemplary quality of life and a sustainable community. Therefore, because the Project is consistent with and implements the City's General Plan Land Use Policy Map, the Project would be consistent with Goal LU-4.
Land Use Element Policy LU-4.4 Economic Development. Support the development of office, commercial, and industrial uses, both citywide and in strategic areas, that strengthen the economy.	Implemented through the Community Design and Economic Development Elements.	The Project Applicant proposes to redevelop a 55.7-acre property with high-cube warehouse uses. The Project site is located in the City's Northwest Industrial District, and is therefore located in a strategic area that is planned for industrial development. Redevelopment of the Project site as proposed would replace existing, outdated industrial warehouse uses with modern high-cube warehouse buildings that would assist the City in achieving the objective of

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		strengthening the economy. Accordingly, the Project would be consistent with Policy LU-4.4.
Land Use Element Policy LU-4.7 Transportation. Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits.	Ongoing implementation through individual project review and environmental documentation.	A Project-specific traffic impact analysis was prepared for the Project. The analysis determined that the Project would result in cumulatively-considerable impacts at two intersections: Baldwin Avenue at Loftus Drive and Baldwin Avenue at Valley Boulevard. The traffic impact analysis also identified impacts along the roadway segments of Lower Azusa Road between Santa Anita Avenue and Peck Road, and Baldwin Avenue between Valley Boulevard and the I-10 freeway. Mitigation measures have been identified and included in the Project's conditions of approval. The required mitigation would improve the Level of Service (LOS) at the intersection of Baldwin Avenue at Valley Boulevard to acceptable levels, while the required mitigation would improve intersection operations at the intersection of Baldwin Avenue at Loftus Drive as compared to "without Project" conditions. Mitigation also has been identified to reduce to below a level of significance the Project's impacts to roadway segments. Thus, the Project has been conditioned to provide adequate mitigation for negative traffic impacts, in conformance with Policy LU-4.7.
LAND USE ELEMENT **GOAL LU-7 (NORTHWEST)** Establish a diversified district of sustainable manufacturing, distribution, and technology-oriented business that provides opportunity for investment, entrepreneurship, and significant creation of well-paid jobs in a sustainable environment that minimizes traffic impacts,	The Community Design and Economic Development Elements provide guidance on implementing this goal and the attendant policies.	The Project Applicant proposes to redevelop a 55.7-acre property with high-cube warehouse uses. Thus, the Project would contribute towards the establishment of a diversified district of sustainable manufacturing, distribution, and technology-oriented business that provides opportunity for investment, entrepreneurship, and significant creation of well-paid jobs. The Project has been conditioned to implement mitigation measures that would reduce the Project's traffic impacts to less-than-significant levels. There

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promotes a clean environment, ensures long-term vitality, and strengthens neighborhoods.		are no components of the Project that would affect the long-term vitality or strength of neighborhoods. Moreover, the Project would be consistent with applicable policies that implement Goal LU-7. Accordingly, the Project would be consistent with Goal LU-7.
Land Use Element Policy LU-7.3 Prohibited Land Uses. Prohibit industrial uses that use, store, produce, or transport toxic and hazardous materials; generate unacceptable levels of air or noise pollution; or result in other adverse impacts within proximity to residences.		An Air Quality Impact Analysis (AQIA) and Diesel Mobile Health Risk Assessment (HRA) were prepared for the proposed Project, and demonstrates that the Project would not subject sensitive receptors, including residential uses to the north of the site and students at the Gidley Elementary School, to any localized air quality impacts or to significant health hazards associated with the Project's emissions of diesel particulate matter. A site-specific Noise Impact Analysis also was prepared for the Project, which determined that with the construction of 10-foot tall noise barriers at the northwest portion of the loading dock for Building 1, as well as 8- to 14-foot noise barriers along the Project's frontage with the adjacent Gidley Elementary School, all operational noise impacts to residential and school uses would be reduced to less-than-significant levels. Although unlikely, it is possible that hazardous materials could be used during the course of a future occupant's daily operations. State and Federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Regulations also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require

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		permits from the Los Angeles County Certified Unified Program Agency (LACoCUPA) in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Los Angeles County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and state Community Right-To-Know laws and to provide detailed information for use by emergency responders. If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials.

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		There are no components of the proposed Project that would result in other adverse impacts to residences located north and south of the Project site, or with school uses to the east. Accordingly, the Project would be consistent with Policy LU-7.3.
Land Use Element Policy LU-7.5 Internal Circulation. Improve the internal circulation system within the Northwest Planning District—namely, Baldwin Avenue, Arden Avenue, and Lower Azusa Road and smaller access streets—in accordance with the Circulation Element; consider measures to separate residential and nonresidential traffic to eliminate public health, safety, and mobility impacts.	Implemented on an ongoing basis through the Community Design and Economic Development Elements.	A Project-specific Traffic Impact Analysis (TIA) was prepared for the Project. The TIA indicates that the Project would result in cumulatively-considerable impacts to two intersections: Baldwin Avenue at Loftus Drive and Baldwin Avenue at Valley Boulevard. The TIA also found the Project would impact the roadway segments of Valley Boulevard between Garvey Avenue and the eastern City limit, and along Baldwin Avenue between Valley Boulevard and the I-10 Freeway. Mitigation Measures, consistent with the ultimate improvements identified in the General Plan and Zoning Code Update Environmental Impact Report, have been imposed on the Project as conditions of approval, and would reduce the Project's traffic impacts to less-than-significant levels. As such, the Project would improve the circulation system in accordance with the Circulation Element to address Project impacts. With respect to access, all trucks arriving at or leaving from the Project site would be required to access the site from entrances along Shirley Road, with no truck trailer access allowed via Lower Azusa Road. Truck trips arriving to or leaving from the site would utilize Lower Azusa Road via Shirley Avenue and/or Baldwin Avenue via Shirley Avenue and Gidley Street. Both Lower Azusa Road and Baldwin Avenue are identified on General Plan Figure C-2, *Regional Roadways*, as "Truck Routes" that provide access to Interstate

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		10 to the south and Interstate 605 to the east. By adhering to the City's designated truck routes, the Project would assist the City in separating residential and nonresidential traffic. Based on the foregoing discussion, the Project would be consistent with Policy LU-7.5.
Land Use Element Policy LU-7.6 Freeway Access. In concert with Caltrans, support improvements to the regional transportation infrastructure in Northwest Industrial District pursuant to a feasibility study of Special Study Area 1 consistent with recommendations in the Circulation Element.		Policy LU-7.6 provides guidance to City staff and decision makers. The Project has no potential to interfere with the City's efforts to support improvements in the regional transportation infrastructure in the Northwest Industrial District. As such, the Project would not conflict with Policy LU-7.6.
Land Use Element Policy LU-7.9 Water Quality. Cooperate with the San Gabriel Water Quality Authority to expedite cleanup and remediation of groundwater pollution in the El Monte Operable Unit; require implementation of best management practices of all businesses in the Northwest Planning District to avoid future contamination.	Implemented on an ongoing basis through the Community Design and Economic Development Elements.	The Project has no potential to interfere with the City's ability to cooperate with the San Gabriel Water Quality Authority to expedite cleanup and remediation of groundwater pollution in the El Monte Operable Unit. Additionally, a Project-specific hydrology study was prepared for the Project and was prepared in conformance with the Los Angeles County Flood Control District (LACFCD) Hydrology Manual (January 2006). As indicated in the hydrology study, runoff on the Project site would be collected via a number of drains that would convey runoff through an underground detention and drainage system, which has been designed to meet the 1 cubic foot per second outflow maximum as established by the LACFCD. Detained runoff would then be pumped to the proposed bio-retention basin in the southeastern corner of the Project site. Following treatment, the runoff would be conveyed to existing LACFD storm drain located at the Project's southern boundary. All components of the Project's proposed water

