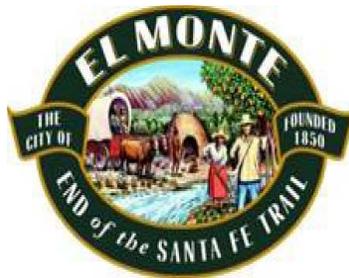


EXECUTIVE SUMMARY
INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

ARDEN INDUSTRIAL DEVELOPMENT
4144 ARDEN DRIVE
EL MONTE, CALIFORNIA 91731



LEAD AGENCY:

CITY OF EL MONTE
ECONOMIC DEVELOPMENT DEPARTMENT,
PLANNING DIVISION
11333 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91731

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

JULY 25, 2018

ELMT 015

TABLE OF CONTENTS

Section	Page
1. Introduction.....	3
2. Project Location.....	4
3. Environmental Setting.....	4
4. Project Description.....	11
5. Discretionary Actions.....	15
6. Summary of Environmental Analysis.....	16
7. Mitigation Measures.....	25
8. Conclusion.....	29

1. INTRODUCTION

The City of El Monte, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial development within a 2.75-acre site (before project dedication) located on the southeast corner of Arden Drive and Hickson Street. The proposed project, if approved, will consist of a concrete tilt-up industrial building that will have a total floor area of 61,163 square feet. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). Tenant A will occupy the northern portion of the warehouse, which has a total floor area of 40,105 square feet. Of that total, 6,313 square feet will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. Tenant B will occupy the southern portion of the warehouse, which has a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated for the mezzanine area and 18,325 square feet will be dedicated for the ground floor area.

The new building will have five dock high loading truck doors and two grade level truck doors located on the eastern elevation of the building. Parking for the proposed project will be provided by surface parking areas and will include 72 parking stalls. Access to the proposed development will be provided by two driveway connections: one will be located on the northern boundary of the project site along Hickson Street and one will be located on the western boundary of the project site along Arden Drive. Lastly, 13,838 square feet will be dedicated for landscaping.

The City of El Monte is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review. The construction of the proposed industrial building is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process. The Applicant is Darren Puffert, Project Manager, Calvert Architectural Group, Inc., 3801 Long Beach Boulevard, Long Beach, CA, 90807.

The City determined, as part of the Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. The attached Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of the Initial Study. Questions and/or comments should be submitted to the following individual:

David Kim, Assistant Planner
City of El Monte, Economic Development Department, Planning Division
11333 Valley Boulevard
El Monte, California 91731
626-258-8808

2. PROJECT LOCATION

The project site is located on the western portion of the City of El Monte, on the southeastern corner of Arden Drive and Hickson Street. The location of El Monte in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2 and a vicinity map is provided in Exhibit 3. The project site's legal address is 4144 Arden Drive. The Los Angeles County Tax Assessor's Parcel Number (APN) that is applicable to the project site is 8576-025-041.

3. ENVIRONMENTAL SETTING

The project site is located in an urban setting and is surrounded by urban development on all sides. The project site is currently split-zoned as M-2 (*General Manufacturing*) and RR (*Railroad*). The project site is currently improved with five (5) industrial structures, though the structures are not currently in use. Surrounding land uses and development in the vicinity of the project site are summarized below and are shown in Exhibit 4, which is an aerial photograph of the project site.

- *North of the Project Site.* Hickson Street extends in an east-west orientation along the project site's northern boundary. Residential uses exist north of Hickson Street in between Arden Drive and Esto Avenue.
- *South of the Project Site.* A railroad right-of-way (ROW) extends along the project site's south side. This railroad ROW is owned and operated by Union Pacific. South of the railroad ROW is the City of El Monte Public Works Transportation facility.
- *East of the Project Site.* Abutting the project site to the east is a large undeveloped parcel that was once part of the foundry that occupied the project site. The above-ground improvements associated with the undeveloped parcel's previous use have since been demolished. The Rio Hondo River is located approximately one quarter mile east of the project site.
- *West of the Project Site.* Arden Drive extends in a north-south orientation along the project site's western boundary. The intersection of Arden Drive and Hickson Street is a T-intersection. Industrial uses are located on the west side of Arden Drive.

As indicated previously, two driveways provide access to the project site: one driveway located along Arden Drive and one driveway located along Hickson Street. Industrially zoned properties are located along the entire south side of Hickson Street. Residentially zoned (R-1A) properties occupy frontage along the north side of Hickson Street between Arden Drive and Esto Avenue. As indicated previously, the project site is improved with an industrial use which includes five buildings. The five buildings exist over an engineered fill and were constructed in between the years 1953 and 1966. Ruderal vegetation, dirt surfaces, and concrete- and asphalt-paved surfaces are located throughout the project site. Vegetation-lined chain link fencing, picket and wrought iron fencing line the project site perimeter. All existing on-site improvements, including the buildings, vegetation, fencing, and paved surfaces, will be removed in order to accommodate the proposed project. Photographs of the project site are included in Exhibits 5 and 6.

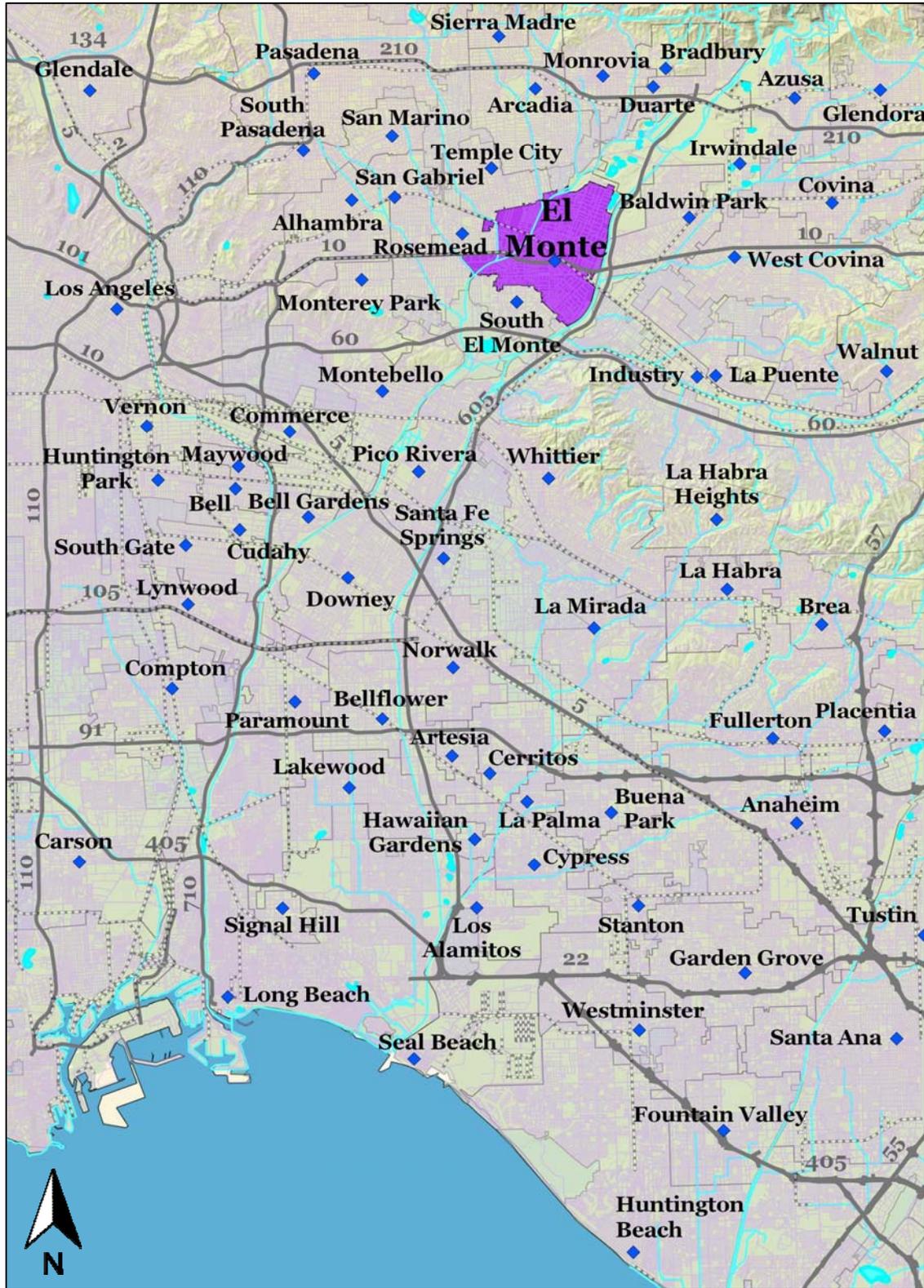


EXHIBIT 1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

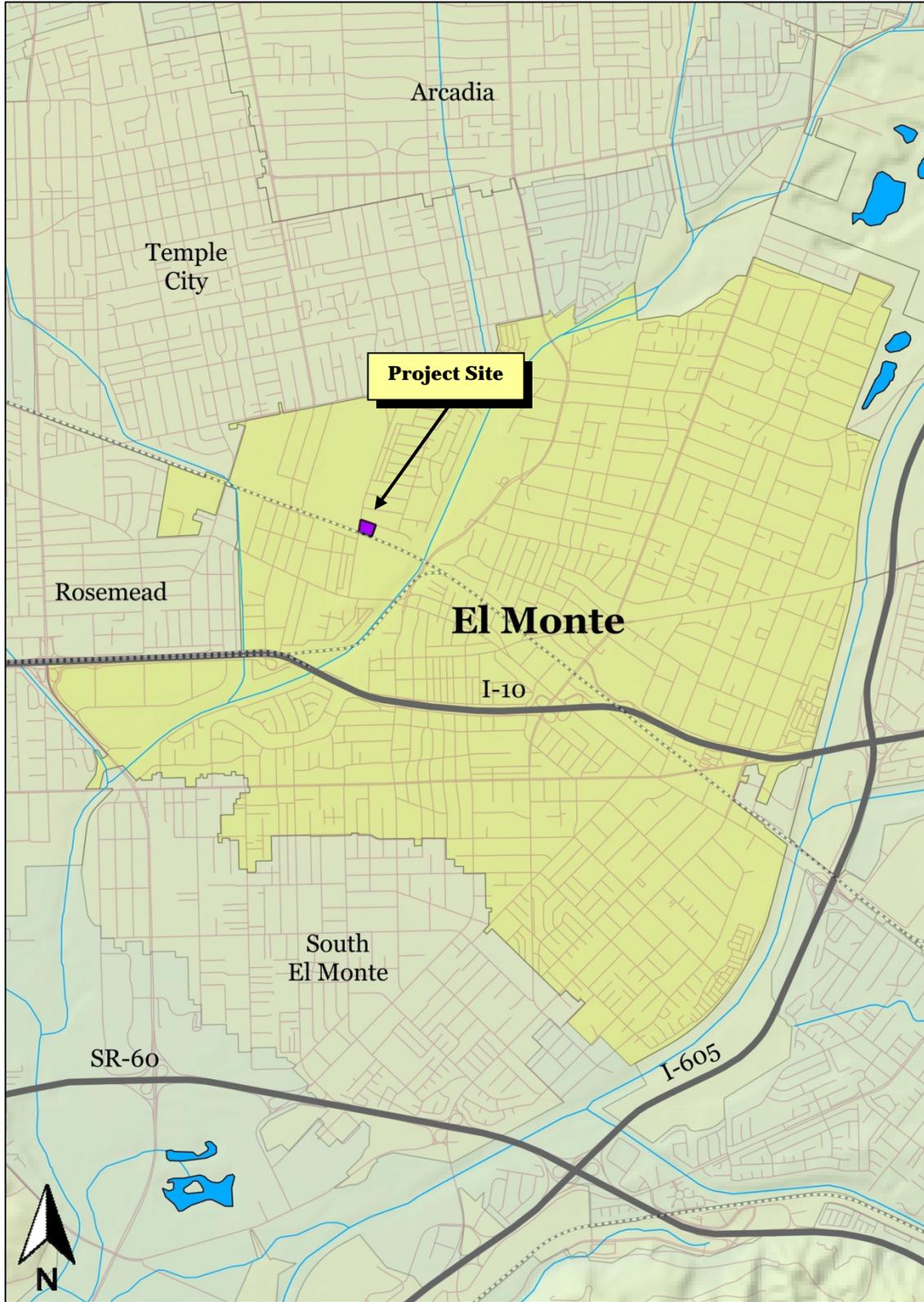


EXHIBIT 2
CITYWIDE MAP
SOURCE: QUANTUM GIS

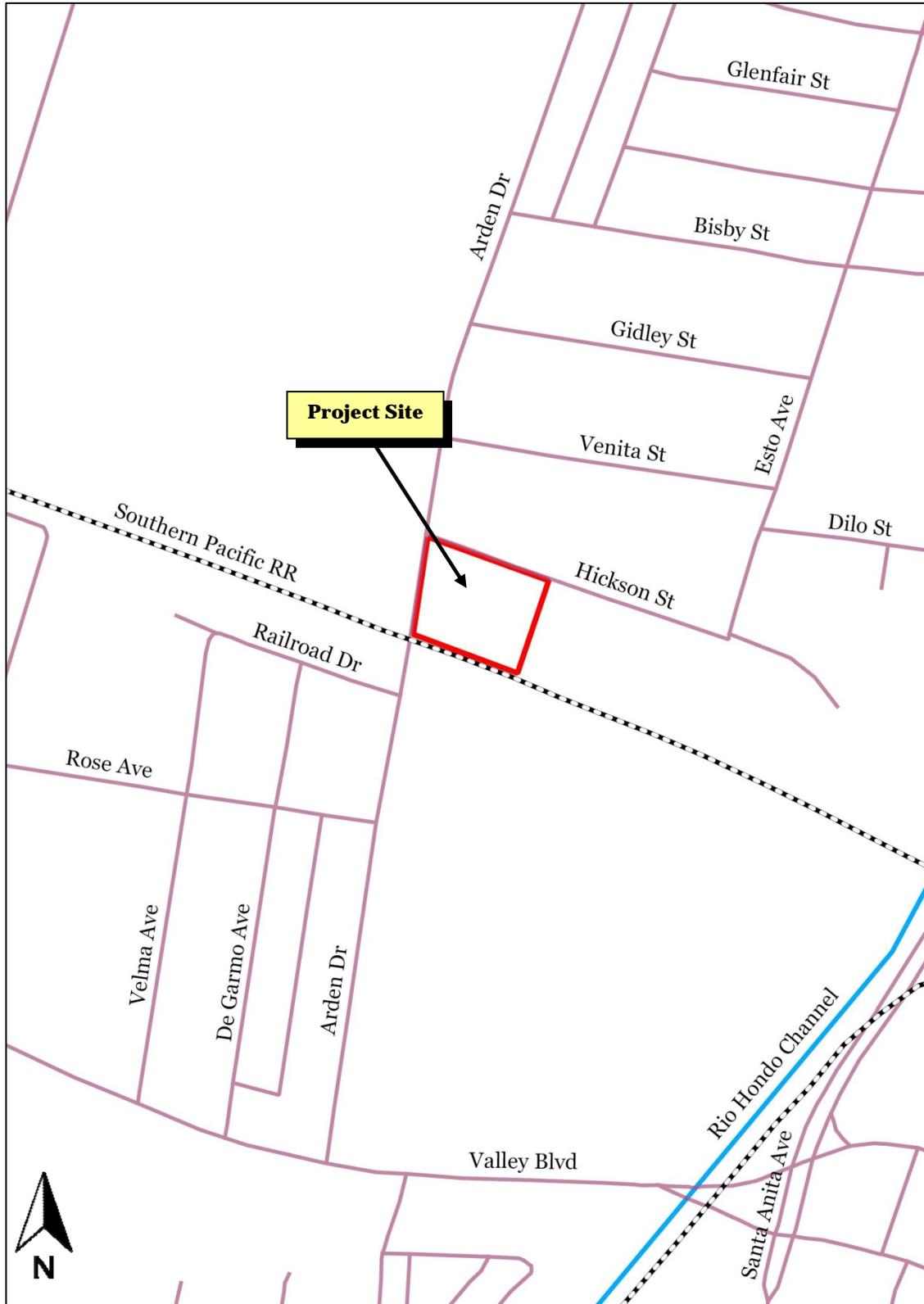


EXHIBIT 3
LOCAL MAP
SOURCE: QUANTUM GIS



EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



View of northwestern portion of project site along Hickson Street, facing west



View of the project site from northern driveway along Hickson Street, facing southeast

EXHIBIT 5
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning



View of northwestern portion of project site along Arden Drive, facing east



View of southwestern portion of project site along Arden Drive, facing east

EXHIBIT 6
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning

4. PROJECT DESCRIPTION

The proposed project involves the construction and operation of an industrial building in the City of El Monte. A conceptual site plan is provided in Exhibit 7 and building elevations are provided in Exhibits 8 and 9. Key elements of the project include:

- *Site Plan.* The proposed project involves the construction and operation of a new industrial building within a 119,762 square-foot (2.75-acre) site (before project dedication). Five existing buildings will be demolished in order to accommodate the proposed industrial building.
- *Building Characteristics.* The proposed industrial building will consist of a single floor and will have a total floor area of 61,163 square feet. Of this total, 9,046 square feet will be dedicated for the mezzanine area and 52,117 will be dedicated for the ground floor area. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). The new industrial building will have a maximum length of approximately 260 feet, a maximum width of approximately 248 feet and a maximum height of 40 feet.
- *Tenant A.* Tenant A will occupy the northern portion of the warehouse, which will have a total floor area of 40,105 square feet. Of that total, 6,313 will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. The mezzanine area will include 4,233 square feet of office area and 2,080 square feet of storage area. The ground floor will also include 4,233 square feet of office area.
- *Tenant B.* Tenant B will occupy the southern portion of the warehouse, which will have a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated to the mezzanine area and 18,325 square feet will be dedicated for the ground floor area. The mezzanine area will include 2,733 square feet of storage space and the ground floor will include 2,733 square feet of office space.
- *Parking Characteristics.* Parking for the new industrial building will be provided on surface parking areas and will include a total of 72 parking spaces. Of that total, 68 will be standard parking stalls, three will be standard ADA accessible stalls and one will be a van ADA accessible stall. The parking spaces will be located on the west and east sides of the new building.
- *Truck Loading.* The proposed industrial building will be provided with five dock high loading truck doors and two grade level truck doors. The truck loading docks and truck maneuvering areas will be located along the east side of the project site.