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		quality and drainage system would be in conformance with applicable requirements of the LACFCD, which would preclude potential contamination of runoff associated with the proposed high-cube warehouse uses. Accordingly, the Project would be consistent with Policy LU-7.9.
Land Use Element Policy LU-7.10 Brownfields. Require property owners to clean up any brownfields or leaking underground storage tanks as a result of industrial activities prior to recording a sale/transfer of property unless the new owner assumes full cleanup responsibility.		Based on a site-specific Phase I Environmental Site Assessment technical report, which evaluated the Project site's existing conditions, there are three 20,000-gallon diesel fuel Underground Storage Tanks (USTs) located north of the vehicle service shop on site. The piping for the current UST system was upgraded in 2003. During the piping upgrade activities soil sampling was conducted and residual TPH was detected above the LARWQCB maximum soil screening level (MSSL) of 1,000 ppm in one of the nine samples collected along the piping trench. In 2012, the LACDPW requested additional soil sampling in the vicinity of the UST system piping to confirm that no residual diesel impacts were still present. In 2013, soil samples were collected from seven borings advanced to depths between 25 and 15 feet bgs. None the approximately 40 soil samples submitted for laboratory analysis had detectable VOC concentrations above the laboratory reporting limit. In addition, several above ground storage tanks (ASTs) containing petroleum products were observed in the vehicle repair building, grocery warehouse maintenance area, fire pump houses, and emergency generator. The ASTs are equipped with secondary containment. No staining, leaks or spills were noted in the vicinity of the ASTs, and no releases have been reported. Both the USTs and ASTs would be removed from the site in accordance with applicable regulations as part of the Project's

RELEVANT GOALS AND POLICIES	STATUS	FINDING OF CONSISTENCY OF GOODMAN PROJECT WITH GOAL/POLICY[2]
		demolition phase of construction. As such, the Project would be consistent with Policy LU-7.10.
Land Use Element Policy LU-7.11 District Design. Create a coherent image and identity for the Northwest Industrial District through the thoughtful design and integration of modern industrial architecture, landscaped streetscape and sidewalks, internal circulation, wayfaring signage, and other design elements.	Implemented on an ongoing basis through the Community Design and Economic Development Elements.	The Project incorporates modern industrial architecture, and proposes extensive landscaping with meandering sidewalks provided along the Project's frontages with Lower Azusa Road and Shirley Avenue. The Project's site plan has been designed to facilitate the efficient movement of traffic, with truck trips limited to access along Shirley Avenue. The Project Applicant also proposes a sign program along the Project's entrances, with a main Project sign proposed in the northwestern corner of the site along Lower Azusa Road. Accordingly, the Project would be consistent with Policy LU-7.11.
Land Use Element Policy LU-7.13 Building Design. Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the image of a modern industrial park, and improve values of surrounding residential neighborhoods.	Implemented on an ongoing basis through the Community Design and Economic Development Elements.	The proposed buildings have been designed to represent modern industrial design that balances functionality, form, durability, aesthetics, and sustainability considerations. All proposed building materials would be durable and of lasting quality. Both of the proposed buildings are proposed to consist of concrete tilt-up panels that would be painted a mixture of white, grey, and light grey colors, with green paint used to highlight certain architectural features. Aluminum storefront framing with tempered glass would be provided at all entries to the buildings. Eight-foot by eight-foot green signs are proposed near the main corners of both buildings. Exterior horizontal canopies are proposed to highlight the building entries, while freestanding elements are proposed to accent the building facades. Within docking areas would be a series of overhead doors to facilitate the transfer of goods to and from trucks. Both buildings also would feature varied rooflines. Additionally, the Project would provide extensive landscape and hardscape elements, including heavy landscaping along Lower Azusa Road and Shirley Avenue and

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		screen walls provided along the site's frontage with the Gidley Elementary School and in the northwestern portion of the truck docking area located west of Building 1. Landscape and hardscape elements would serve to buffer the proposed high-cube warehouse uses on site from adjacent residential and school uses. The Project will consist of replacement of a dated facility with a state-of-the-art logistics facility. Accordingly, the Project would be compatible with Policy LU-7.13.
Land Use Element Policy LU-7.15 Land Use Buffers. Require developers and property owners to mitigate the negative impacts (e.g., noise, air quality, traffic, etc) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses.	Implemented on an ongoing basis through the Community Design and Economic Development Elements.	Residential uses occur to the north and south of the Project site. Residential uses to the south of the Project site already are buffered by the railroad tracks, and would further be buffered with landscaping and passenger vehicle parking areas planned at the southern portions of the Project site. Residential uses to the north would be buffered by Lower Azusa Road, in addition to extensive landscaping provided along the Project's frontage with Lower Azusa Road. Proposed screen walls also are planned along the northern docking areas west of Building 1, which would provide a visual buffer between the proposed docking areas on site and the existing residences to the north. Residential uses to the north would further be buffered from the proposed buildings by the landscaped passenger vehicle parking area located north of Building 1. Thus, the Project would be consistent with Policy LU-7.15.
ECONOMIC DEVELOPMENT ELEMENT GOAL ED-7 (NORTHWEST) An improved El Monte business environment that promotes growth of manufacturing firms, creates well-paid jobs, and offers opportunities	This area includes the site of the former Safeway Distribution Center, which consists of 100 acres of land. It is considered one of the largest industrial redevelopment opportunity sites in Southern California. In 2016, the City	The Project Applicant proposes to provide 1,235,340 s.f. of modern, high-cube warehouse uses, which would replace the site's existing industrial warehouse uses. The proposed high-cube warehouse buildings would provide for well-paid jobs and would offer opportunities for business relocation and