EXECUTIVE SUMMARY
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

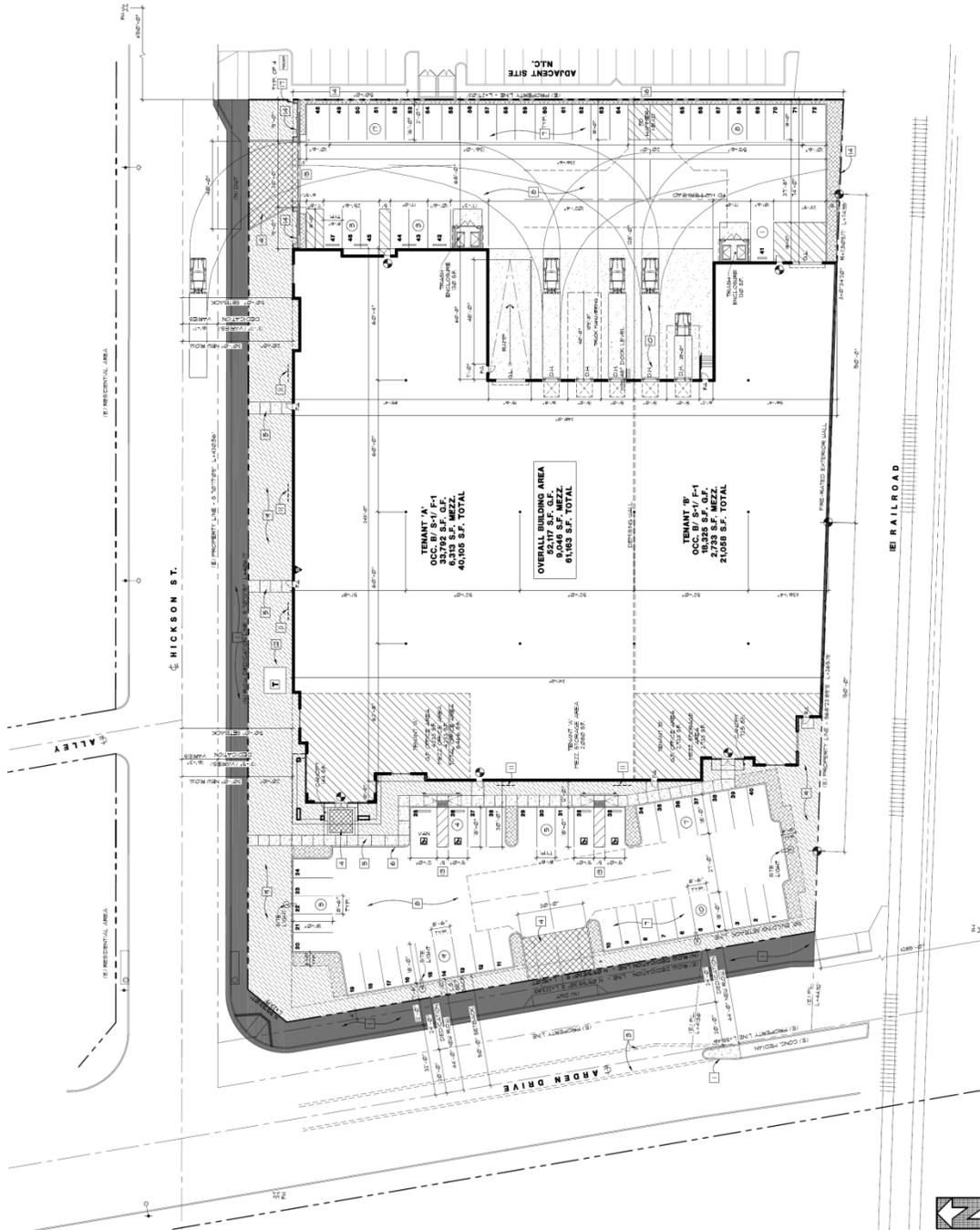
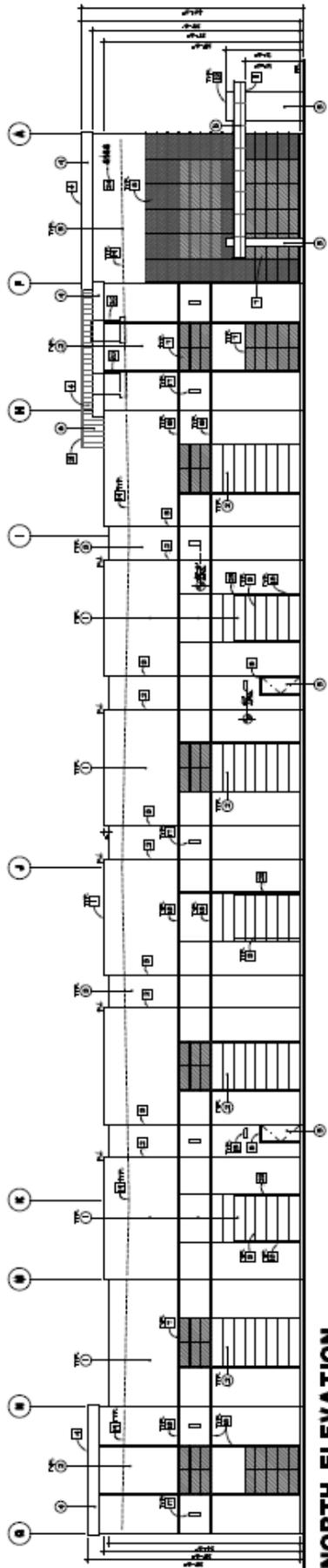
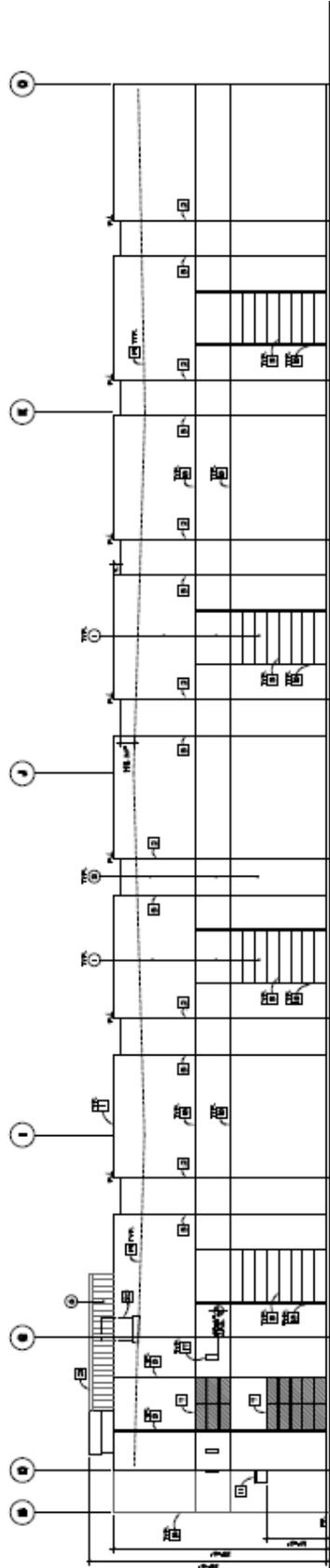


EXHIBIT 7
PROPOSED PROJECT SITE PLAN
 Source: Calvert Architectural Group, Inc.



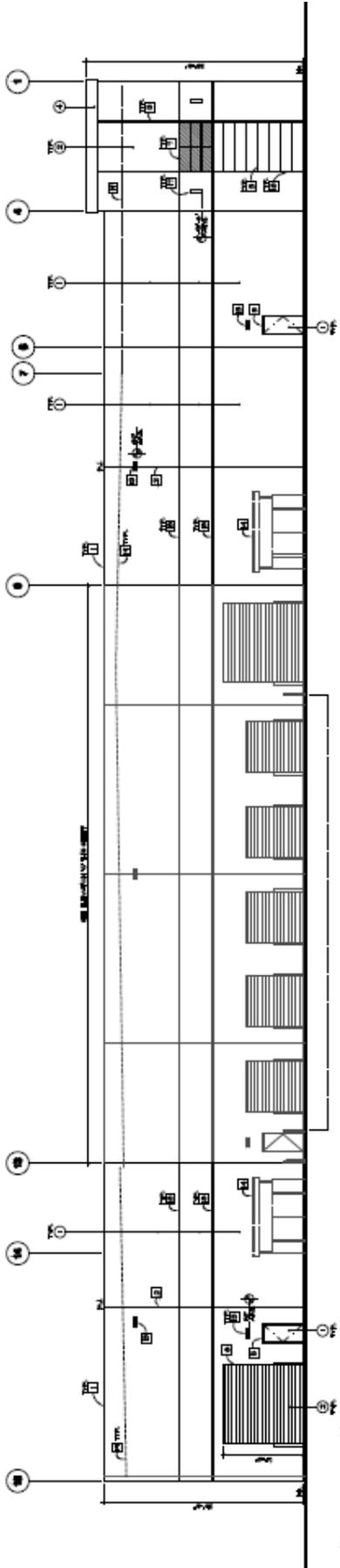
NORTH ELEVATION



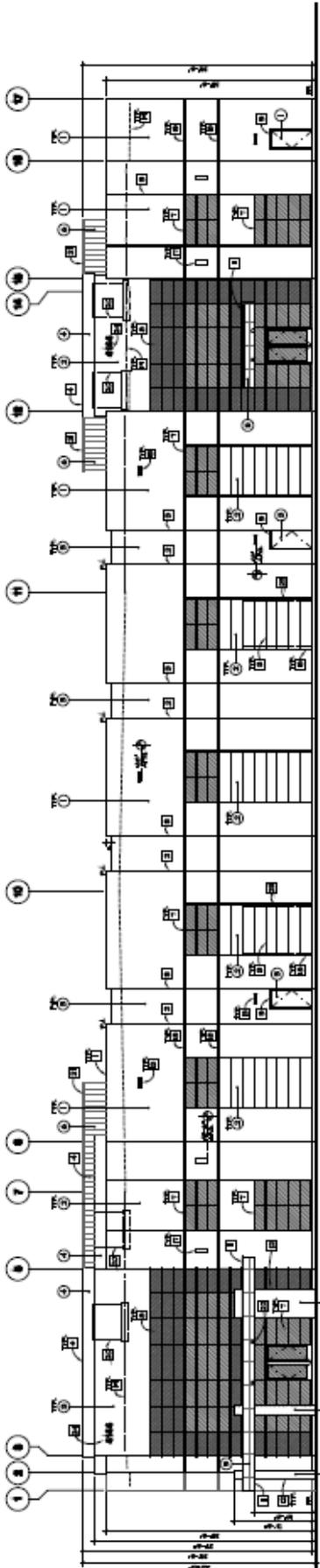
SOUTH ELEVATION

EXHIBIT 8
PROPOSED BUILDING 1 ELEVATIONS (NORTH AND SOUTH)

Source: Calvert Architectural Group, Inc.



EAST ELEVATION



WEST ELEVATION

EXHIBIT 9
PROPOSED BUILDING 1 ELEVATIONS (EAST AND WEST)
Source: Calvert Architectural Group, Inc.

The construction phases for the proposed project will take approximately 11 months to complete. The key construction phases are outlined below:

- *Demolition.* The five on-site industrial structures will need to be removed in order to accommodate the proposed project. This phase will take approximately one (1) month to complete.
- *Grading and Site Preparation.* During this phase, the site will be cleared of demolition debris, trees, brush, and other unwanted material. During the grading phase, the ground surface over the entire site will be leveled. Grading will take approximately one (1) month to complete. During the site preparation phase, the site will be staked in preparation of the installation of footings and the foundation. Site preparation will take approximately one (1) month to complete.
- *Construction.* The new 61,163 square-foot industrial building will be constructed during this phase. Construction will take approximately six (6) months to complete.
- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, painting, and the completion of other on-site improvements. This phase will take approximately two (2) months to complete.

5. DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of El Monte) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following approvals:

- Conditional Use Permit (CUP) No. 20-17;
- Design Review No. 07-17; and,
- The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for building demolition and construction, grading, utility connections, and building occupancy. In addition, the City of El Monte will be required to issue building permits and undertake inspections for those project elements that are located within the corporate boundaries of the City of El Monte.

6. SUMMARY OF ENVIRONMENTAL ANALYSIS

This section of the attached Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in the attached Initial Study include the following:

- | | |
|---|---|
| <ul style="list-style-type: none">● Aesthetics;● Agricultural & Forestry Resources;● Air Quality;● Biological Resources;● Cultural Resources;● Geology & Soils;● Greenhouse Gas Emissions;● Hazards & Hazardous Materials;● Hydrology & Water Quality;● Land Use & Planning; | <ul style="list-style-type: none">● Mineral Resources;● Noise;● Population & Housing;● Public Services;● Recreation;● Transportation & Circulation;● Tribal Cultural Resources;● Utilities; and,● Mandatory Findings of Significance. |
|---|---|

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of El Monte in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of the attached Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of El Monte or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

The attached Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

The environmental analysis provided in Section 3 of the attached Initial Study indicates that the proposed project will not result in any potentially significant impacts on the environment. For this reason, the City of El Monte determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of the attached Initial Study are summarized in Table 1 provided below and on the following pages.

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
Section 3.2 Agriculture & Forestry Resources. <i>Would the project:</i>				
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?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned production (as defined in Government Code §51104[g])?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X
Section 3.3 Air Quality. <i>Would the project:</i>				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?		X		
Section 3.4 Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
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?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
Section 3.5 Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	
Section 3.6 Geology & Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?		X		
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property?				X
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?				X
Section 3.7 Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X
Section 3.8 Hazards & 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?			X	
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?		X		

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site that is included on a list of hazardous material 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?				X
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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?		X		
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?				X
Section 3.9 Hydrology & Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?			X	
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 that would result in substantial erosion or siltation on- or off-site?				X
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?				X
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?			X	
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use & Planning. Would the project:				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an 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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
Section 3.11 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?				X
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?				X
Section 3.12 Noise. Would the project:				
a) Result in 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?		X		
b) Result in the exposure of persons to, or the generation of, excessive groundborne noise levels?		X		
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) For a project located with 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?				X
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?				X
Section 3.13 Population & Housing. <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection services?			X	
b) Police protection services?			X	
c) School services?				X
d) Other governmental services?				X
Section 3.15 Recreation. <i>Would the project:</i>				
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?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation & Circulation. <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Tribal Cultural Resources. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
Section 3.17 Utilities. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
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?				X
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?			X	

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



7. MITIGATION MEASURES

The following mitigation measures would be effective in reducing the potential light and glare impacts from the residential neighborhood located on the north side of Hickson Street:

Mitigation Measure No. 1 (Aesthetics). The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such a lighting system shall be automated using either an electronic timer switches or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department and Public Works prior to the issuance of building permits.