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for business relocation and expansion in the Northwest Industrial District.	imposed a development moratorium on the site to allow time to complete a specific plan and economic analysis to determine the highest and best use. The moratorium expired in early 2017, and a specific plan has not been prepared for this District.	expansion in the Northwest Industrial District. Accordingly, the Project would be consistent with Goal ED-7.
CULTURAL RESOURCES ELEMENT **GOAL CR-1 (CITYWIDE)** A multifaceted program for enhancing cultural resources in the City as a means to acknowledge and celebrate the leadership, achievements, accomplishments, and diverse histories of its residents.	Each new development project must provide an Art in Public Places component or pay an *in lieu* fee. This applies to all non-residential projects with a value greater than $500,000 and to all residential projects with four or more dwelling units.	The Project would be subject to Municipal Code Chapter 15.07, *El Monte Art in Public Places Program*. As required, the Project Applicant is required to contribute funds to the art in public places fund established pursuant to Section 15.07.080 prior to the issuance of building permits. Payment of fees as required would ensure Project consistency with Goal CR-1.
Cultural Resources Element Policy CR-1.3 Cultural Heritage Commission. Establish a commission to develop and oversee cultural resources programs, including public art programs, annual cultural resources awards, collaborative school curriculum, and special events.	This Commission has not been established.	The Project has no potential to interfere with the City's ability to establish a Cultural Heritage Commission. Thus, the Project would not conflict with Policy CR-1.3.
Cultural Resources Element Policy CR-1.7 Government Role. Fully support the establishment of a cultural resources program and provide funding, staffing, and other mechanisms to maintain the program.	These programs have not been implemented.	There are no components of the proposed Project that would interfere with the City's ability to establish a cultural resources program or provide funding, staffing, or other mechanisms to maintain the program. Accordingly, the Project would not conflict with Policy CR-1.7.
CIRCULATION ELEMENT GOAL C-6 (CITYWIDE) Integration of circulation and land use development policies and practices that support	Ongoing through review of new development projects, Conditions of	The Project Applicant proposes to provide meandering sidewalks along the site's frontage with Lower Azusa Road and Shirley Avenue. Additionally, the Project would not affect

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walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.	Approval, and, where applicable, environmental documentation.	an existing bus stop location along Lower Azusa Road at the site's northern boundary. The Project site is not identified by the City's General Plan to accommodate any other forms of alternate transportation. As such, the Project would be consistent with Goal C-6.
Circulation Element Policy C-6.1 Transportation Demand Management. Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase in the vehicle occupancy rate, and better utilization of the circulation system through TDM.	Ongoing through review of new development projects, Conditions of Approval, and, where applicable, environmental documentation.	The Project Applicant proposes to construct two high-cube warehouse buildings, which would have nearby access to regional transportation facilities, such as Interstate 10, and also have the potential to be served by rail service. Although a majority of the Project's warehousing goods would likely be moved via truck transport, the Project's location relative to the Ports of Los Angeles and Long Beach relative to other similar uses located further away from the ports would serve to reduce the Project's vehicle miles traveled. As such, the Project would not conflict with Policy C-6.1.
Circulation Element Policy C-6.2 New and Substantially Rehabilitated Development. Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.	Ongoing through review of new development projects, Conditions of Approval, and, where applicable, environmental documentation.	The Project would accommodate meandering sidewalks along its frontage with Lower Azusa Road and Shirley Avenue, which would promote pedestrian activity. The Project also would not impact an existing bus stop location along Lower Azusa Road at the site's northern boundary. According to the El Monte General Plan, there are no trails or bicycle facilities planned in the Project vicinity. Thus, the Project would be consistent with Policy C-6.2.
Circulation Element Policy C-6.6 Project Mitigation. Require appropriate mitigation measures to be implemented by projects that have a significant or potentially significant impact on the transportation network.	Ongoing through environmental documentation.	A Project-specific Traffic Impact Analysis (TIA) was prepared for the Project. The TIA indicates that the Project would result in cumulatively-considerable impacts to two intersections (Baldwin Avenue at Valley Boulevard and Baldwin Avenue at Loftus Drive) and two road segments (Lower Azusa Road between Santa Anita Avenue and Peck Road, and Baldwin Avenue between Valley Boulevard and Interstate 10).

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		Mitigation Measures, consistent with the ultimate improvements identified in the General Plan and Zoning Code Update Environmental Impact Report, have been imposed on the Project as conditions of approval, and would reduce the Project's traffic impacts to less-than-significant levels. Thus, the Project would be consistent with Policy C-6.6.
PUBLIC HEALTH AND SAFETY ELEMENT GOAL PHF-3 (CITYWIDE) Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with regional agencies.	This is an ongoing activity implemented through review of new projects, implementation of the Circulation Element goals and policies and the City's reforestation program, as described in the Parks and Recreation Element.	An Air Quality Impact Analysis (AQIA) and Diesel Mobile Health Risk Assessment (HRA) were prepared for the proposed Project, and demonstrate that the Project would not subject sensitive receptors, including residential uses to the north of the site and students at the Gidley Elementary School, to any localized air quality impacts or to significant health hazards associated with the Project's emissions of diesel particulate matter. As such, the Project would be consistent with Goal PHF-3.
Public Health and Safety Element Policy PHF-3.6 Health Risk Assessment. Require that projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to approval of new construction, rehabilitation, or expansion permits.	Ongoing as part of review for projects that involve new construction, rehabilitation or expansion of activities.	A Project-specific Health Risk Assessment (HRA) was prepared for the proposed Project, which demonstrates that the Project would not subject residents, school children, or workers to carcinogenic or non-carcinogenic health risks that exceed the applicable health-protective standards of the South Coast Air Quality Management District (SCAQMD). Thus, the Project would be consistent with Policy PHG-3.6.
PUBLIC SERVICES AND FACILITIES ELEMENT GOAL PSF-4 Well-managed network of infrastructure evidenced by rigorous capital improvement planning, preventive maintenance, and equitable financing.	Implemented on an ongoing basis through the Capital Improvement Plan.	The Project has no potential to interfere with the City's ability to provide for a well-managed network of infrastructure evidenced by rigorous capital improvement planning, preventive maintenance, and equitable financing. All infrastructure proposed by the Project, such as proposed utilities and drainage infrastructure, have been designed to

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		meet City or other applicable standards. Accordingly, the Project would not conflict with Goal PSF-4.
Public Services and Facilities Element Policy PSF-4.3 Fair Share. Require development to pay the full cost of improving water, wastewater, road, parks, or other infrastructure necessitated by their projects, unless findings are made that the fair share requirement should be waived due to overriding public Benefit.	Ongoing as part of review of individual projects.	The Project Applicant proposes to demolish the site's existing industrial warehouse uses and construct two modern high-cube warehouse buildings. All infrastructure needed to serve the proposed development either already exists, or would be constructed as part of the Project. Additionally, the Project has been conditioned to mitigate impacts to one intersection and two roadway segments through construction of physical improvements that would have no cost to the City. The Project Applicant also would be subject to all applicable fees related to water service, wastewater service, and new utility connections. The Project also would improve its frontage with Lower Azusa Road and Shirley Avenue in accordance with City standards. Accordingly, the Project would be consistent with Policy PSF-4.3.

Attachment "B": Project Consistency with Applicable General Plan EIR Mitigation Measures

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AIR QUALITY			
2-1 The City of El Monte Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:			
• Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every four hours to active soil-disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.	Yes	SCAQMD Rule 403 Compliance: All Project-related construction activities are required to comply with the provisions of SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. SCAQMD Rule 1186: All Project-related construction activities are required to comply with SCAQMD Rule 1186 "PM10 Emissions from Paved and Unpaved Roads and Livestock Operation." Rule 1186 requires the use of street sweepers certified by the Air Quality Management District (AQMD),	Condition of Approval 5.3-1: As a condition of grading permits and building permits, the developer shall prepare, submit for review, and obtain approval from the City of El Monte of a dust control plan in accordance with SCAQMD Rule 403 and Rule 1186. Construction contractors shall be required to ensure compliance with the dust control plan and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, the requirement to comply with the dust control plan shall be specified in bid documents issued to prospective construction contractors.

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
		and the use of non-toxic chemical stabilizers for dust control.	
• Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits	Yes		Condition of Approval 5.3-2: Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte agreeing that all construction equipment used on the Project site over 150 horsepower will be rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors. Condition of Approval 5.3-3: As a condition of building permits, on-site electrical power shall be made available to the construction contractor(s) to encourage the use of electric-powered construction equipment.
• Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.	Yes		Condition of Approval 5.3-4: Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte verifying that all construction equipment engines to be used on

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
			the Project site engines are properly serviced and maintained per manufacturer's standards and have been tuned-up in the past 6 months. Construction contractors shall permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.
• Limiting nonessential idling of construction equipment to no more than five consecutive minutes.	Yes	CARB Off-Road Diesel-Powered Equipment Idling Regulation, Rule 2485: Diesel-powered off-road equipment is prohibited by law from idling for more than 5 minutes. CARB Commercial Vehicle Idling Regulation, Rule 2449: Commercial vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier are prohibited by law from idling for more than 5 minutes.	Condition of Approval 5.3-5: As conditions of grading permits and building permits, construction contractors shall be required to post signs on the site that instruct construction equipment operators to turn off equipment when not in use and limit idling to a maximum of 5 consecutive minutes. Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.
• Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super- Compliant_AIM.pdf.	Yes	SCAQMD Rule 1113: Construction activities are required to comply with SCAQMD Rule 1113 "Table of Standards." Rule 1113 pertains to VOC emissions by requiring the use of architectural coatings that contain low amounts of VOC (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications.	Condition of Approval 5.3-6: As a condition of building permits, paint products must comply with the VOC requirements specified in SCAQMD Rule 1113. Construction contractors shall be required to ensure compliance and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors.

General Plan and Zoning Code Update FPEIR Mitigation Measures		Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
2-2	The City of El Monte shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).	Yes	California Green Building Standards Code (CBSC): Pursuant to CBSC Chapter 5, Division 5.1, secure bicycle parking is required to be provided on the site in the quantity specified by the CBSC. The CBSC also includes mandatory provisions for parking for clean air vehicles and electric vehicle charging stations. These features reduce energy use and fossil fuel use, which reduce air pollutant emissions.	Project Design Feature: The Project's design provides for the installation of meandering sidewalks along the Project's frontage with Lower Azusa Road and Shirley Avenue. An existing bus stop located along the northern boundary of the Project site would remain in place. The General Plan does not designate any other alternative modes of transportation as pertaining to the Project site, such as trails or bicycle paths.
2-3	The City of El Monte shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of	Yes	SCAQMD Rule 402: All Project-related construction and operational activities are required to comply with SCAQMD Rule 402, "Nuisance." Rule 402 prohibits the discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. SCAQMD Rule 1403: All asbestos-related work is required to conform to SCAQMD Rule 1403 requirements and be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. CARB Rule 2485, Commercial Truck and Bus Idling Restrictions Near Schools: School busses, transit busses, and commercial motor vehicles are prohibited from idling within 100 feet of a school for more than five	Project Design Feature: In conformance with PEIR Mitigation Measure 2-3, two technical reports were prepared for the Project. The Project-specific Air Quality Impact Analysis (AQIA) concluded that localized air quality pollutants during Project construction and long-term operation would be below the SCAQMD localized significance thresholds, and thus the Project would not expose nearby sensitive receptors (i.e., residences and school uses) to substantial pollutant concentrations. Additionally, the Project-specific Health Risk Assessment (HRA) concluded that the Project would not expose nearby sensitive receptors, including residents, school children, and workers, to cancer or non-cancer risks exceeding the SCAQMD thresholds of significance. Condition of Approval 5.3-7: As conditions of grading permits and building permits,

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proximity to existing air pollution sources.		consecutive minutes or periods aggregating more than five minutes in any one hour. <u>CARB Commercial Vehicle Idling Regulation, Rule 2449:</u> Commercial vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier are prohibited by law from idling for more than 5 minutes. <u>CARB Truck and Bus Regulation:</u> Diesel trucks and buses with a GVWR of 14,001+lbs are required to meet particulate matter (PM) filter requirements and upgrade to 2010 model year (MY) or newer engines by January 1, 2023. <u>SCAQMD Permit to Construct, Rule 201:</u> A permit is required from the SCAQMD to erect, install, alter or replace any stationary equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants.	simultaneous soil disturbance shall be limited to a maximum of 5 acres per day. Construction and demolition contractors shall be required to ensure compliance and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. Also, this requirement shall be specified in bid documents issued to prospective construction contractors. <u>Condition of Approval 5.3-8:</u> As a condition of building occupancy permits, signs shall be required to posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations]." <u>Condition of Approval 5.3-9:</u> As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic inspection of the site by the City of El Monte or its designee to confirm compliance.

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BIOLOGICAL RESOURCES			
The FPEIR did not identify any significant impacts to biological resources and did not identify any mitigation measures to reduce impacts to biological resources.	N/A	City of El Monte Municipal Code Chapter 14.03: The Project Applicant shall obtain a tree removal permit from the City of El Monte Economic Development Department pursuant to City of El Monte Municipal Code Chapter 14.03 (Tree Protection and Preservation).	N/A
CULTURAL RESOURCES			
The FPEIR did not identify any significant impacts to cultural resources and did not identify mitigation measures to reduce impacts to cultural resources.	N/A	California Health and Safety Code § 7050.5, as well as the Public Resources Code § 5097 et. seq.: In the event that Native American human remains are discovered, the California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. require that the Native American Heritage Commission (NAHC) be contacted within 24 hours of the discovery and that the Most Likely Descendant, as identified by the NAHC, be contacted in order to determine proper treatment and disposition.	N/A
GEOLOGY AND SOILS			
The FPEIR did not identify any significant impacts due to geology and soils and did not identify any mitigation measures to reduce impacts associated with geology and soils.	N/A	NPDES and SWPPP Compliance: The Project is required to obtain coverage under a NPDES permit, and implement provisions specified in the Project's SWPPP. Compliance with the NPDES permit and the SWPPP would ensure the implementation of an effective combination of erosion control	N/A