Mitigation Measure No. 2 (Aesthetics). Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.

The proposed project would not result in any significant adverse operational air quality impacts. However, the following mitigation measures would be effective in further reducing potential air emissions related to construction activities:

Mitigation Measure No. 3 (Air Quality). The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

Mitigation Measure No. 4 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The analysis indicated that the proposed project is located in an area of potential liquefaction. As a result, the following mitigation is required:

Mitigation Measure No. 5 (Geology & Soils). The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey. The developer will be required to implement the design engineering measures required to reduce the potential liquefaction risks to levels that are less than significant for human occupation.

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the demolition and land clearance phases of development. As a result, the following mitigation measure is required:

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

In order to ensure that all construction staging occurs on-site and that the proposed project does not impair or interfere with any emergency response or evacuation plan, the following mitigation is required:

Mitigation Measure No. 7 (Hazards & Hazardous Materials). The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity.

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 8 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Mitigation Measure No. 10 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project, the Applicant shall submit and obtain approval of a Low Impact Development (LID) Plan in accordance with City of El Monte Ordinance No. 2840 and Los Angeles County guidelines and requirements.

Mitigation Measure No. 11 (Hydrology & Water Quality). During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

Mitigation Measure No. 12 (Hydrology & Water Quality). Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.

Mitigation Measure No. 13 (Hydrology & Water Quality). Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities, or adjacent properties via runoff, vehicle tracking, or wind.

Mitigation Measure No. 14 (Hydrology & Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 15 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Construction and operational activities must conform to the City of El Monte Noise Control Ordinance. In addition, the following mitigation measures are required to mitigate potential construction and operational noise impacts:

Mitigation Measure No. 16 (Noise). The developer shall install roll-up door equipment that will be effective in reducing noise impacts.

Mitigation Measure No. 17 (Noise). Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings or behind the buildings adjacent to the railroad. Potential sources of stationary noise must also comply with the City's ambient noise standards (El Monte Municipal Code, Section 8.36.040).

Mitigation Measure No. 18 (Noise). Trucks will not be permitted to idle or maneuver onto the site from Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.

Mitigation Measure No. 19 (Noise). All alarm equipment must be silent. In the event of an intrusion onto the project site, the silent alarm will not emit a loud, blaring noise but will simply notify the El Monte Police Department of the intrusion. The silent alarm equipment will ensure that the neighboring residential uses are not disturbed by excessive noise.

Mitigation Measure No. 20 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 21 (Noise). The Applicant shall notify the nearby residents along Hickson Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project site's Hickson Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City. The abatement of noise disturbances, the manner of

enforcement of noise regulations, and the violations and penalties for noncompliance are outlined within Chapter 8.36 (Noise Control) of the City of El Monte Municipal Code.

Mitigation Measure No. 22 (Noise). All truck deliveries must be made during the daytime hours (in between 8:00 AM and 5:00 PM) Monday to Saturday. Truck deliveries must not be made on Sundays and all federal holidays.

Mitigation Measure No. 23 (Noise). Truck loading doors must have built-in noise dampening in order to reduce noise emanating from the truck loading doors.

The following mitigation measures are required as a means to facilitate ingress and egress to the project site once it is operational:

Mitigation Measure No. 24 (Transportation & Circulation). All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queuing will be permitted within the Arden Drive and Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.

Mitigation Measure No. 25 (Transportation & Circulation). No on-street parking along the proposed project's Arden Drive and Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.

Mitigation Measure No. 26 (Transportation & Circulation). The line-of-sight at the project's two driveways must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.

Mitigation Measure No. 27 (Transportation & Circulation). At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curbs need to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.

Mitigation Measure No. 28 (Transportation & Circulation). The Applicant will be required to install and maintain a sign at the site's Hickson Street exit driveway that states "Left Turn Only." Trucks exiting the project site at Hickson Street will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.

The following measure has been provided to reduce potential impacts to levels that are less than significant:

Mitigation Measure No. 29 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site manufacturing the construction phases that involve any ground-disturbing activities.

8. CONCLUSION

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of El Monte can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.



**INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION**

**ARDEN INDUSTRIAL DEVELOPMENT
4144 ARDEN DRIVE
EL MONTE, CALIFORNIA 91731**



LEAD AGENCY:

**CITY OF EL MONTE
ECONOMIC DEVELOPMENT DEPARTMENT,
PLANNING DIVISION
11333 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91731**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

JULY 26, 2018

ELMT 015

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

MITIGATED NEGATIVE DECLARATION

- NAME:** Arden Industrial Development.
- ADDRESS:** 4144 Arden Drive. El Monte, California, 91731.
- CITY/COUNTY:** City of El Monte, Los Angeles County.
- APPLICANT:** Darren Puffert, Project Manager, Calvert Architectural Group, Inc., 3801 Long Beach Boulevard, Long Beach, CA, 90807.
- PROJECT:** The City of El Monte, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial development within a 2.75-acre site (before project dedication) located on the southeast corner of Arden Drive and Hickson Street. The proposed project, if approved, will consist of a concrete tilt-up industrial building that will have a total floor area of 61,163 square feet. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). Tenant A will occupy the northern portion of the warehouse, which has a total floor area of 40,105 square feet. Of that total, 6,313 square feet will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. Tenant B will occupy the southern portion of the warehouse, which has a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated for the mezzanine area and 18,325 square feet will be dedicated for the ground floor area.

The new building will have five dock high loading truck doors and two grade level truck doors located on the eastern elevation of the building. Parking for the proposed project will be provided by surface parking areas and will include 72 parking stalls. Access to the proposed development will be provided by two driveway connections: one will be located on the northern boundary of the project site along Hickson Street and one will be located on the western boundary of the project site along Arden Drive. Lastly, 13,838 square feet will be dedicated for landscaping. Discretionary approvals required as part of the proposed project's implementation include the following:

- Conditional Use Permit (CUP) No. 20-17;
- Design Review No. 07-17; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for construction, grading, utility connections, and building occupancy.

MITIGATED NEGATIVE DECLARATION (CONTINUED)

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project would not result in any significant adverse immitigable impacts. For this reason, the City of El Monte has determined that a *Mitigated Negative Declaration* is the appropriate California Environmental Quality Act (CEQA) environmental determination for the proposed project.

The following findings may be made based on the analysis contained in the attached Initial Study:

- The construction and subsequent occupancy of the proposed project *will not* have the potential to degrade the quality of the environment.
- The construction and subsequent occupancy of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The construction and subsequent occupancy of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.
- The construction and subsequent occupancy of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature David Kim

Date 7/26/18

City of El Monte Economic Development Department
David Kim, Assistant Planner



TABLE OF CONTENTS

Section	Page
1.0 Introduction.....	7
1.1 Purpose of the Initial Study	7
1.2 Initial Study's Organization	8
1.3 Initial Study Checklist.....	8
2.0 Project Description	17
2.1 Project Overview	17
2.2 Project Location	17
2.3 Environmental Setting.....	21
2.4 Project Description	25
3.0 Environmental Analysis	31
3.1 Aesthetics	32
3.2 Agriculture & Forestry Resources.....	35
3.3 Air Quality	38
3.4 Biological Resources	47
3.5 Cultural Resources	53
3.6 Geology and Soils	57
3.7 Greenhouse Gas Emissions.....	62
3.8 Hazards & Hazardous Materials.....	67
3.9 Hydrology & Water Quality	72
3.10 Land Use & Planning	81
3.11 Mineral Resources	85
3.12 Noise.....	86
3.13 Population & Housing.....	97
3.14 Public Services	100
3.15 Recreation	102
3.16 Transportation & Circulation.....	103
3.17 Tribal Cultural Resources	128
3.18 Utilities.....	131
3.18 Mandatory Findings of Significance.....	136
4.0 Conclusions.....	137
4.1 Findings.....	137
4.2 Mitigation Monitoring	137
5.0 References	139
5.1 Preparers	139
5.2 References	139
Appendix A – Air Quality Worksheets	141
Appendix B – Traffic Impact Study.....	169
Appendix C– No Further Action Letter.....	209

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The City of El Monte, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial development within a 2.75-acre site (before project dedication) located on the southeast corner of Arden Drive and Hickson Street. The proposed project, if approved, will consist of a concrete tilt-up industrial building that will have a total floor area of 61,163 square feet. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). Tenant A will occupy the northern portion of the warehouse, which has a total floor area of 40,105 square feet. Of that total, 6,313 square feet will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. Tenant B will occupy the southern portion of the warehouse, which has a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated for the mezzanine area and 18,325 square feet will be dedicated for the ground floor area.

The new building will have five dock high loading truck doors and two grade level truck doors located on the eastern elevation of the building. Parking for the proposed project will be provided by surface parking areas and will include 72 parking stalls. Access to the proposed development will be provided by two driveway connections: one will be located on the northern boundary of the project site along Hickson Street and one will be located on the western boundary of the project site along Arden Drive. Lastly, 13,838 square feet will be dedicated for landscaping. The Applicant is Darren Puffert, Project Manager, Calvert Architectural Group, Inc., 3801 Long Beach Boulevard, Long Beach, CA, 90807.

The City of El Monte is the designated Lead Agency responsible for the environmental review of the entire project pursuant to the California Environmental Quality Act (CEQA).¹ Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of El Monte with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), a Mitigated Negative Declaration, or a Negative Declaration for the project;
- To facilitate the proposed project's environmental assessment early in the planning phases;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any new impacts associated with the proposed project.

While this Initial Study has been prepared with the assistance of an environmental consultant, the findings of the analysis represent the independent judgment of the City of El Monte, in its capacity as Lead Agency for the project.

¹ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* As Amended 2000. (CEQA Guidelines) § 15050.

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This Initial Study, the Mitigated Negative Declaration, and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.² Questions and/or comments should be submitted to the following contact person:

David Kim, Assistant Planner
City of El Monte, Economic Development Department, Planning Division
11333 Valley Boulevard
El Monte, California 91731
626-258-8808

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the format and content of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the affected area along with a description of the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the implementation of the proposed project.
- *Section 4 Conclusions*, identifies the Mandatory Findings of Significance related to the proposed project's approval and subsequent implementation.
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the implementation of the proposed project would not result in any significant immitigable impacts on the environment. As a result, the City of El Monte has determined that a Mitigated Negative Declaration is the appropriate CEQA environmental determination for the proposed project's environmental review. The following findings may be made based on the analysis completed as part of this Initial Study's preparation:

- The proposed project *would not* have the potential to degrade the quality of the environment.

² California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* As Amended 1998. (CEQA Guidelines) §15060 (b).

- The proposed project *would not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *would not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *would not* have environmental effects that would adversely affect humans, either directly or indirectly.

The findings of this Initial Study are summarized in Table 1-1 provided below and on the following pages.

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
Section 3.2 Agriculture & Forestry Resources. <i>Would the project:</i>				
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?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned production (as defined in Government Code §51104[g])?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X
Section 3.3 Air Quality. <i>Would the project:</i>				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?				X

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
e) 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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?		X		
Section 3.4 Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
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?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
Section 3.5 Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	
Section 3.6 Geology & Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?		X		
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property?				X
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?				X
Section 3.7 Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X
Section 3.8 Hazards & 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?			X	
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?		X		

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site that is included on a list of hazardous material 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?				X
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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?		X		
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?				X
Section 3.9 Hydrology & Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?			X	
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 that would result in substantial erosion or siltation on- or off-site?				X
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?				X
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?			X	
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use & Planning. Would the project:				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an 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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
Section 3.11 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?				X
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?				X
Section 3.12 Noise. Would the project:				
a) Result in 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?		X		
b) Result in the exposure of persons to, or the generation of, excessive groundborne noise levels?		X		
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) For a project located with 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?				X
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?				X
Section 3.13 Population & Housing. <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection services?			X	
b) Police protection services?			X	
c) School services?				X
d) Other governmental services?				X
Section 3.15 Recreation. <i>Would the project:</i>				
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?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation & Circulation. <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Tribal Cultural Resources. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
Section 3.17 Utilities. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
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?				X
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?			X	

**Table 1-1
 Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of El Monte, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial development within a 2.75-acre site (before project dedication) located on the southeast corner of Arden Drive and Hickson Street. The proposed project, if approved, will consist of a concrete tilt-up industrial building that will have a total floor area of 61,163 square feet. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). Tenant A will occupy the northern portion of the warehouse, which has a total floor area of 40,105 square feet. Of that total, 6,313 square feet will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. Tenant B will occupy the southern portion of the warehouse, which has a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated for the mezzanine area and 18,325 square feet will be dedicated for the ground floor area.

The new building will have five dock high loading truck doors and two grade level truck doors located on the eastern elevation of the building. Parking for the proposed project will be provided by surface parking areas and will include 72 parking stalls. Access to the proposed development will be provided by two driveway connections: one will be located on the northern boundary of the project site along Hickson Street and one will be located on the western boundary of the project site along Arden Drive. Lastly, 13,838 square feet will be dedicated for landscaping.³

2.2 PROJECT LOCATION

The project site is located on the western portion of the City of El Monte, on the southeastern corner of Arden Drive and Hickson Street. The City is located in the San Gabriel Valley, which is located approximately 13.0 miles east of Downtown Los Angeles. El Monte is bounded on the north by Arcadia and Temple City; on the west by Rosemead; on the east by Irwindale, Baldwin Park, Industry, and unincorporated areas; and on the south by South El Monte. Major physiographic features located in the vicinity of the City include the Rio Hondo Channel (located one-quarter mile east of the project site), the San Gabriel River (located 2.5 miles to the east), the Whittier Narrows (located three miles to the southwest), the Puente Hills (located five miles to the southeast), and the San Gabriel Mountains (located seven miles to the north).⁴

Regional access to El Monte is possible from three area freeways: the San Bernardino Freeway (I-10), which traverses the City in an east-west orientation; the San Gabriel River Freeway (I-605), which extends along the City's east side in a north-south orientation; and the Pomona Freeway (SR-60), which extends along the City's south side in an east-west orientation. The location of El Monte in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2 and a local map is provided in Exhibit 2-3.

³ Calvert Architectural Group, Inc. *New Site Plan*. Site Plan dated July 7, 2017. (Site Plan revised November 13, 2017)

⁴ Google Earth. Website accessed July 7, 2017.