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		and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges. <u>Geotechnical Study Compliance:</u> In accordance with City requirements to implement site-specific geotechnical recommendations, all grading and building plans shall incorporate the recommendations of the report titled, "Geotechnical Investigation – Proposed Commercial/ Industrial Development, 4300 Shirley Avenue," dated February 3, 2016 and prepared by Southern California Geotechnical. Alternatively, the Project shall incorporate the recommendations of any new or updated geotechnical studies that may be prepared to address construction of the Project. <u>California Building Standards Code (CBSC):</u> The Project is required by law to comply with the California Building Standards Code, which addresses construction standards including those related to seismic and soil conditions.	
GREENHOUSE GAS EMISSIONS			
5-1 The City of El Monte shall prepare a Climate Action Plan	No		<u>Not Applicable:</u> This mitigation measure provides direction to the City of El Monte to

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within 24 months after adopting the El Monte General Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the state's efforts under AB 32 and to mitigate the impact of climate change on the City, state, and world. The Climate Action Plan shall include [Emission Inventories and a "Business as Usual Scenario].			adopt a City-wide Climate Action Plan (CAP), establish GHG emissions inventories, and define a "business as usual scenario." There are no components of the Project that would inhibit the City's ability to prepare a CAP and establish City-wide GHG emission inventories and a business as usual scenario. Further, implementation of the proposed Project would result in lower GHG emissions (approximately 64% lower) compared to the level of GHG emissions assumed for the Project site by the General Plan EIR.
• Emission Targets: The City will develop plans to reduce or encourage reductions in GHG emissions from all sectors within the City: o A Municipal GHG Reduction Target which shall include measures to reduce GHG emissions from municipal activities by at least 15 percent from existing conditions by 2020. o A Community Climate Action Plan in collaboration with the stakeholders from the community at large,	No	<u>CARB Rule 2485, Commercial Truck and Bus Idling Restrictions Near Schools:</u> School busses, transit busses, and commercial motor vehicles are prohibited from idling within 100 feet of a school for more than five consecutive minutes or periods aggregating more than five minutes in any one hour. <u>CARB Rules 2484 and 2499, Off-Road Equipment and Commercial Vehicle Idling Regulations:</u> Diesel-powered off-road equipment and commercial vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier are prohibited by law from idling for more than 5 minutes. [Reduction of vehicle idling limits GHG emissions from tailpipe emissions.]	<u>Not Applicable:</u> This mitigation measure directs the City to develop City-wide GHG reduction targets. There are no components of the Project that would inhibit the City's ability to develop reduction targets. Further, implementation of the proposed Project would result in lower GHG emissions (approximately 64% lower) compared to the level of GHG emissions assumed for the Project site by the General Plan EIR, which more than meets the 15% reduction specified in this measure. The following Conditions of Approval will implement the reduction measures recommended by Mitigation Measure 5-1 that are applicable to development projects.

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 15 percent from existing conditions by 2020. The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified above. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):		CARB Truck and Bus Regulation, Rule 2025: Diesel trucks and buses with a GVWR of 14,001+lbs are required to meet particulate matter (PM) filter requirements and upgrade to 2010 model year (MY) or newer engines by January 1, 2023. [Meeting these requirements limits GHG emissions from tailpipe emissions.] California Green Building Standards Code (CBSC), Title 20 and Title 24: Pursuant to the CBSC, non-residential projects are required to comply with mandatory provisions including but not limited to providing parking areas for clean air vehicles, providing electric vehicle charging stations, installing energy efficient appliances, lighting and fixtures, constructing roofs to be solar-ready, and recycling and/or reusing at least 65% of non-hazardous construction debris. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.] California Water Conservation in Landscaping Act of 2006 (AB 1881) and Executive Order B-29-15: AB 1881 required local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new	Condition of Approval 5.7-1: As a condition of any demolition permits, the Project Applicant shall prepare and the City of El Monte shall approve a demolition and waste reduction plan to reduce waste by recycling and/or salvaging at least 65% of all non-hazardous construction and demolition debris. [Reuse of materials limits GHG emissions associated with the production of new materials.] Condition of Approval 5.7-2: As a condition of building permits, dedicated landscape water meters are required. All landscaping irrigation systems shall be required to be automated, high-efficient irrigation systems that use dripline bubbler irrigation; low-angle, low-flow spray heads; or pressure regulators and moisture sensors to reduce water use. [Water conservation reduces GHG emissions associated with the production and distribution of water.]. Condition of Approval 5.7-3: As a condition of building permits, the City of El Monte shall ensure that energy efficient lighting and lighting control systems will be used that meet or exceed the CBSC requirements. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
		development and reduced water waste in existing landscapes. The Project is required to comply with the City of El Monte 's adopted water efficient landscape requirements and would therefore be consistent with the requirements of AB 1881 in order to help conserve California's water resources and to promote efficient water use, thereby reducing GHG emission associated with the provision, conveyance, and treatment of water. Executive Order B-29-15 (2014) further enhanced water restrictions to meet the mandatory 25% potable water use reduction requirements. [Water conservation reduces GHG emissions associated with the production and distribution of water.]	Condition of Approval 5.7-4: As a condition of building permits, at least 15% of the building's roof is required to be solar ready, and passenger car electric vehicle (EV) charging stations shall be installed, consistent with CBSC requirements. [Use of solar energy and encouragement of EV use reduces GHG emissions associated with fossil fuel consumption.] Condition of Approval 5.7-5: As a condition of building permits, all on-site drive isles and truck courts shall consist of concrete. Use of asphalt shall be restricted. [Concrete has a lower heat value than asphalt and reduces the heat island effect.] Condition of Approval 5.7-6: As a condition of building permits, light-colored roofing materials shall be required that have a low heat reflective value. Dark-colored roofing materials shall be restricted. [Light-colored roofing materials have a lower heat value than dark colors and reduces the heat island effect.] Condition of Approval 5.7-7: Construction plans shall show adequate electrical capacity in the buildings to accommodate the future installation of EV charging facilities where most appropriately located on the Project site.

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			Condition of Approval 5.7-8: As a condition of building permits, outdoor electrical outlets shall be installed on buildings to support the use of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. [Use of electric-powered equipment reduces GHG emissions from the use of combustion engines.] Condition of Approval 5.7-9: As a condition of building occupancy permits, signs shall be required to be posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) five minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations]. [Reduction of vehicle idling limits GHG emissions from tailpipe emissions.] Condition of Approval 5.7-10: As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
			inspection of the site by the City of El Monte or its designee to confirm compliance.
• Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.	Yes	California Green Building Standards Code (CBSC), Title 20 and Title 24: Pursuant to the CBSC, non-residential projects are required to comply with mandatory provisions pertaining to parking for clean air vehicles, providing electric vehicle charging stations, installing energy efficient appliances, lighting and fixtures, constructing roofs to be solar-ready, etc. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]	Condition of Approval 5.7-11: As a condition of building permits, the building shell shall be designed to meet LEED certification standards. The developer shall submit the LEED point worksheet to the City of El Monte for verification.
• Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.	Yes		Project Design Feature: The Project's buildings are oriented north to south, which is optimal for passive energy efficient building orientation.
• Evaluate the feasibility of implementing a Public Transit Fee to support Metro in developing additional transit service in the City.	No		Not Applicable: This provision of Mitigation Measure 5-1 provides direction to City staff to evaluate the feasibility of implementing a fee to support public transit in the City and is not applicable to the proposed Project. Project Design Feature: An existing bus stop located along the northern boundary of the Project site would remain in place. Thus, the