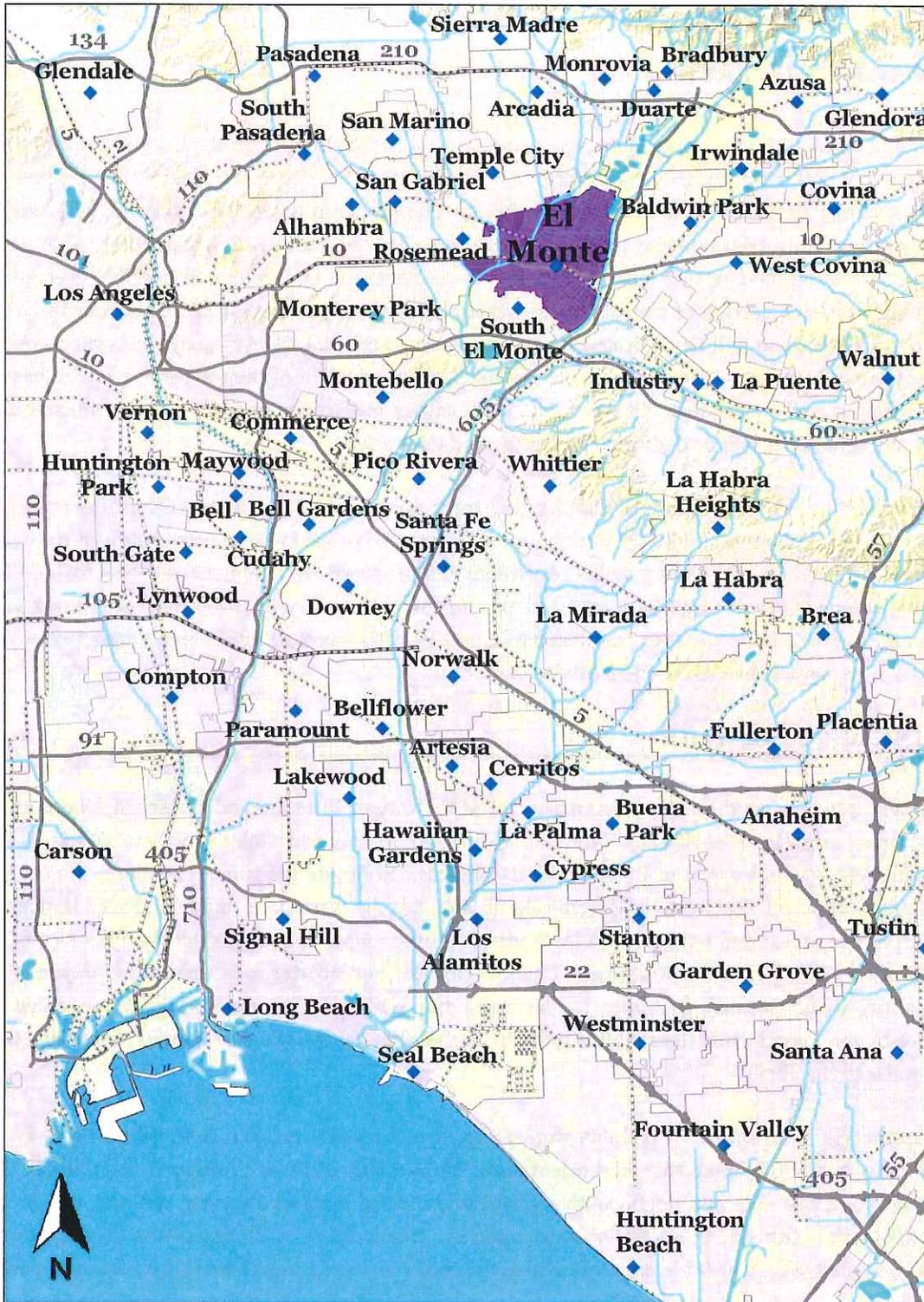


EXHIBIT 2-1
REGIONAL MAP
Source: Quantum GIS

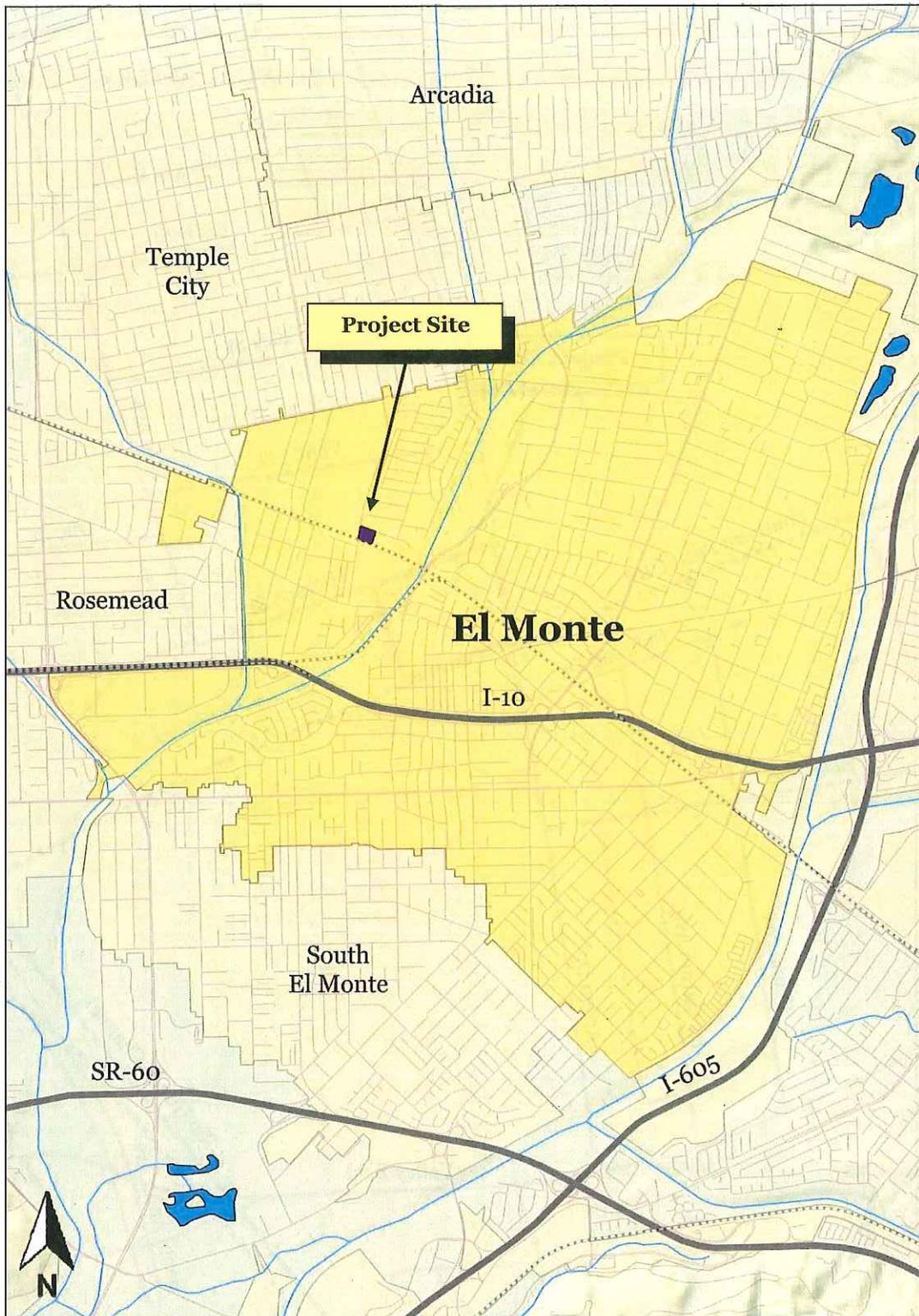


EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS

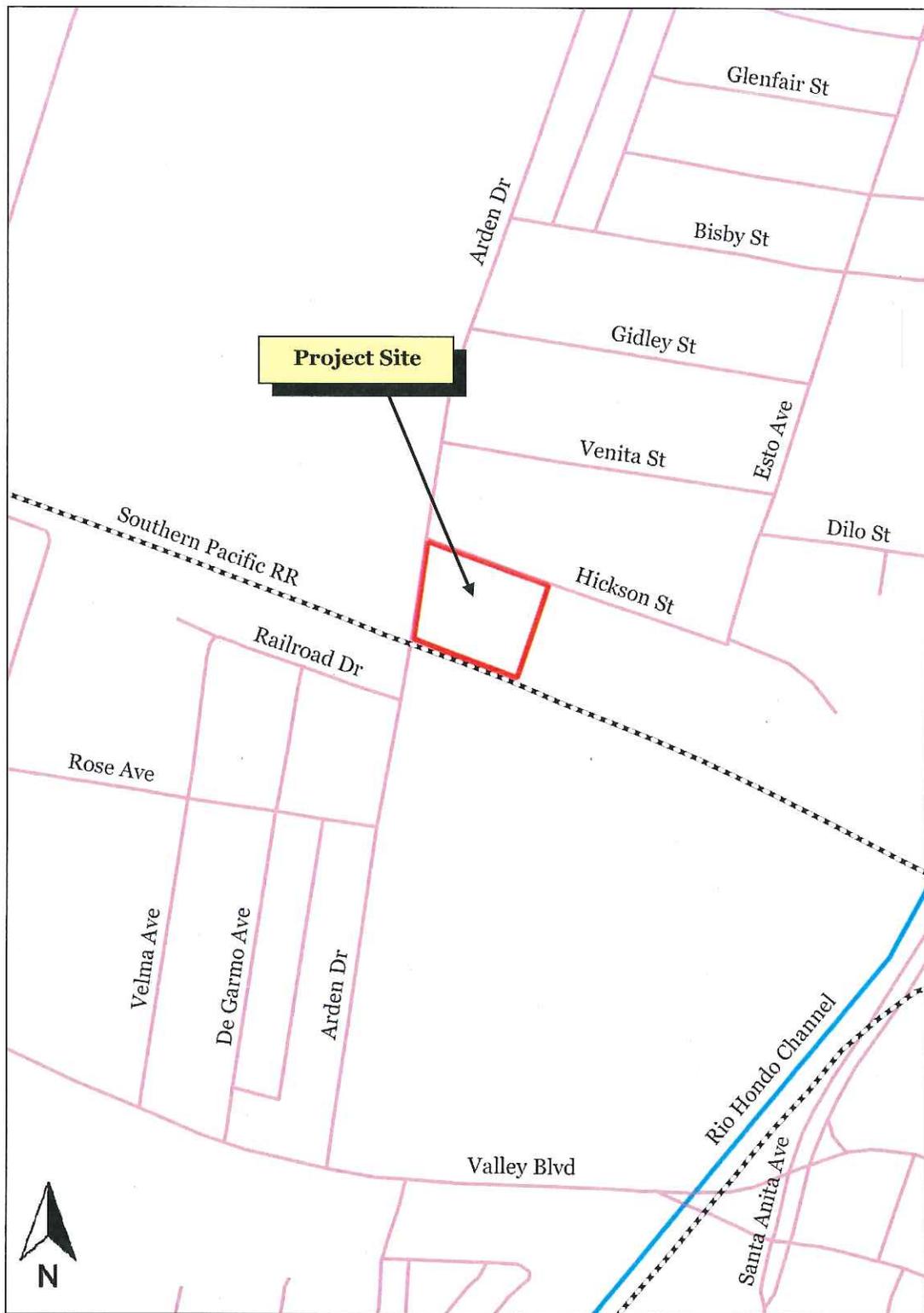


EXHIBIT 2-3
LOCAL MAP
Source: Quantum GIS

The project site's legal address is 4144 Arden Drive. The Los Angeles County Tax Assessor's Parcel Number (APN) that is applicable to the project site is 8576-025-041.⁵ Arden Drive extends in a north-south orientation along the project site's western boundary, and Hickson Street extends in an east-west orientation along the project site's northern boundary.

2.3 ENVIRONMENTAL SETTING

The project site is located in an urban setting and is surrounded by urban development on all sides. The project site is currently split-zoned as M-2 (*General Manufacturing*) and RR (*Railroad*). The project site is currently improved with five (5) industrial structures, though the structures are not currently in use. Surrounding land uses and development in the vicinity of the project site are summarized below and are shown in Exhibit 2-4, which is an aerial photograph of the project site.⁶

- *North of the Project Site.* Hickson Street extends in an east-west orientation along the project site's northern boundary. Residential uses exist north of Hickson Street in between Arden Drive and Esto Avenue.
- *South of the Project Site.* A railroad right-of-way (ROW) extends along the project site's south side. This railroad ROW is owned and operated by Union Pacific. South of the railroad ROW is the City of El Monte Public Works Transportation facility.
- *East of the Project Site.* Abutting the project site to the east is a large undeveloped parcel that was once part of the foundry that occupied the project site. The above-ground improvements associated with the undeveloped parcel's previous use have since been demolished. The Rio Hondo River is located approximately one quarter mile east of the project site.
- *West of the Project Site.* Arden Drive extends in a north-south orientation along the project site's western boundary. The intersection of Arden Drive and Hickson Street is a T-intersection. Industrial uses are located on the west side of Arden Drive.

As indicated previously, two driveways provide access to the project site: one driveway located along Arden Drive and one driveway located along Hickson Street. Industrially zoned properties are located along the entire south side of Hickson Street. Residentially zoned (R-1A) properties occupy frontage along the north side of Hickson Street between Arden Drive and Esto Avenue. As indicated previously, the project site is improved with an industrial use which includes five buildings. The five buildings exist over an engineered fill and were constructed in between the years 1953 and 1966. Ruderal vegetation, dirt surfaces, and concrete- and asphalt-paved surfaces are located throughout the project site. Vegetation-lined chain link fencing, picket and wrought iron fencing line the project site perimeter. All existing on-site improvements, including the buildings, vegetation, fencing, and paved surfaces, will be removed in order to accommodate the proposed project. Photographs of the project site are included in Exhibits 2-5 and 2-6.

⁵ Los Angeles County Tax Assessor. Parcel Viewer. <http://maps.assessor.lacounty.gov/mapping/viewer.asp>.

⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.



EXHIBIT 2-4
AERIAL PHOTOGRAPH OF PROJECT SITE
AND VICINITY
Source: Google Earth



View of northwestern portion of project site along Hickson Street, facing west



View of the project site from northern driveway along Hickson Street, facing southeast

EXHIBIT 2-5
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning



View of northwestern portion of project site along Arden Drive, facing east



View of southwestern portion of project site along Arden Drive, facing east

EXHIBIT 2-6
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project involves the construction and operation of an industrial building in the City of El Monte. A conceptual site plan is provided in Exhibit 2-7 and building elevations are provided in Exhibits 2-8 and 2-9. Key elements of the project include:⁷

- *Site Plan.* The proposed project involves the construction and operation of a new industrial building within a 119,762 square-foot (2.75-acre) site (before project dedication). Five existing buildings will be demolished in order to accommodate the proposed industrial building.
- *Building Characteristics.* The proposed industrial building will consist of a single floor and will have a total floor area of 61,163 square feet. Of this total, 9,046 square feet will be dedicated for the mezzanine area and 52,117 will be dedicated for the ground floor area. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). The new industrial building will have a maximum length of approximately 260 feet, a maximum width of approximately 248 feet and a maximum height of 40 feet.
- *Tenant A.* Tenant A will occupy the northern portion of the warehouse, which will have a total floor area of 40,105 square feet. Of that total, 6,313 will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. The mezzanine area will include 4,233 square feet of office area and 2,080 square feet of storage area. The ground floor will also include 4,233 square feet of office area.
- *Tenant B.* Tenant B will occupy the southern portion of the warehouse, which will have a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated to the mezzanine area and 18,325 square feet will be dedicated for the ground floor area. The mezzanine area will include 2,733 square feet of storage space and the ground floor will include 2,733 square feet of office space.
- *Parking Characteristics.* Parking for the new industrial building will be provided on surface parking areas and will include a total of 72 parking spaces. Of that total, 68 will be standard parking stalls, three will be standard ADA accessible stalls and one will be a van ADA accessible stall. The parking spaces will be located on the west and east sides of the new building.
- *Truck Loading.* The proposed industrial building will be provided with five dock high loading truck doors and two grade level truck doors. The truck loading docks and truck maneuvering areas will be located along the east side of the project site.

⁷ Calvert Architectural Group, Inc. *New Site Plan*. Site Plan dated July 7, 2017. (Site Plan revised November 13, 2017)

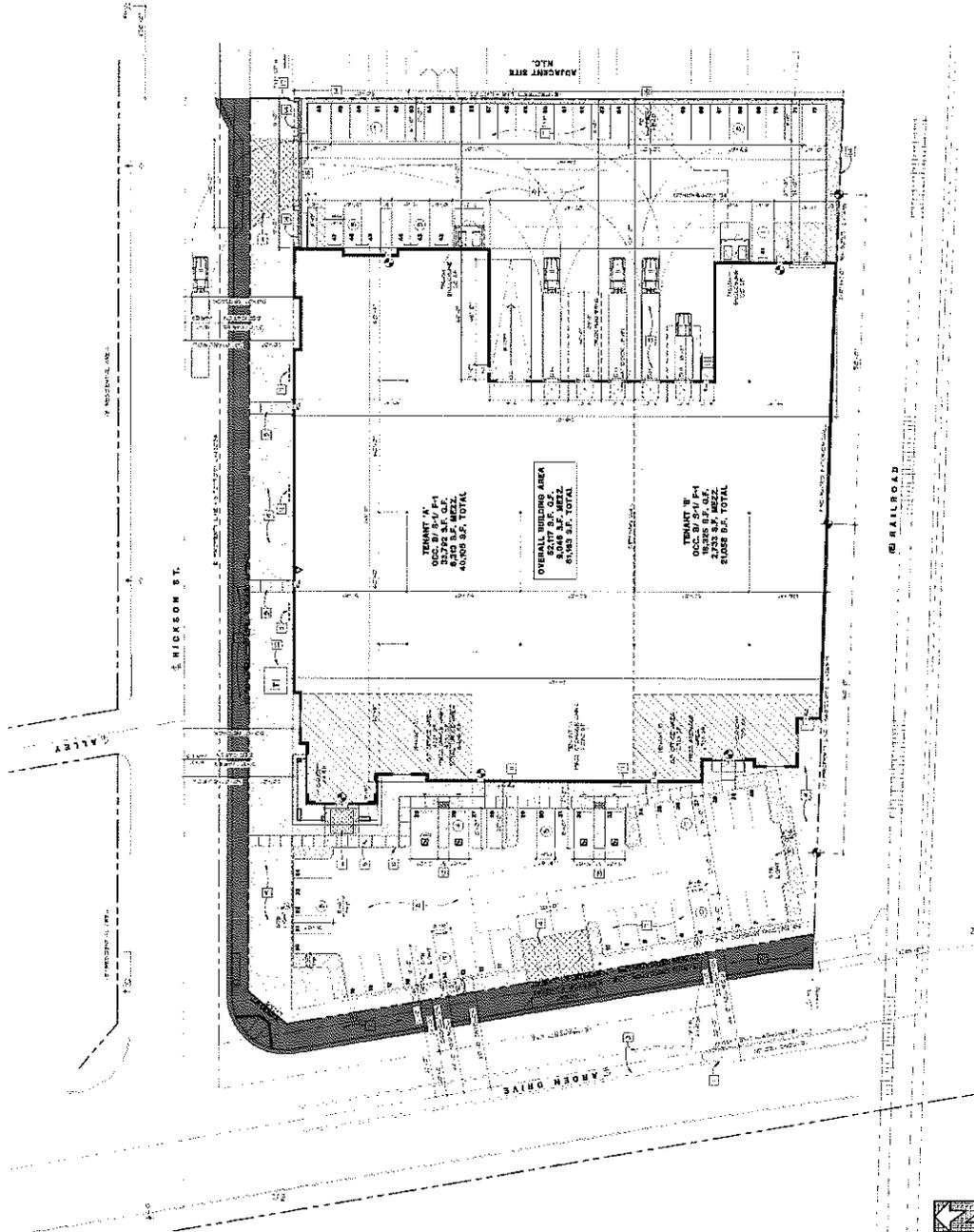


EXHIBIT 2-7
PROPOSED PROJECT SITE PLAN
Source: Calvert Architectural Group, Inc.

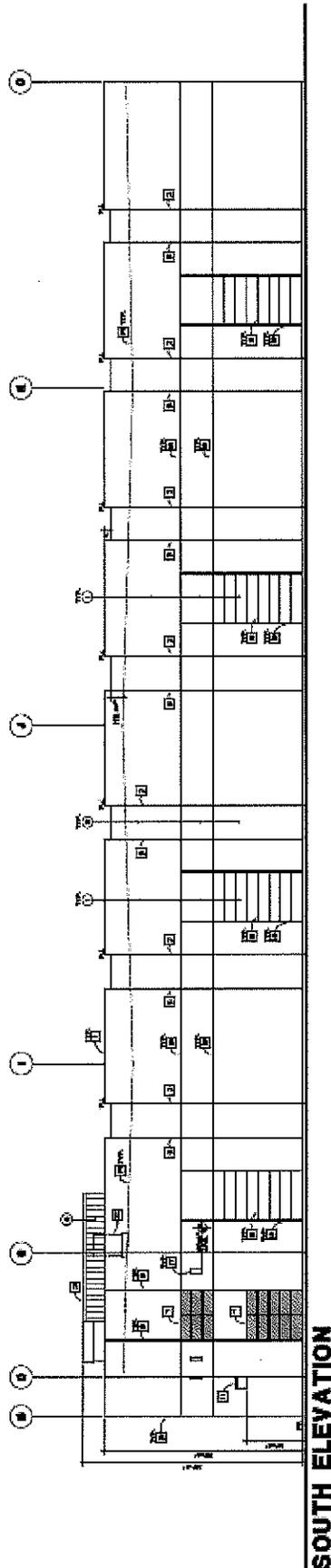
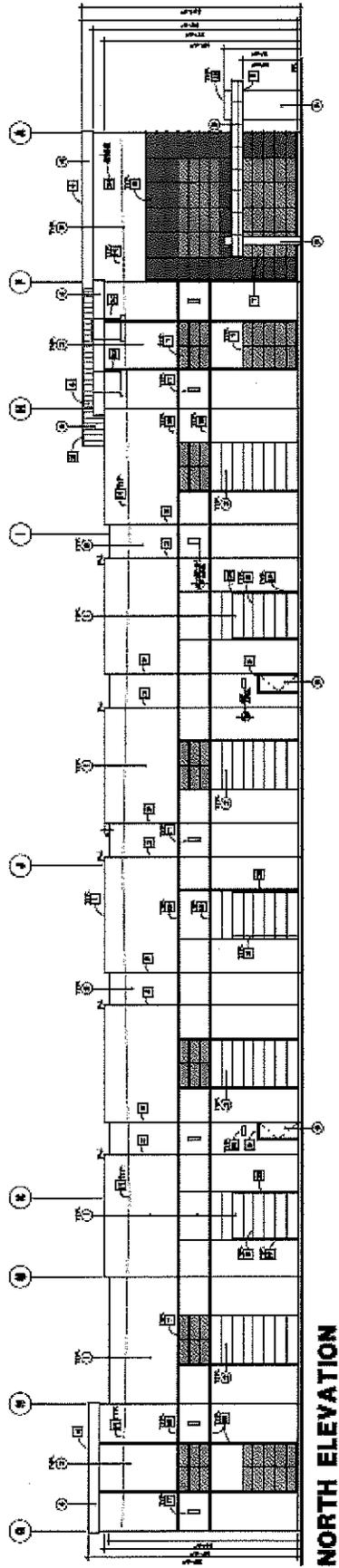


EXHIBIT 2-8
PROPOSED BUILDING 1 ELEVATIONS (NORTH AND SOUTH)

Source: Calvert Architectural Group, Inc.

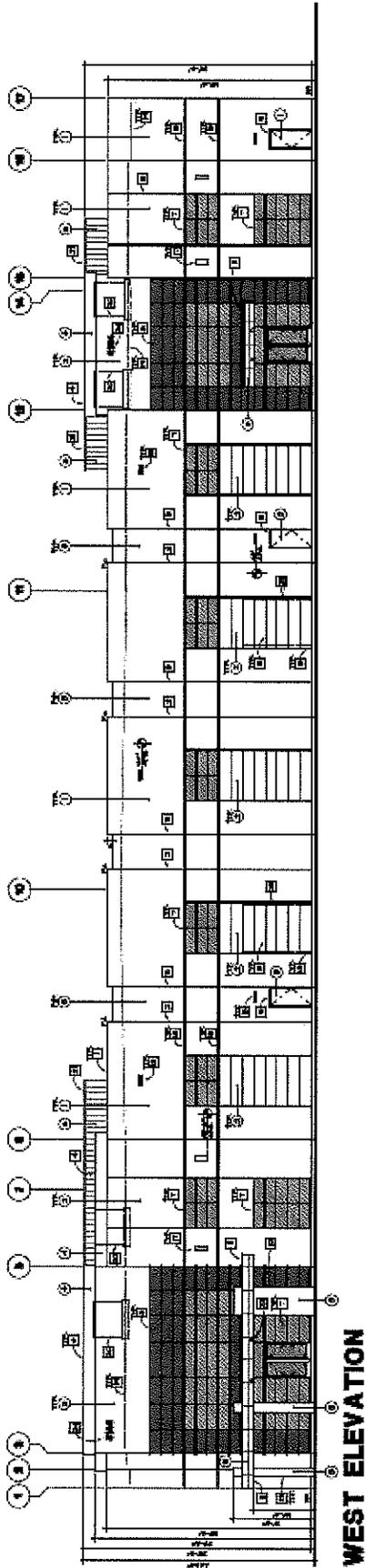
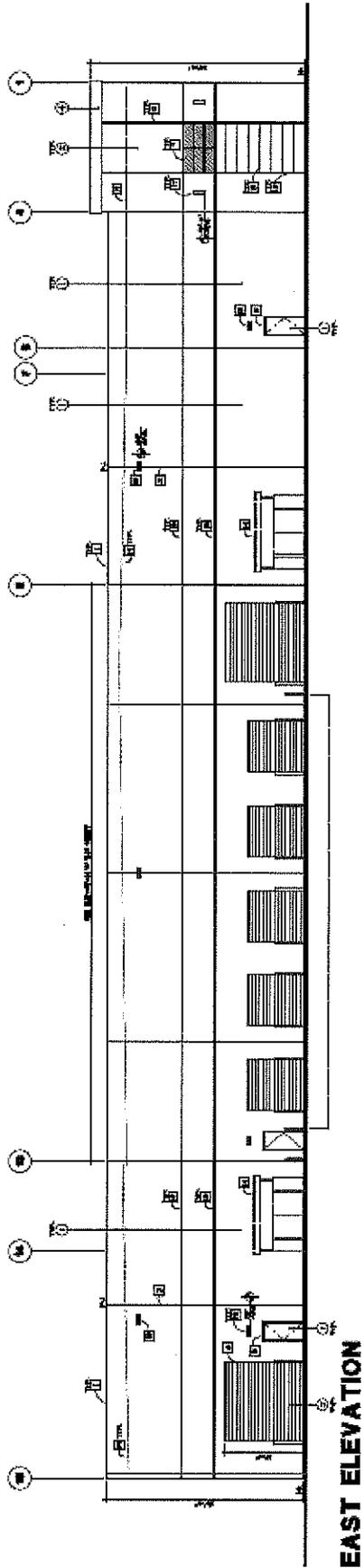


EXHIBIT 2-9
PROPOSED BUILDING 1 ELEVATIONS (EAST AND WEST)

Source: Calvert Architectural Group, Inc.

- *Site Access.* Access to the proposed development will be provided by two driveways. One driveway will be 30 feet wide and will be located along the western boundary of the project site along Arden Drive. This driveway will provide full access for passenger vehicles. The second driveway will be 40 feet wide and will be located along the northern boundary of the project site along Hickson Street. This driveway will provide full access for both trucks and passenger vehicles.
- *Landscaping.* Landscaping will be located throughout the project site and will total 13,838 square feet in area.

2.4.2 CONSTRUCTION CHARACTERISTICS

The construction phases for the proposed project will take approximately 11 months to complete. The key construction phases are outlined below:

- *Demolition.* The five on-site industrial structures will need to be removed in order to accommodate the proposed project. This phase will take approximately one (1) month to complete.
- *Grading and Site Preparation.* During this phase, the site will be cleared of demolition debris, trees, brush, and other unwanted material. During the grading phase, the ground surface over the entire site will be leveled. Grading will take approximately one (1) month to complete. During the site preparation phase, the site will be staked in preparation of the installation of footings and the foundation. Site preparation will take approximately one (1) month to complete.
- *Construction.* The new 61,163 square-foot industrial building will be constructed during this phase. Construction will take approximately six (6) months to complete.
- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, painting, and the completion of other on-site improvements. This phase will take approximately two (2) months to complete.

2.4.3 OBJECTIVES OF THE PROJECT

The City of El Monte seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;
- To promote infill development;
- To promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development is in conformance with the policies of the City of El Monte General Plan.

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site; and,
- To realize a fair return on their investment.

2.4.4 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of El Monte) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following approvals:

- Conditional Use Permit (CUP) No. 20-17;
- Design Review No. 07-17; and,
- The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for building demolition and construction, grading, utility connections, and building occupancy. In addition, the City of El Monte will be required to issue building permits and undertake inspections for those project elements that are located within the corporate boundaries of the City of El Monte.



SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include:

- Aesthetics (Section 3.1);
- Agriculture & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Geology & Soils (Section 3.6);
- Greenhouse Gas Emissions; (Section 3.7);
- Hazards & Hazardous Materials (Section 3.8);
- Hydrology & Water Quality (Section 3.9);
- Land Use & Planning (Section 3.10);
- Mineral Resources (Section 3.11);
- Noise (Section 3.12);
- Population & Housing (Section 3.13);
- Public Services (Section 3.14);
- Recreation (Section 3.15);
- Transportation & Circulation (Section 3.16);
- Tribal Cultural Resources (Section 3.17);
- Utilities (Section 3.18); and,
- Mandatory Findings of Significance (Section 3.19).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of El Monte in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of El Monte or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant and unavoidable.

This Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect on a scenic vista?* • *Less Than Significant Impact.*

The project site is currently improved with an industrial use and is currently unoccupied. There are five (5) structures on-site that will be demolished in order to accommodate the proposed project. Ruderal vegetation, dirt surfaces, and concrete- and asphalt-paved surfaces are located throughout the project site. Vegetation-lined chain link fencing, picket, and wrought iron fencing line the project site perimeter. The predominant view-sheds in the area include the Puente Hills (located approximately five miles southeast of the project site), the Montebello Hills (located approximately four miles southwest of the project site), and the San Gabriel Mountains (located approximately seven miles north of the project site).⁸ The proposed project involves the construction of a new industrial building. The building will reach a maximum height of 40 feet.⁹ The nearest residential zone to the project site is located north of the project site on Hickson Street. Once complete, the proposed project will not negatively impact the residential zone's access to the aforementioned views because existing development in the vicinity already restricts views of these scenic vistas.¹⁰

As previously mentioned, the project site is currently occupied by five industrial structures which are screened from the homes north of Hickson Street by vegetation-lined chain link fencing, picket, and wrought iron fencing. The proposed project will provide landscaping and an appropriate building set-back according to City standards. The proposed project will also feature modern architecture, which will

⁸ Google Earth. Website accessed July 7, 2017.

⁹ Calvert Architectural Group, Inc. *Elevations*. Plan dated December 12, 2016. (Site Plan revised November 13, 2017)

¹⁰ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.

substantially improve the overall visual character of the site and its surroundings. Based on the findings above, the proposed project will have a less than significant impact on scenic vistas.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.

The proposed project involves the construction of a new industrial building. The project site is currently improved with an industrial use and is currently unoccupied. There are approximately ten trees on-site, though they will be replaced with new trees as part of the landscaping plan. The site does not contain any other natural scenic resources such as rock outcroppings.¹¹ According to the California Department of Transportation (Caltrans), Arden Drive and Hickson Street are not designated State scenic highways; therefore, the proposed project will not damage views of historic buildings within a State scenic highway.¹² Furthermore, the project site and properties in the vicinity do not contain buildings listed on the State or National Register (refer to Section 3.5). As a result, no impacts on scenic resources will occur upon the implementation of the proposed project.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • No Impact.

The project site is currently improved with an industrial use and is currently unoccupied. Ruderal vegetation, dirt surfaces, and concrete- and asphalt-paved surfaces are located throughout the project site. Vegetation-lined chain link fencing, picket, and wrought iron fencing line the project site perimeter.¹³ The proposed project will provide landscaping and an appropriate building set-back according to City standards. The proposed project will also feature modern architecture, which will substantially improve the overall visual character of the site and its surroundings. The new industrial building will reach a maximum height of 40 feet.¹⁴ The proposed development will provide a substantial visual improvement from the site's current conditions and no impacts will occur upon the implementation of the proposed project.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less Than Significant Impact with Mitigation.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* and is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Light sensitive residential land uses include the single-family residential zone located north of Hickson Street. Possible sources of light trespass include headlights from vehicles entering and exiting the site. The existing Hickson Street driveway located near the northwestern portion of the project site will be removed and replaced by a new Hickson Street

¹¹ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.

¹² California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov.

¹³ Google Maps. Website accessed July 7, 2017.

¹⁴ Calvert Architectural Group, Inc. *Elevations*. Plan dated December 12, 2016. (Site Plan revised November 13, 2017)

driveway that will be located near the northeastern portion of the project site.¹⁵ Vehicles entering and exiting the driveways may become a nuisance to homes located directly opposite of the site on Hickson Street, particularly during nighttime hours.¹⁶ Due to the nature of the proposed project, vehicle ingress and egress is anticipated to occur during the daytime hours when vehicle headlights will not create a significant light trespass. Nevertheless, in order to reduce the potential light and glare impacts on the nearby light-sensitive residential land uses:

- The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such a lighting system shall be automated using either an electronic time switch device or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department and Public Works prior to the issuance of building permits.
- Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.

The mitigation identified above would reduce the potential light and glare impacts to levels that are less than significant.

3.1.3 CUMULATIVE IMPACTS

The potential impacts related to views, aesthetics, and light and glare are site-specific. The analysis determined that the proposed project would not result in any significant adverse aesthetic impacts with adherence to the required mitigation. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments identified similar aesthetic mitigation measures.¹⁷ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

3.1.4 MITIGATION MEASURES

The following mitigation measures would be effective in reducing the potential light and glare impacts from the residential neighborhood located on the north side of Hickson Street:

Mitigation Measure No. 1 (Aesthetics). The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development

¹⁵ Calvert Architectural Group, Inc. *New Site Plan*. Site Plan dated July 7, 2017. (Site Plan revised November 13, 2017)

¹⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.

¹⁷ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such a lighting system shall be automated using either an electronic timer switches or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department and Public Works prior to the issuance of building permits.

Mitigation Measure No. 2 (Aesthetics). Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.