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
			Project's employees and visitors would have convenient public transit access.
• Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.	Yes	CARB Commercial Vehicle Idling Regulation, Rule 2025: Commercial vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier are prohibited by law from idling for more than 5 minutes. [Reduction of vehicle idling limits GHG emissions from tailpipe emissions.]	Condition of Approval 5.7-9 (duplicate): As a condition of building occupancy permits, signs shall be required to be posted in all loading dock and delivery areas that state the following: "Turn off all diesel engines when not in use. Trucks shall not idle for more than five (5) five minutes. Report violations to [telephone numbers shall be listed for the building facilities manager and the California Air Resources Board to report violations]. [Reduction of vehicle idling limits GHG emissions from tailpipe emissions.] Condition of Approval 5.7-10 (duplicate): As a condition of building occupancy permit issuance, there shall be a provision stated in building lease and sale agreements that yard trucks shall not be fueled with diesel. Verification of the provision shall be provided to the City of El Monte or its designee to confirm inclusion. The building owner and occupant shall allow periodic inspection of the site by the City of El Monte or its designee to confirm compliance.
• Install energy efficient lighting and lighting control systems in	No	California Green Building Standards Code (CBSC), Title 24: Pursuant to the CBSC, non-residential projects are required to comply	Not Applicable: This provision of Mitigation Measure 5-1 applies to municipal buildings and is not applicable to the proposed Project.

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
all municipal buildings.		with mandatory provisions pertaining to energy-efficient lighting. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]	
• Require all new traffic lights installed be energy efficient traffic signals.	No		Not Applicable: The Project does not propose the installation of traffic signals. Thus, this provision of FPEIR Mitigation Measure 5-1 is not applicable to the proposed Project.
• Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.	No		Not Applicable: Reclaimed water is not available to the Project site.
• Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low- flow spray heads; or moisture sensors.	Yes		Condition of Approval 5.7-12: Prior to issuance of grading or building permits, the Project Applicant shall prepare a landscape documentation package that includes a water efficient landscape worksheet, soil management report, and grading and drainage review plan for areas to be landscaped. The water efficient landscape worksheet is required to include calculations that show that the estimated total water use (ETWU) is below the maximum applied water allowance (MAWA), as defined in the ordinance. [Water conservation reduces GHG emissions associated with the production and distribution of water.]

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			Condition of Approval 5.7-2 (duplicate): As a condition of building permits, all landscaping irrigation systems shall be required to be automated, high-efficient irrigation systems that use bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors to reduce water use. [Water conservation reduces GHG emissions associated with the production and distribution of water.].
• Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization	No		Not Applicable: The Project is a proposed private high-cube warehouse use and does not involve any municipal buildings.
• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 applies to large events and is not applicable to the proposed Project.
• Support and promote the use of low-and zero-emission vehicles by: o Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles	No	California Green Building Standards Code (CBSC), Title 24: Pursuant to the CBSC, non-residential projects are required to provide parking areas for clean air vehicles and provide electric vehicle charging stations. CARB Truck and Bus Regulation, Rule 2025: Diesel trucks and buses with a GVWR of	Not Applicable: This provision of FPEIR Mitigation Measure 5-1 provides direction to the City to support and promote the use of low- and zero-emission vehicles. Aside from mandatory compliance with the CBSC and the CARB Truck and Bus Regulation, this provision of FPEIR Mitigation Measure 5-1 is not applicable to the proposed Project.

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. o Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero-emission vehicles and/or plug-in electric hybrids. o Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, zero-emission vehicles, or better fleet mixes. o Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.		14,001+lbs are required to meet particulate matter (PM) filter requirements and upgrade to 2010 model year (MY) or newer engines by January 1, 2023: [Meeting these requirements limits GHG emissions from tailpipe emissions.]	
• Establish green building requirements and standards for new development and	No	California Green Building Standards Code (CBSC), Title 20 and Title 24: Pursuant to the CBSC, non-residential projects are required to comply with mandatory	Not Applicable: This provision of FPEIR Mitigation Measure 5-1 provides direction to the City to establish green building requirements and provide incentives for green

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.		provisions including but not limited to providing parking areas for clean air vehicles, providing electric vehicle charging stations, installing energy efficient appliances, lighting and fixtures, constructing roofs to be solar-ready, and recycling and/or reusing at least 65% of non-hazardous construction debris. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]	building practices. Aside from mandatory compliance with the CBSC, this provision of FPEIR Mitigation Measure 5-1 is not applicable to the proposed Project.
• Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 provides direction to the City to identify and remove regulatory or procedural barriers to implementing green building practices and is not applicable to the proposed Project.
• Support the use of green building practices by: o Providing information, marketing, training, and technical assistance about green building practices.	Yes		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 provides direction to the City to provide training on green building practices and is not applicable to the proposed Project.
o Adopting a Green Building ordinance with guidelines for green building	No	California Green Building Standards Code (CBSC), Title 20 and Title 24: Pursuant to the CBSC, non-residential projects are	Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs to City to adopt

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
practices in residential and commercial development.		required to comply with mandatory provisions including but not limited to providing parking areas for clean air vehicles, providing electric vehicle charging stations, installing energy efficient appliances, lighting and fixtures, constructing roofs to be solar-ready, and recycling and/or reusing at least 65% of non-hazardous construction debris. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]	a Green Building ordinance and is not applicable to the proposed Project.
• Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: o Standards for the installation of "cool roofs." o Standards for improved overall efficiency of lighting systems. o Requirements for the use of Energy Star appliances and fixtures in discretionary new development.	No	California Green Building Standards Code (CBSC), Title 20 and Title 24: Pursuant to the CBSC, non-residential projects are required to comply with mandatory provisions including but not limited to providing parking areas for clean air vehicles, providing electric vehicle charging stations, installing energy efficient appliances, lighting and fixtures, constructing roofs to be solar-ready, and recycling and/or reusing at least 65% of non-hazardous construction debris. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]	Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs the City to adopt energy efficiency performance standards and is not applicable to the proposed Project.