3.2 AGRICULTURE & FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant impact on agriculture resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for, or the rezoning of, forest land, timberland, or timberland zoned production;
- The loss of forest land or the conversion of forest land to non-forest use; or,
- Changes to 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.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.*

The project site is improved with an existing industrial use and is currently unoccupied. There are currently five structures located on-site that will be demolished in order to accommodate the proposed project. Ruderal vegetation, dirt surfaces, and concrete- and asphalt-paved surfaces are located throughout the project site (refer to Exhibit 3-1).¹⁸

¹⁸ Google Maps. Website accessed July 7, 2017.



EXHIBIT 3-1
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

The project site contains no agricultural uses and/or activities. Furthermore, no agriculture zones exist within the City's zoning code nor do any other zoning designations in the City's zoning code permit agricultural uses.¹⁹ As a result, no impacts will occur upon the implementation of the proposed project.

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? • No Impact.

As indicated previously, the project site and the adjacent properties are not being used for agricultural purposes. The City's applicable General Plan and Zoning designations for the project site do not contemplate commercial farming or agricultural land uses. According to the State Department of Conservation, Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.²⁰ As a result, no impacts on existing or future Williamson Act Contracts would occur.

C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned production (as defined in Government Code §51104[g])? • No Impact.

The City of El Monte and the project site are located in the midst of a larger urban area and no forest lands are located within the City (refer to Exhibit 3-1). The City of El Monte General Plan and the El Monte Zoning Code do not provide for any forest land preservation. As a result, no impacts on forest land or timber resources will result upon the proposed project's implementation.

D. Would the project result in the loss of forest land or conversion of forest land to non-forest use? • No Impact.

As indicated previously in Section 3.2.2.C, no forest lands are located within the vicinity of the project site or the City of El Monte. As a result, no loss or conversion of forest lands will occur.

E. Would the project 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? • No Impact.

The proposed project will be constructed within a site that has been previously developed. Therefore, the proposed project's implementation will not result in the conversion of any existing farmlands or forest lands to urban uses. As a result, no impacts will occur upon the implementation of the proposed project.

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there is no remaining agricultural or forestry resources in the affected area. The project would not result in any impacts on these resources. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been

¹⁹ City of El Monte. *Zoning Ordinance*. Section 17.30.010.

²⁰ California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov](http://ftp.consrv.ca.gov).

approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments indicated that the developments will not have an effect on agriculture and forestry resources.²¹ As a result, no cumulative impacts on agricultural or farmland resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agriculture and forestry resources indicated that no impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project would be deemed to have a significant adverse environmental impact on air quality if it results in any of the following:

- A conflict with, or the obstruction of, the implementation of the applicable air quality plan;
- A violation of any air quality standard or a substantial contribution to an existing or projected air quality violation;
- 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;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:²²

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

²¹ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

²² South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993. As amended 2009.

- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM₁₀ and PM_{2.5}* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM_{2.5}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with, or obstruct implementation of, the applicable air quality plan?* • *No Impact.*

The project area is located within the South Coast Air Basin, which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).²³ The

²³ South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Adopted March 2017.

primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and ozone.²⁴ Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:²⁵

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of El Monte. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RTP forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP, the City of El Monte is projected to add a total of 7,700 new jobs through the year 2040.²⁶ According to the State of California Employment Development Department, the City's current unemployment rate is five percent, which translates to approximately 2,600 residents that are unemployed and possibly seeking work.²⁷ A total of 61 new jobs will be created upon the implementation of the proposed project.²⁸ The number of new jobs assumes one new job for every 1,000 square feet of warehouse floor area and is well within SCAG's employment projections for the City of El Monte; therefore, the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated. The City's General Plan includes Air Quality sections within the Public Health and Safety Element, and the Health and Wellness Element. In these sections, the following policies related to air quality are identified:²⁹

²⁴ A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

²⁵ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

²⁶ Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2016-2040*. April 2016.

²⁷ State of California Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP)*. <http://www.calmis.ca.gov/file/lfmonth/lasub.xls>. Website accessed July 7, 2017.

²⁸ Institution of Transportation Engineers. *Trip Generation Manual*, 9th Edition.

²⁹ City of El Monte. *Vision El Monte General Plan*. <http://elmonteca.gov/LinkClick.aspx?fileticket=lynL7WIS6f4%3d&tabid=101>. June 2011.

- *Goal PHS-3 (Public Health and Safety):* 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.
 - *PHS-3.1, Land Use:* As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors.
 - *PHS-3.2, Sensitive Receptors:* Utilize CARB recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
 - *PHS-3.3, Community Forest:* As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.
 - *PHS-3.4, Transportation:* Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.
 - *PHS-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.
- *Goal HW-12 (Health and Wellness):* Land use patterns reduce driving, enhance air quality, and improve respiratory health.
 - *HW-12.1, Walking, Cycling, and Transit Use:* Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.
 - *HW-12.2, Truck Routes:* Discourage locating truck routes on primarily residential streets.
 - *HW-12.5, Air Pollution Mitigation:* Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses.
 - *HW-12.8, Air Quality Policies:* Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles, and trains.

The proposed project will not prohibit or preclude the policies outlined above relating to air quality and greenhouse gas emissions. Based on the findings made above, no impacts related to an air quality plan will occur.

B. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • Less Than Significant Impact with Mitigation.*

The project construction period is expected to last 11 months. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.1). The assumptions regarding the construction phases and the length of construction followed those identified in Section 2.4.2. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. The assumptions regarding the construction phases and the length of construction for each phase followed those identified herein in Section 2.4.2. The other variables, including construction equipment types, number of employees, etc., relied on the default values included in the computer model.

**Table 3-1
 Estimated Daily Construction Emissions**

Construction Phase	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Demolition (on-site)	2.48	24.36	15.11	0.02	1.86	1.41
Demolition (off-site)	0.09	0.65	0.76	--	0.18	0.05
Total Demolition Phase	2.57	25.01	15.87	0.02	2.04	1.46
Site Preparation (on-site)	1.81	20.75	8.08	0.02	6.27	3.78
Site Preparation (off-site)	0.04	0.03	0.40	--	0.09	0.02
Total Site Preparation	1.85	20.78	8.48	0.02	6.36	3.80
Grading (on-site)	1.50	17.07	6.76	0.01	5.38	3.22
Grading (off-site)	0.04	0.03	0.40	--	0.09	0.02
Total Grading	1.54	17.10	7.16	0.01	5.47	3.24
Building Construction (on-site)	2.59	17.43	13.88	0.02	1.06	1.02
Building Construction (off-site)	0.18	1.31	1.61	--	0.37	0.11
Total Building Construction	2.77	18.74	15.49	0.02	1.43	1.13
Paving (on-site)	1.02	10.45	8.99	0.01	0.61	0.56
Paving (off-site)	0.07	0.05	0.65	--	0.15	0.04
Total Paving	1.09	10.50	9.64	0.01	0.76	0.60
Architectural Coatings (on-site)	26.07	2.01	1.85	--	0.15	0.15
Architectural Coatings (off-site)	0.03	0.02	0.25	--	0.06	0.02
Total Architectural Coatings	26.10	2.03	2.10	--	0.21	0.17
Maximum Daily Emissions	26.10	25.01	15.87	0.02	6.36	3.80
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod V.2016.3.1

The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint. Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated

with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V. 2016.3.1 computer model. Table 3-2 depicts the estimated operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	1.37	--	--	--	--	--
Energy (lbs/day)	--	0.01	0.01	--	--	--
Mobile (lbs/day)	0.25	1.32	3.72	0.01	0.95	0.26
Total (lbs/day)	1.62	1.33	3.74	0.01	0.95	0.26
Daily Thresholds	55	55	550	150	150	55

Source: CalEEMod V.2016.3.1

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for ozone and particulates, the following measures will be applicable to the proposed project:

- The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

The aforementioned mitigation will further reduce the potential construction-related impacts to levels that are less than significant.

- C. *Would the project 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)?*
- *Less Than Significant Impact.*

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. The proposed project's implementation will result in minimal construction-related emissions (refer to the discussion provided in the previous section [Section 3.3.2.B]). Operational emissions will be limited primarily to vehicular and truck traffic traveling to and from the proposed project. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State sustainable growth objectives.³⁰ Finally, the proposed project would not exceed the adopted projections used in the preparation of the 2016 Regional Transportation Plan (refer to the discussion included in Section 3.3.2.A). As a result, the potential air quality impacts related to the generation of criteria pollutants are deemed to be less than significant.

³⁰ California Strategic Growth Council. *Infill Development*. <http://www.sgc.ca.gov/Initiatives/infill-development.html>.

D. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less Than Significant Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.³¹ These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest sensitive receptors to the project site are the residential uses located on the north side of Hickson Street. The locations of these and other local sensitive receptors are shown in Exhibit 3-2. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations.

The use of the “look-up tables” is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters, since the nearest sensitive receptors are located on the north side of Hickson Street. As indicated in the table, the proposed project will not exceed any LST based on the information included in the Mass Rate LST Look-up Tables.

**Table 3-3
 Local Significance Thresholds Exceedance SRA 5**

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	25.02	Construction	172	165	176	194	244
NO _x	1.33	Operations	172	165	176	194	244
CO	15.87	Construction	1,480	1,855	2,437	3,897	9,312
CO	3.74	Operations	1,480	1,855	2,437	3,897	9,312
PM ₁₀	6.36	Construction	7	21	39	74	182
PM ₁₀	0.95	Operations	4	10	16	23	49
PM _{2.5}	3.80	Construction	7	10	18	39	120
PM _{2.5}	0.26	Operations	2	3	4	8	25

Source: South Coast Air Quality Management District

³¹ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2004.

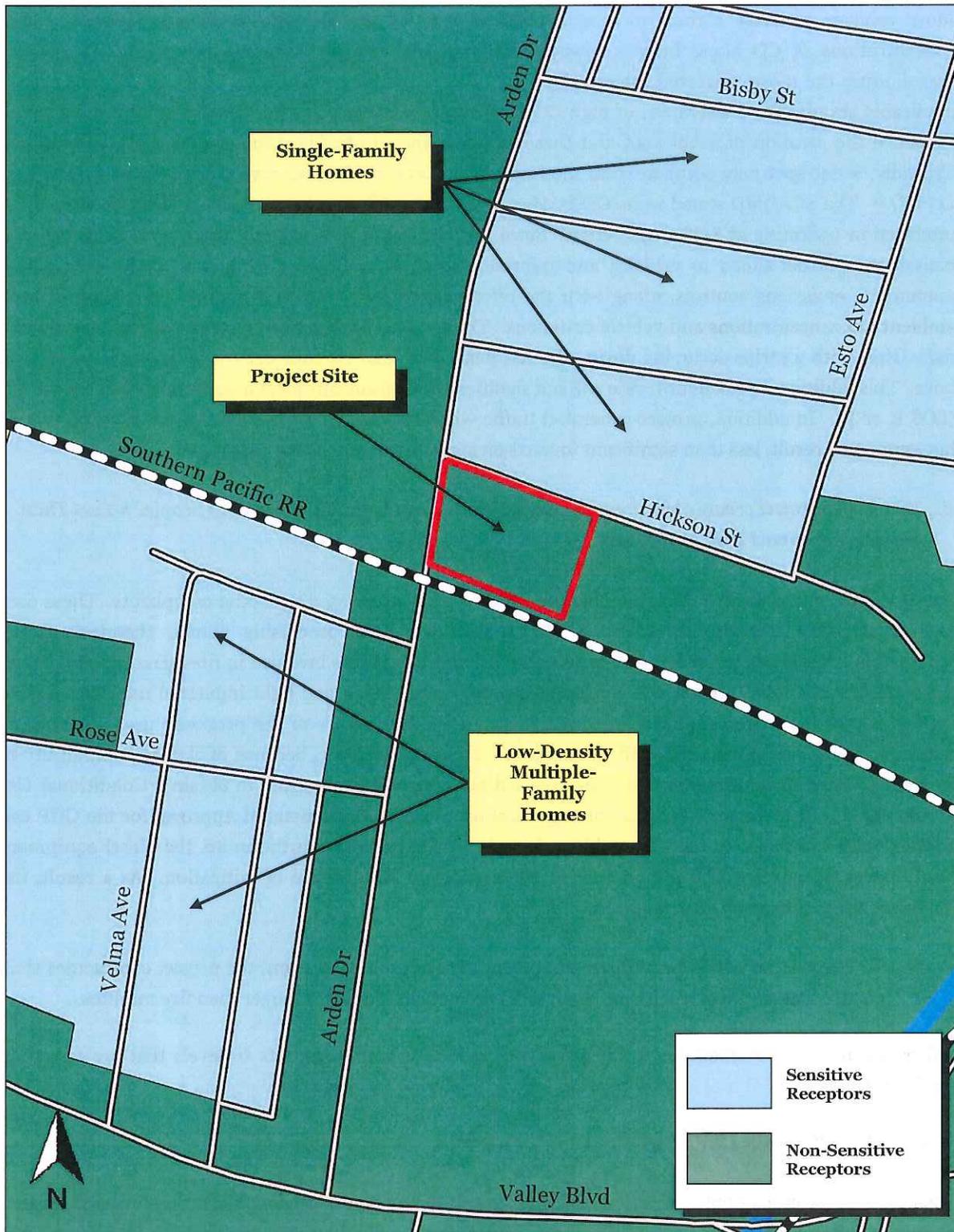


EXHIBIT 3-2 SENSITIVE RECEPTORS

Source: Blodgett Baylosis Environmental Planning

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions, therefore, high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot-spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).³² The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed project will generate approximately 264 daily trips, with 23 trips occurring during the AM peak hour, and 24 trips occurring during the PM peak hour. This additional peak hour traffic will not significantly degrade any local intersection's level of service (LOS E or F). In addition, project-generated traffic will not result in the creation of a carbon monoxide hot-spot. As a result, less than significant impacts on sensitive receptors are anticipated.

E. Would the project create objectionable odors affecting a substantial number of people? • Less Than Significant Impact with Mitigation.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, sustainable composting activities, refineries, landfills, and businesses involved in fiberglass molding.³³ As designed, the proposed project will consist of general warehousing and light industrial uses that do not involve any of the aforementioned listed activities. Given the nature of the proposed uses, no impacts related to odors are anticipated with the proposed project. However, because of the site's proximity to residential uses, all future tenants of the proposed building will be required to obtain a Conditional Use Permit (CUP). If there are concerns about generation of odors, Conditions of Approval for the CUP can address these concerns, or the use could be denied at that location. Furthermore, the diesel equipment used during the construction period may result in odors in the absence of mitigation. As a result, the following mitigation measure is required:

- To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

3.3.3 CUMULATIVE IMPACTS

The proposed project's implementation would not result in any new exceedance of air pollution standards nor contribute significantly to an existing air quality violation. Furthermore, the analysis determined that

³² "LOS" refers to "Level of Service." Refer to Section 3.16.2.A.

³³ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

the implementation of the proposed project would not result in any significant adverse air quality impacts. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments identified air quality mitigation measures similar to those identified within this document.³⁴ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

3.3.4 MITIGATION MEASURES

The proposed project would not result in any significant adverse operational air quality impacts. However, the following mitigation measures would be effective in further reducing potential air emissions related to construction activities:

Mitigation Measure No. 3 (Air Quality). The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

Mitigation Measure No. 4 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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;
- 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;
- 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;

³⁴ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the impedance of the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- 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.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project 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?* • *No Impact.*

The project site is currently occupied by five industrial structures, though the industrial structures are not in use. Ruderal vegetation, dirt surfaces, and concrete- and asphalt-paved surfaces are located throughout the project site. Vegetation-lined chain link fencing, picket and wrought iron fencing line the project site perimeter.³⁵ Due to the level of development on-site and current development in the surrounding area, the project site is not a suitable environment for any candidate, sensitive, or special status species. The EIR prepared for the City's 2011 General Plan does not identify any protected species within the vicinity of the project site.³⁶ However, the El Monte General Plan Background Report noted several occurrences of threatened or endangered species as late as 1987. There are no recent occurrences. There are no other local or regional plans, policies, or regulations that identify candidate, sensitive, or special status species except those identified by the California Department of Fish and Wildlife.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the El Monte Quadrangle indicated that there are 11 federally- or State-recognized threatened or endangered species located within the El Monte Quadrangle.³⁷ The majority of these threatened or endangered species are not likely to be found on-site due to the lack suitable habitat. These species include:

- The *coastal California gnatcatcher* is a bird species not likely to be found on-site due to the lack of coastal sage scrub, the species primary habitat.³⁸

³⁵ Google Maps. Website accessed July 7, 2017.