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• Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.	No	California Assembly Bill 802 (AB 802, 2015): California adopted Assembly Bill (AB) 802 in 2015 that requires owners and operators of all commercial, multifamily, and mixed-use properties greater than 50,000 square feet (and for multifamily and mixed-used properties with more than 17 units) to benchmark and publicly disclose building energy usage to the California Energy Commission. Additionally, AB 802 includes provisions for building owners and operators to obtain whole-building energy usage information directly from utilities, providing certain aggregation thresholds are met. The data access provisions ensure building owners can access the data they need to properly benchmark their building's total consumption.	Not Applicable: This provision of FPEIR Mitigation Measure 5-1 applies to residential and commercial buildings, and the Project is neither of those uses.
• Establish policies and programs that facilitate the siting of new renewable energy generation.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs the City to establish policies and programs that facilitate new renewable energy generation and is not applicable to the Project.
• Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.	No		Not Applicable: The Project does not propose any buildings that would be constructed in whole or in part with City funds; thus, this provision of FPEIR Mitigation Measure 5-1 is not applicable to the proposed Project.
• Prepare and implement a	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 relates to municipal

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comprehensive plan to improve energy efficiency of municipal facilities. . . .			facilities and is not applicable to the proposed Project.
• Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions. . . .	No		Not Applicable: This provision of Mitigation Measure 5-1 directs the City to provide City staff training and is not applicable to the proposed Project.
• Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 relates to City-owned vehicles and is not applicable to the proposed Project.
• Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.	Yes		Condition of Approval 5.7-8 (duplicate): As a condition of building permits, outdoor electrical outlets shall be installed on buildings to support the use of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. [Use of electric-powered equipment reduces GHG emissions from the use of combustion engines.
• Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.	No	California Green Building Standards Code (CBSC), Title 24: Pursuant to CBSC Chapter 5, Division 5.1, secure bicycle parking is required to be provided on the site in the quantity specified by the CBSC. The CBSC also includes mandatory provisions for parking for clean air vehicles and electric	Project Design Feature: The Project's design provides for the installation of meandering sidewalks along the Project's frontage with Lower Azusa Road and Shirley Avenue. An existing bus stop located along the northern boundary of the Project site would remain in place. The General Plan does not designate

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
		vehicle charging stations. These features reduce energy use and fossil fuel use, which reduce air pollutant emissions.	any other alternative modes of transportation as pertaining to the Project site, such as trails or bicycle paths.
• Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 relates to City-owned existing hardscape areas and is not applicable to the proposed Project.
• Implement enhanced programs to divert solid waste from landfill operations by: o Establishing a diversion target that meets or exceeds AB 939 requirements. o Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.	No	California Green Building Standards Code (CBSC), Title 24: Pursuant to the CBSC, non-residential projects are required to recycle or reuse at least 65% of non-hazardous construction debris. [Compliance with the CBSC limits GHG emissions associated with fossil fuel consumption.]	Condition of Approval 5.7-1 (duplicate): As a condition of any demolition permits, the Project Applicant shall prepare and the City of El Monte shall approve a demolition and waste reduction plan to reduce waste by recycling and/or salvaging at least 65% of all non-hazardous construction and demolition debris. [Reuse of materials limits GHG emissions associated with the production of new materials.]
• Establish a water conservation plan that may include such policies and actions as:	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs the City to establish a water conservation plan and is not applicable to the proposed Project.

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o Maintaining and refining the City's tiered rate structure for water use. o Establishing restrictions on time of use for landscape watering or other demand management strategies. o Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.			
• Ensure that building standards and permit approval processes promote and support water conservation by: o Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of nonroof impervious surfaces around the building(s). o Establishing menus and check-lists for developers and contractors to ensure water-efficient	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs the City to establish programs to promote and support water conservation and is not applicable to the proposed Project.

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infrastructure and technology are used in new construction, including low- flow toilets and shower heads, moisture-sensing irrigation, and other such advances.			
• Organize workshops on waste reduction activities for the home or business, such as backyard composting or office paper recycling, and schedule recycling dropoff events and neighborhood chipping/mulching days.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs the City to organize workshops to reduce waste and is not applicable to the proposed Project.
• Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.	No		Not Applicable: This provision of FPEIR Mitigation Measure 5-1 directs the City to organize workshops on energy efficiency and is not applicable to the proposed Project.
5-2 Measures listed in Mitigation Measure 5-1 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of El Monte General Plan and adoption of the	Yes	Refer to the mandatory regulatory requirements identified above for FPEIR Mitigation Measure 5-1.	Project Design Feature: As indicated in the Project's GHG Analysis (Technical Appendix E), the proposed Project is calculated to produce GHG emissions that are approximately 64.21% below the projected 2011 BAU emissions for 2020, which exceeds the City's reduction target

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Climate Action Plan (CAP).			as established by FPEIR Mitigation Measure 5-1. Conditions of Approval: Although the Project would exceed the City's GHG reduction target as established by FPEIR Mitigation Measure 5-1, the Project has nonetheless been conditioned to implement applicable GHG reduction requirements of FPEIR Mitigation Measure 5-1 (refer to Project Conditions of Approval 5.7-1 through 5.7-12).
5-3 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of El Monte shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.	Y		Project Design Feature: The Project was found to be consistent with the Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), which demonstrates that the Project would be consistent with, or otherwise would not conflict with, applicable provisions of the RTP/SCS. Accordingly, the Project is consistent with and implements General Plan FPEIR Mitigation Measure 5-3.
HAZARDS AND HAZARDOUS MATERIALS			
The FPEIR did not identify any impacts associated with hazards and hazardous materials, and did not identify any mitigation measures related to hazards and hazardous materials.	N/A	SCAQMD Rule 1403 Compliance: The City of El Monte shall condition all demolition permits to comply with South Coast Air Quality Management District (SCAQMD) Rule 1403 with respect to asbestos containing materials and the demolition contractor shall be required to comply with Rule 1403. All	N/A

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		asbestos-related work conducted during the demolition process shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos-containing construction materials (ACCMs) shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks. During demolitionb, the demolition contractor shall maintain all records of compliance with Rule 1403, including, but not limited to, the following: evidence of notification of SCAQMD pursuant to Rule 1403; contact information for the Asbestos-abatement Contractor and Asbestos Consultant; and receipts (or other evidence) of off-site disposal of all ACCMs. These records shall be made available for City inspection upon request.	
NOISE			
9.1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, the project property owner/developers shall retain an acoustical engineer to	No		Not Applicable: FPEIR Mitigation Measure 9-1 applies to new projects proposing noise-sensitive land uses. The Project proposes high-cube warehouse uses which are not noise-sensitive land uses. Accordingly, FPEIR Mitigation Measure 9-1 is not applicable to the proposed Project.

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conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).			
9-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jackhammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceeds the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less-vibration-	Yes		Condition of Approval 5.12-1: As conditions of grading permits and building permits, during construction of the Project construction equipment may be allowed within 100 feet of the adjacent school, at all times the school is occupied, provided the construction equipment does not generate noise levels in excess of 87 dBA Leq (10-minute) at 10 feet or vibration levels of 0.01 in/sec RMS (refer to Figure 5-4, Construction Noise Attenuation Measures). There shall be no limit on construction equipment when the school is not occupied. Project contractors shall be required to ensure compliance with these requirements and permit periodic inspection of the

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).			construction site by City of El Monte staff or its designee to confirm compliance. This requirement also shall be specified in bid documents issued to prospective construction contractors.
9-3 Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to a railway, the development project application shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures shall be implemented, such as use of concrete, iron, steel, or masonry materials, to ensure that levels of vibration amplification are within acceptable limits to building occupants, pursuant to the Federal Transit Administration vibration-annoyance criteria.	No		Not Applicable: FPEIR Mitigation Measure 9-3 applies to vibration-sensitive land uses. The Project proposes high-cube warehouse uses which are not vibration-sensitive land uses. Accordingly, FPEIR Mitigation Measure 9-1 is not applicable to the proposed Project.
9-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise	Yes	El Monte Municipal Code Chapter 8.36, Noise Control: regulates the generation of impulsive or intrusive noise on properties within the City of El Monte. The City has	Project Design Feature: The Project was evaluated as part of a site-specific Noise Impact Analysis, which identified measures to reduce construction-related noise to less-than-

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impacts. Mitigation measures—such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes—shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.		established maximum permissible exterior noise levels as measured at the property line of the receiving property based on noise zones within the City. This Chapter also regulates the hours of construction noise.	significant levels. These measures have been incorporated as Conditions of Approval 9-2(a) and 9-4(a) through 9-4(e). <u>Condition of Approval 5.12-1 (duplicate):</u> As conditions of grading permits and building permits, during construction of the Project construction equipment may be allowed within 100 feet of the adjacent school, at all times the school is occupied, provided the construction equipment does not generate noise levels in excess of 87 dBA Leq (10-minute) at 10 feet or vibration levels of 0.01 in/sec RMS (refer to Figure 5-4, Construction Noise Attenuation Measures). There shall be no limit on construction equipment when the school is not occupied. Project contractors shall be required to ensure compliance with these requirements and permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. This requirement also shall be specified in bid documents issued to prospective construction contractors. <u>Condition of Approval 5.12-2:</u> Prior to issuance of occupancy permits, the City of El Monte shall ensure that noise barriers have been constructed on the Project site in the locations shown on EIR Addendum Figure 5-5, *Operational Noise Attenuation Measures*. EIR

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			Addendum Figure 5-5 indicates the need for 1) a noise barrier ranging from 8 to 14 feet in height at the northern interface of Building 1 with the adjacent Gidley Elementary School site to the east; 2) a 10-foot high noise barrier at the northwestern portion of the Building 1 truck court (near the northernmost entrance driveway at Shirley Avenue); and 3) construction of minimum 5-foot high parapet/screening walls for all roof-top mechanical ventilation equipment on Buildings 1 and 2. <u>Condition of Approval 5.12-3:</u> The noise mitigation barriers required by Condition of Approval 9-4(a) shall be constructed at the eastern Project site boundary as early in the construction process as possible to reduce construction noise levels experienced at the adjacent Gidley Elementary School. <u>Condition of Approval 5.12-4:</u> Prior to the issuance of grading permits and building permits, the developer shall submit a signed letter from the construction contractor(s) to the City of El Monte verifying that all construction equipment, fixed or mobile, has been equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. Construction contractors shall permit periodic inspection of

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			the construction site by City of El Monte staff or its designee to confirm compliance. <u>Condition of Approval 5.12-5:</u> As conditions of grading permits and building permits, the construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site. Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance. <u>Condition of Approval 5.12-6:</u> As conditions of grading permits and building permits, the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the center). Construction contractors shall be required to permit periodic inspection of the construction site by City of El Monte staff or its designee to confirm compliance.
PUBLIC SERVICES			
11-1 The City shall coordinate with the County of Los Angeles to identify available funding sources to fund expanded or	No		<u>Not Applicable:</u> FPEIR Mitigation Measure 11-1 directs the City to coordinate with the County of Los Angeles regarding new library facilities and is not applicable to the proposed Project.

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
new library facilities necessary to serve existing and future residents associated with implementation of the General Plan Update.			
TRANSPORTATION AND CIRCULATION			
13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified in Figure 6 of said study. All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.	No	Municipal Code Chapter 15.08: Prior to the issuance of building permits, the Project Applicant shall pay fees pursuant to the City of El Monte Municipal Code Chapter 15.08, Public Facilities Impact Fees.	Not Applicable: FPEIR Mitigation Measure 13-1 is intended to ensure consistency between the General Plan Circulation Element and the traffic study prepared by the Mobility Group. The Project does not propose any improvements that would conflict with either the General Plan Circulation Element or the Mobility Group traffic study. As such, this mitigation measure is not applicable to the proposed Project. The following Conditions of Approval have been identified to implement a portion of the City's General Plan Circulation Element, as evaluated in the FPEIR. Condition of Approval 5.16-1: Prior to the issuance of occupancy permits for the proposed Project, the Project Applicant shall make a fair-share fee contribution towards improving the intersection of Baldwin Avenue at Loftus Drive to prohibit on-street parking within 100 feet of the westbound approach to the intersection and to restripe the westbound

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
			approach to accommodate a 100-foot long right-turn lane. Condition of Approval 5.16-2: Prior to issuance of occupancy permits for the proposed Project, the Project Applicant shall improve Valley Boulevard between Garvey Avenue and the eastern City limit to eliminate the de facto eastbound and westbound right-turn lanes and to provide for a six-lane roadway through restriping. Condition of Approval 5.16-3: Prior to issuance of occupancy permits, the Project Applicant shall improve the roadway segment of Baldwin Avenue between Valley Boulevard and the I-10 Freeway to provide three (3) southbound lanes and two (2) northbound lanes, for a total of five lanes. Condition of Approval 5.16-4: Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Santa Anita Avenue and Lower Azusa Road to eliminate on-street parking and restripe the northbound approach to accommodate a third northbound through lane. Condition of Approval 5.16-5: Prior to issuance of occupancy permits, the Project Applicant

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
			shall make a fair-share contribution towards improving the intersection of Santa Anita Avenue and Valley Boulevard to provide a northbound right turn lane and a southbound right turn lane. Condition of Approval 5.16-6: Prior to issuance of occupancy permits, the Project Applicant shall make a fair-share contribution towards improving the intersection of Peck Road and Lower Azusa Road to provide a second northbound left turn lane. Condition of Approval 5.16-7: Prior to issuance of the first certificate of occupancy, the Project Applicant shall reconstruct Shirley Avenue along the Project site's frontage, up to the curb on the west side of the street, in accordance with improvement plans to be approved by the City. Condition of Approval 5.16-8: Prior to issuance of the first certificate of occupancy, the Project Applicant shall widen Gidley Street between Shirley Avenue and Baldwin Avenue in accordance with improvement plans to be approved by the City.
13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-			Not Applicable: FPEIR Mitigation Measure 13-2 is intended to ensure consistency between the General Plan Circulation Element and the

General Plan and Zoning Code Update FPEIR Mitigation Measures	Applicable to the Project?	Mandatory Regulatory Requirements Applicable to Goodman Logistics Center	Goodman Logistics Center Project Design Features and Conditions of Approval
prepared traffic study and all the traffic mitigation measures recommended therein.			traffic study prepared by RBF. The Project does not propose any improvements that would conflict with either the General Plan Circulation Element or the RBF traffic study. As such, this mitigation measure is not applicable to the proposed Project. Conditions of Approval 5.16-1 through 5.16-6 apply and would implement a portion of the City's Circulation Element, as evaluated in the FPEIR.