³⁶ City of El Monte. *Vision El Monte General Plan*. <http://elmonteca.gov/LinkClick.aspx?fileticket=lynL7WlS6f4%3d&tabid=101>. June 2011.

³⁷ California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>.

³⁸ Center for Biological Diversity. *Coastal California Gnatcatcher*. http://www.biologicaldiversity.org/species/birds/coastal_California_gnatcatcher/.

- The *least Bell's vireo* is not likely to be found on-site due to the lack of riparian habitat. Furthermore, the majority of the bird species live in San Diego County.³⁹
- The *Santa Ana sucker* is a fish species that will not be found on-site because the nearest body of water (Rio Hondo Channel) is located one-quarter mile to the east.⁴⁰
- The *bank swallow* is a bird species not likely to be found on-site due to the lack of riparian habitat.⁴¹
- The *willow flycatcher* is a bird species not likely to be found on-site due to the lack of marsh, brushy fields, and willow thickets, the species primary habitat.⁴²
- The *Southwestern Willow flycatcher* is a bird species not likely to be found on-site due to the lack of dense riparian habitat.⁴³
- The *Western yellow-billed cuckoo* is an insect-eating bird not likely to be found on-site due to the lack of riparian woodland habitat.⁴⁴
- The *Nevin's barberry* is a flowering shrub bird species not likely to be found on-site due to the lack of chaparral habitat that exists among inland canyons and foothills.⁴⁵
- The *Swainson's hawk* is not likely to be found on-site due to the lack of plains and farmland.⁴⁶
- The *tricolored blackbird* is a bird species not likely to be found on-site due to the lack of marshes, fields, and farms.⁴⁷
- The *light-footed Ridgway's rail* is a bird species not likely to be found on-site due to the lack of salt marshes and lagoons.⁴⁸

³⁹ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus)*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm.

⁴⁰ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.

⁴¹ Audubon. *Bank Swallow (Riparia riparia)*. <https://www.audubon.org/guia-de-aves/ave/bank-swallow>.

⁴² Audubon. *Willow Flycatcher (Empidonax traillii)*. <http://birds.audubon.org/birds/willow-flycatcher>.

⁴³ United State Geological Survey. *Southwestern Willow Flycatcher Habitat*. <http://sbsc.wr.usgs.gov/cprs/research/projects/swwf/wilhab.asp>.

⁴⁴ US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm.

⁴⁵ California Native Plant Society. *Nevin's Barberry (Berberis nevinii)*. [http://calscape.org/Berberis-nevinii-\(Nevin's-Barberry\)](http://calscape.org/Berberis-nevinii-(Nevin's-Barberry)).

⁴⁶ Audubon. *Swainson's Hawk (Buteo swainsoni)*. <http://www.audubon.org/field-guide/bird/swainsons-hawk>.

⁴⁷ Audobon Guide to North American Birds. *Tricolored Blackbird*. <http://www.audubon.org/field-guide/bird/tricolored-blackbird>.

⁴⁸ U.S. Fish & Wildlife Service. *Light-footed Ridgway's Rail*. https://www.fws.gov/refuge/san_diego_bay/wildlife_and_habitat/Light-footed_Ridgways_Rail.html.

The project site and surrounding areas are not conducive to the survival of the aforementioned species due to the lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result upon the proposed project's implementation.

B. Would the project 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? • No Impact.

Due to the current level of development on-site and in the surrounding area, the project site does not offer a suitable habitat for any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community, nor does the California Department of Fish and Wildlife identify any such habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present on-site or in the adjacent properties.⁴⁹ This conclusion is supported by the field survey of the project site and the surrounding area.⁵⁰ The nearest wetland is a freshwater forested/shrub wetland located in a flood control basin two miles northeast of the project site in the City of Arcadia (refer to Exhibit 3-3).⁵¹ As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.

According to the U.S. Fish and Wildlife Service National Wetlands Inventory, there are no wetlands located within the project site.⁵² As a result, the implementation of the proposed project would not result in any impact on any protected wetland area or designated blue-line stream.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • No Impact.

As indicated previously, there are no streams or wetlands of the U.S. located or riparian areas within the project site or within the adjacent parcels. Since the project site lacks suitable habitat, is located in an urbanized area, and is surrounded on all sides by development, the site's ability to function as a migration corridor is restricted. In addition, the project site does not connect any native habitat areas where wildlife movement can be supported. As a result, the proposed project will not result in any impacts on a wildlife movement corridor or foraging areas.

⁴⁹ U.S. Fish and Wildlife Service. National Wetlands Inventory – V2. <https://www.fws.gov/Wetlands/data/Mapper.html>. Website accessed July 10, 2017.

⁵⁰ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.

⁵¹ A blue-line stream is any stream shown as a solid or broken blue line on 7.5 Minute Series quadrangle maps prepared by USGS. Essentially, a blue-line stream is any stream with a significant amount of water-flow for a significant part the year.

⁵² U.S. Fish and Wildlife Service. National Wetlands Inventory – V2. <https://www.fws.gov/Wetlands/data/Mapper.html>. Website accessed July 7, 2017.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.

The vegetation present on-site consists of approximately 15 on-site trees, two street trees, shrubs, weeds, and other species that are commonly found in an urban setting. All vegetation, including all trees, will be removed due to the poor condition of the vegetation and in order to accommodate the proposed project. Title 14 (Sustainable Development) Chapter 14.03 (Tree Protection and Preservation) of the City of El Monte municipal code serves as the City's "Tree Ordinance."⁵³ The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The two street trees that will be removed with the current landscaping will be replaced upon the implementation of the new landscaping plan; therefore, the proposed project will not violate the City's current tree ordinance. As a result, no impacts will occur.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? • No Impact.

The City is located within an urbanized setting, and no natural habitat is located within the project site.⁵⁴ The proposed project site is located approximately 2.72 miles north of the Whittier Nature Center and the Whittier Narrows Dam County Recreation Area Significant Ecological Area (SEA) No. 42, as designated by the Los Angeles Department of Recreation and Parks. As a result, no impacts on local, regional, or State habitat conservation plans would result from the implementation of the proposed project.

3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site-specific. The proposed project would not involve any loss of protected habitat since no such habitat is found within the project site's boundaries. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments indicated that the developments will not have an impact on biological resources.⁵⁵ As a result, no cumulative impacts on biological resources would be associated with the proposed project's implementation.

3.4.4 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed project would not result in any impacts on biological resources. As a result, mitigation is not required.

⁵³ El Monte, City of, Municipal Code. *Title 14 Sustainable Development, Chapter 14.03 Tree Protection and Preservation.*

⁵⁴ U.S. Fish and Wildlife Service. National Wetlands Inventory. *Wetlands Mapper.*
<http://www.fws.gov/wetlands/data/mapper.HTML>.

⁵⁵ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

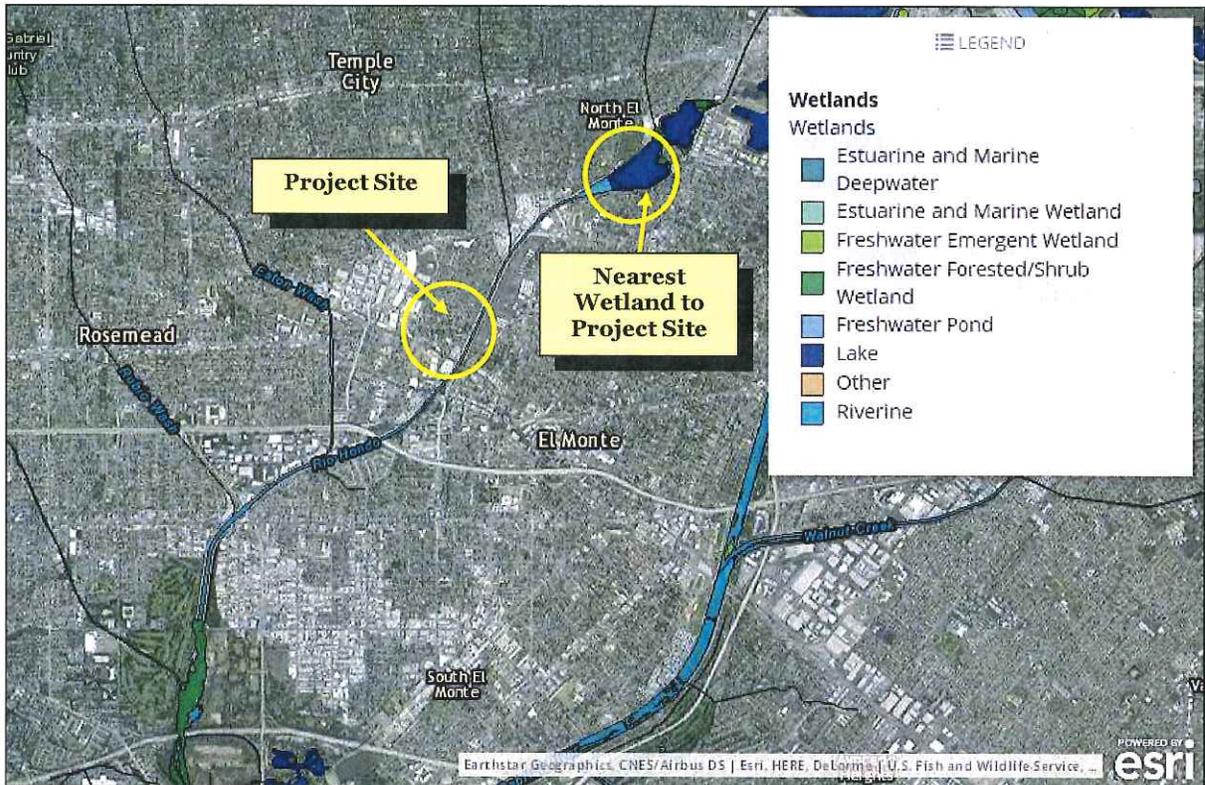


EXHIBIT 3-3 WETLANDS MAP

Source: U.S. Fish and Wildlife Service, National Wetlands Inventory – V2

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project would be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines;
- The destruction of a unique paleontological resource or site or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of dedicated cemeteries.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?* • *No Impact.*

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local General Plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.⁵⁶ To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in the past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

⁵⁶ U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>.

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.⁵⁷

The State has established *California Historical Landmarks* that include sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. *California Points of Historical Interest* have a similar definition, except they are deemed of local significance. A search of the California Office of Historic Preservation online list of California Historical Landmarks yielded the following State-designated landmarks in the City:⁵⁸

- *California Register of Historical Resources No. 975 - El Monte First Southern California Settlement by Immigrants from the United States.* This settlement was located on the banks of

⁵⁷ U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Website accessed May 16, 2016.

⁵⁸ California Department of Parks and Recreation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources>. Website accessed July 10, 2017.

the San Gabriel River and played a significant role in California's early pioneer history. The settlement was initially an encampment along the Old Spanish Trail and was an extension of the trail from Missouri to Santa Fe. This historical site is located at Santa Fe Trail Historical Park, near the southwest corner of Valley Boulevard and Santa Anita Avenue.

- *California Point of Historical Interest No. LAN-047 – Old El Monte Jail, Pioneer Park.* The El Monte Jail was constructed by William Dodson and donated to the town in 1880. The original jail was a one room wooden structure and was utilized as a jail until 1922. This historical site is located at Pioneer Park, also near the southwest corner of Valley Boulevard and Santa Anita Avenue.

The project site is currently improved with five industrial structures and does not meet any of the National or State criteria and is not listed on the National or State Historic Register.⁵⁹ In addition, the City's General Plan has not identified the project site as being historically significant. The proposed project will be limited to the project site and will not affect any existing resources listed on any historical register or those identified as being eligible for listing on a historical register. Based on the analysis provided herein, no impacts are anticipated.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? • Less Than Significant Impact with Mitigation.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years.⁶⁰ Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.⁶¹ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Although the project area has been subject to disturbance to accommodate the previous buildings, the project site is could potentially be situated in an area of high archaeological significance. As a result, a mitigation measure is provided in Section 3.17 in order to protect any encountered tribal cultural resources. This mitigation measure will require the project Applicant to obtain the services of a qualified Native American Monitor(s) to be present on-site during the construction phases that involve any ground-disturbing activities.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the El Monte Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their

⁵⁹ U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Website accessed August 3, 2016. Secondary Source: California Department of Parks and Recreation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources>. Website accessed July 10, 2017.

⁶⁰ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

⁶¹ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/component/k2/item/453-tongva-village-site>.

salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • Less Than Significant Impact.

The proposed project involves the construction of an industrial structure. As stated in Section 3.5.2.B, the project site has been subject to extensive disturbance as a result of previous development. No unique paleontological or geologic features have been uncovered during the development of the previous uses. In addition, no extensive excavation will be involved in the construction of the proposed project and no paleontological resources, sites, or unique geologic features are expected to be uncovered. As a result, the proposed project is expected to have a less than significant impact on paleontological resources, sites, or unique geologic features.

D. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • Less Than Significant Impact.

No dedicated cemeteries are located within the project site or in the vicinity of the project site. The nearest cemetery to the site is Savannah Cemetery and it is located 1.4 miles west of the project site in the City of Rosemead.⁶² The proposed project will be restricted to the designated project site and will not affect the aforementioned cemetery. In addition, the proposed construction is anticipated to neither discover nor disturb any on-site burials due to past disturbance of the project site that was needed to accommodate the previous development. Due to past extensive grading, the proposed project is not anticipated to disturb human remains and as a result, the impacts are less than significant.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any impacts on cultural resources. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments identified similar mitigation measures to protect tribal cultural resources.⁶³ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

3.5.4 MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that the proposed project could potentially impact an archaeological resource. Therefore, a mitigation measure is provided within Section 3.17 herein to protect tribal cultural resources.

⁶² Google Earth. Website accessed July 10, 2017.

⁶³ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

3.6 GEOLOGY & SOILS

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides;
- Substantial soil erosion or the loss of topsoil;
- Locating a project on a geologic unit or a 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;
- Locating a project on an expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property; or,
- Locating a project on 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.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides? • Less Than Significant Impact with Mitigation.*

The City of El Monte is located in a seismically active region (refer to Exhibit 3-4). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City of El Monte. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.⁶⁴ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁶⁵ A list of cities and counties subject to the

⁶⁴ California Department of Conservation. *What is the Alquist-Priolo Act.*
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

⁶⁵ Ibid.

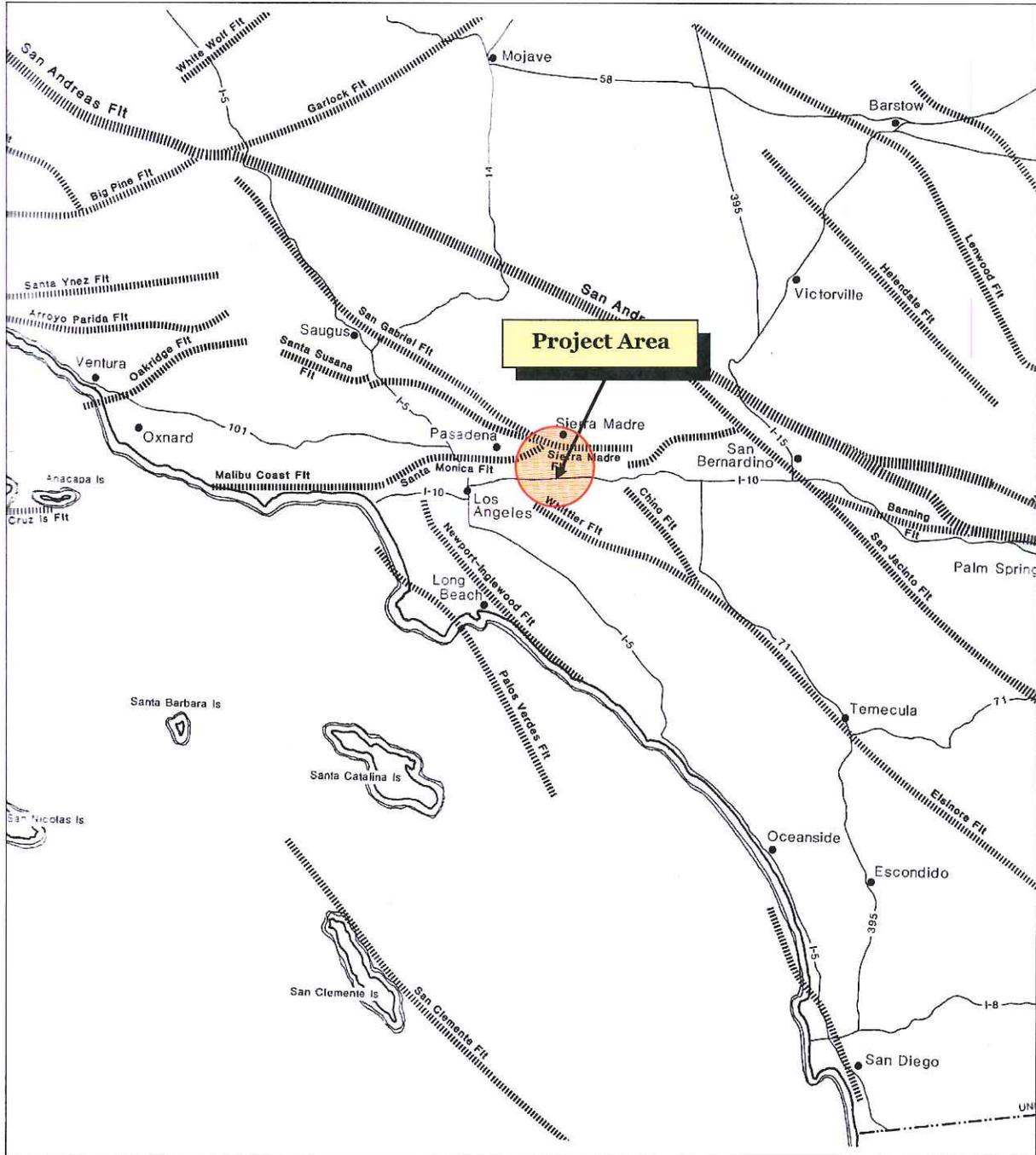


EXHIBIT 3-4
FAULTS IN THE SOUTHERN CALIFORNIA AREA

SOURCE: UNITED STATES GEOLOGICAL SURVEY

Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of El Monte is not on the list.⁶⁶ However, the project site is located between the Whittier Fault and the Sierra Madre Fault.

Liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.⁶⁷ According to the Seismic Hazard Evaluations of the El Monte 7.5 Minute Quadrangle prepared by the CGS, the project site is located within a potential liquefaction hazard zone (refer to Exhibit 3-5).⁶⁸ As a result, the project site would continue to be exposed to potential liquefaction and ground-shaking in the event of an earthquake. The following mitigation has been included and was taken from the Seismic Hazards Mapping Sheet provided on the California Department of Conservation website:

- The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey. The developer will be required to implement the design engineering measures required to reduce the potential liquefaction risks to levels that are less than significant for human occupation.

The aforementioned mitigation will reduce the potential liquefaction hazards to levels that are less than significant.

B. Would the project result in substantial soil erosion or the loss of topsoil? • Less Than Significant Impact.

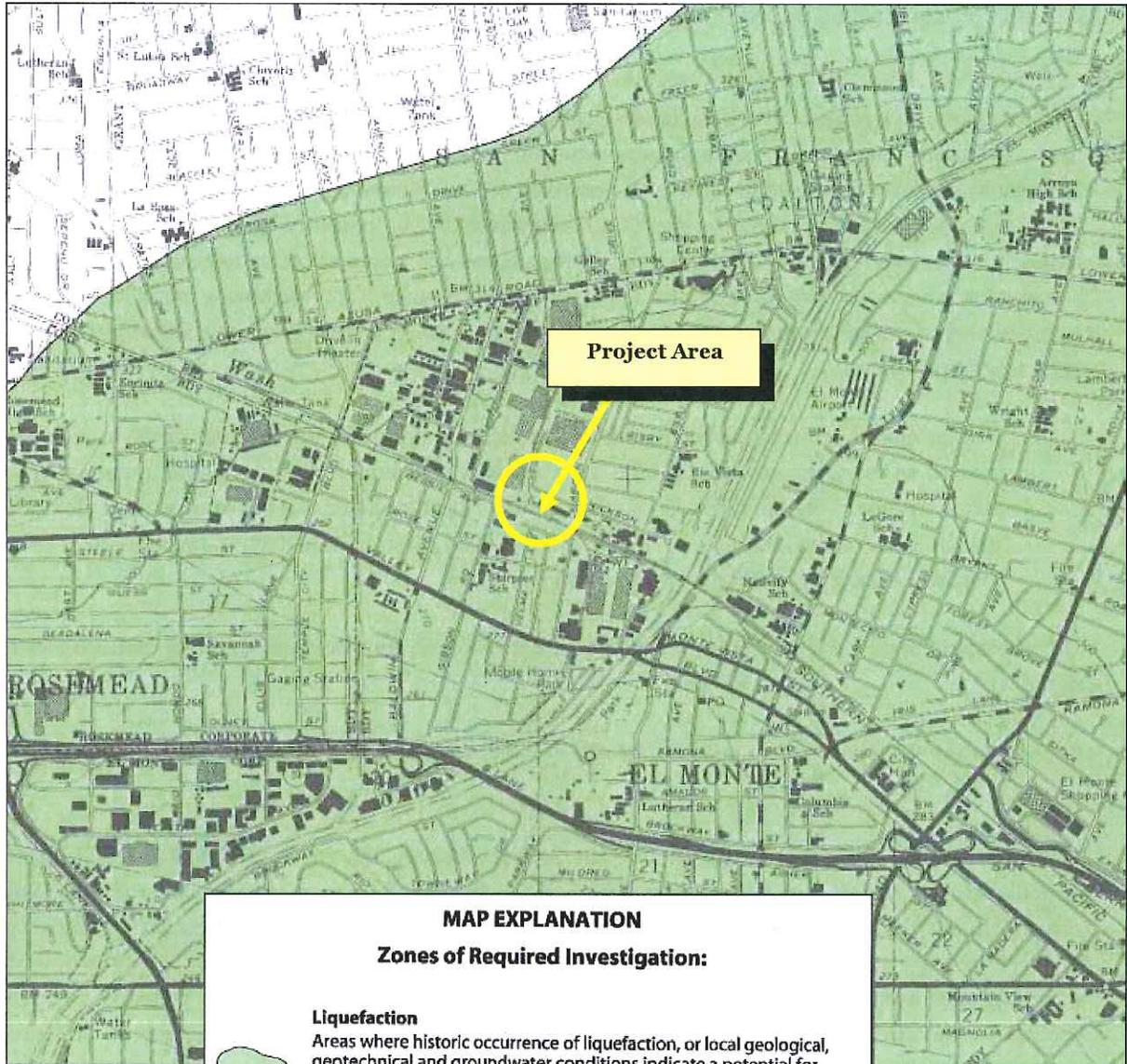
According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Hanford association. Soils of the Hanford association have a slight erosion hazard; however, current development and the placement of landscaping have reduced the soil's erosion risk.⁶⁹ The project site is level and limited excavation will be required for structural supports, building foundations, and utility lines. Mitigation measures included throughout Section 3.9 will effectively mitigate potential stormwater runoff impacts during construction. The project site is currently level and will remain level following the site's development. The surface grades within the parking and internal roadways will be designed to facilitate drainage into the Arden Drive and Hickson Street curb and gutters. As a result, the impacts are expected to be less than significant.

⁶⁶ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* <http://www.conservacion.ca.gov/cgs/rghm/ap/Pages/affected.aspx>.

⁶⁷ U.S. Geological Survey. *About Liquefaction.* <http://geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq.html>.

⁶⁸ California Department of Conservation. *Regulatory Maps.* <http://maps.conservacion.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

⁶⁹ United States Department of Agriculture Soil Conservation Service. *Report and General Soils Map Los Angeles County, California.* Revised 1969.



MAP EXPLANATION

Zones of Required Investigation:

Liquefaction
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

EXHIBIT 3-5
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

- C. *Would the project 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? • Less Than Significant Impact.*

The United States Department of Agriculture Soil Conservation Service Report and General Soil Map for Los Angeles County were reviewed for this project. The project site is underlain with soils of the Hanford Association. The Hanford soils association was placed into Class II, which are soils described as having some limitations. Hanford soils are at a slight risk for erosion; however, the project site is currently developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.⁷⁰

The project site is located within an area subject to potential liquefaction (refer to Exhibit 3-5). However, the entire City is located within a potential liquefaction zone and adherence to the most recent building codes will reduce potential liquefaction impacts to levels that are less than significant. In addition, adherence to the mitigation provided in subsection 3.6.2.A regarding the need for a liquefaction survey will reduce potential impacts to levels that are less than significant. The soils that underlie the project site pose no threat to development; in addition, the project site will be level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. As a result, the potential impacts are less than significant.

- D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property? • No Impact.*

The soils that underlie the project site are not prone to shrinking and swelling. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.⁷¹ According to the United States Department of Agriculture, clay is not present in the composition of Hanford Soils Association.⁷² In addition, all new structural improvements would be required to comply with the most current California Building Code requirements. As a result, no impacts related to expansive soils are anticipated.

- E. *Would the project 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? • No Impact.*

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. Therefore, no impacts will occur as a result of the proposed project's implementation.

⁷⁰ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.

⁷¹ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential.*
http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083.

⁷² United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California.* Revised 1969.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to geology and soils are site-specific. Since the proposed project is located in an area that is subject to liquefaction, mitigation measure has been provided to mitigate potential impacts to levels that are less than significant. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two developments identified similar mitigation measures related to geology and soils.⁷³ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

3.6.4 MITIGATION MEASURES

The analysis indicated that the proposed project is located in an area of potential liquefaction. As a result, the following mitigation is required:

Mitigation Measure No. 5 (Geology & Soils). The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey. The developer will be required to implement the design engineering measures required to reduce the potential liquefaction risks to levels that are less than significant for human occupation.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- A conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less Than Significant Impact.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include

⁷³ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 10,000 MTCO₂E per year for industrial projects. Table 3-4 summarizes annual greenhouse gas (CO₂E) emissions from build-out of the proposed project.⁷⁴ Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-4, the CO₂E total for the project is 1,256.20 pounds per day or 0.57 MTCO₂E per day. This translates into an annual emission of 208.05 MTCO₂E, which is below all of the aforementioned thresholds. This figure does not take into account the implementation of Low Impact Development (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. For this reason, the project's use of trip reduction incentives (the use alternative forms of transportation, the installation of electric vehicle charging stations and bicycle racks, and other TDM measures will be important). The project is also an infill development that will replace the former use. Therefore, the project's GHG impacts are less than significant.

**Table 3-4
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Construction Phase - Demolition	2,391.17	0.61	--	2,406.31
Construction Phase - Site Preparation	1,735.36	0.54	--	1,748.87
Construction Phase - Grading	1,421.26	0.44	--	1,432.32
Construction Phase - Construction	2,030.84	0.41	--	2,041.06
Construction Phase - Paving	1,346.44	0.41	--	1,356.72
Construction Phase - Coatings	281.45	0.03	--	282.12
Long-term Area Emissions	0.01	--	--	0.01
Long-term Energy Emissions	17.15	--	--	17.25
Long-term Mobile Emissions	1,237.37	0.06	--	1,238.94
Total Long-term Emissions	1,254.53	0.06	--	1,256.20

Source: CalEEMod V.2016.3.1

⁷⁴ The CalEEMod Air Quality Worksheets are provided in Appendix A.

B. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases? • No Impact.*

The State of California Office of Planning Research (OPR) identified a number of measures and programs that would be effective in reducing GHG emissions. These programs and measures are identified on the next page in Table 3-5. The proposed project’s conformity with these measures is summarized in the table. The great majority of the measures identified will be effective in reducing the overall GHG below the quantities identified previously in Table 3-4.

**Table 3-5
 Project Conformity with GHG Mitigation Identified by the OPR**

Attorney General’s Recommended Measures	Project Applicability/Compliance
Land Use & Transportation: Implement land use strategies to encourage jobs/housing proximity, promote transit-oriented development, and encourage high density development along transit corridors. Encourage compact, mixed-use projects, forming urban villages designed to maximize affordable housing and encourage walking, bicycling and the use of public transit systems.	Compliant. The proposed project conforms to this policy/program.
Land Use & Transportation: Encourage infill, redevelopment, and higher density development, whether in incorporated or unincorporated settings.	Compliant. The proposed project conforms to this policy/program.
Land Use & Transportation: Encourage new developments to integrate housing, civic and retail amenities (jobs, schools, parks, and shopping opportunities) to help reduce VMT resulting from discretionary automobile trips.	Not Applicable. The program/policy is not applicable to the proposed project.
Land Use & Transportation: Apply advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.	Not Applicable. The program/policy is not applicable to the proposed project.
Land Use & Transportation: Incorporate features into project design that would accommodate the supply of frequent, reliable and convenient public transit.	Not Applicable. The program/policy is not applicable to the proposed project.
Land Use & Transportation: Implement street improvements that are designed to relieve pressure on a region’s most congested roadways and intersections.	Compliant. The proposed project conforms to this policy/program.
Land Use & Transportation: Limit idling time for commercial vehicles, including delivery and construction vehicles.	Compliant. The proposed project conforms to this policy/program.
Urban Forestry: Plant trees and vegetation near structures to shade buildings and reduce energy requirements for heating/cooling.	Compliant. The proposed project conforms to this policy/program.
Urban Forestry: Preserve or replace on-site trees (that are removed due to development) as a means of providing carbon storage.	Compliant. The proposed project conforms to this policy/program.
Urban Forestry: Encourage public and private construction of LEED (Leadership in Energy and Environmental Design) certified (or equivalent) buildings.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Recognize and promote energy saving measures beyond Title 24 requirements for residential and commercial projects.	Compliant. The proposed project conforms to this policy/program.
Energy Conservation Policies & Actions: Where feasible, include in new buildings facilities to support the use of low/zero carbon fueled vehicles, such as the charging of electric vehicles from green electricity sources.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Offer rebates and low-interest loans to residents that make energy-saving improvements on their homes.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Purchase Energy Star equipment and appliances for public agency use.	Compliant. The proposed project conforms to this policy/program.

Table 3-5 (continued)
Project Conformity with GHG Mitigation Identified by the OPR

Recommended Measures	Project Applicability/Compliance
Energy Conservation Policies & Actions: Incorporate on-site renewable energy production, including installation of photovoltaic cells or other solar options.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Execute an Energy Savings Performance Contract with a private entity to retrofit public buildings. This type of contract allows the private entity to fund all energy improvements in exchange for a share of the energy savings over a period of time.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Design, build, and operate schools that meet the Collaborative for High Performance Schools (CHPS) best practices.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Retrofit municipal water and wastewater systems with energy efficient motors, pumps and other equipment, and recover wastewater treatment methane for energy production.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Educate the public, schools, other jurisdictions, professional associations, business, and industry about reducing GHG emissions.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Convert landfill gas into energy sources for use in fueling vehicles, operating equipment, and heating buildings.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Purchase government vehicles and buses that use alternatives fuels or technology, such as electric hybrids, biodiesel, and ethanol. Where feasible, require fleet vehicles to be low emission vehicles. Promote the use of these vehicles in the general community.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Offer government incentives to private businesses for developing buildings with energy and water efficient features and recycled materials. The incentives can include expedited plan checks and reduced permit fees.	Not Applicable. The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.	Compliant. The proposed project conforms to this policy/program.
Programs to Reduce VMTs: Offer government employees financial incentives to carpool, use public transportation, or use other modes of travel for daily commutes.	Not Applicable. The program/policy is not applicable to the proposed project.
Programs to Reduce VMTs: Encourage large businesses to develop commute trip reduction plans that encourage employees who commute alone to consider alternative transportation modes.	Compliant. The proposed project conforms to this policy/program.
Programs to Reduce VMTs: Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes.	Not Applicable. The program/policy is not applicable to the proposed project.
Programs to Reduce VMTs: Create an online ridesharing program that matches potential carpoolers immediately through email.	Compliant. The proposed project conforms to this policy/program.
Programs to Reduce VMTs: Develop a Safe Routes to School program that allows and promotes bicycling and walking to school.	Not Applicable. The program/policy is not applicable to the proposed project.
Programs to Reduce Solid Waste: Create incentives to increase recycling and reduce generation of solid waste by residential users.	Not Applicable. The program/policy is not applicable to the proposed project.
Programs to Reduce Solid Waste: Implement a Construction and Demolition Waste Recycling Ordinance to reduce the solid waste created by new development.	Not Applicable. The program/policy is not applicable to the proposed project.
Programs to Reduce Solid Waste: Add residential/commercial food waste collection to existing greenwaste collection programs.	Not Applicable. The program/policy is not applicable to the proposed project.

Source: California Office of Planning and Research, Technical Advisory. June 19, 2008.

The City of El Monte does not have an adopted Climate Action Plan. However, the City's General Plan includes Air Quality sections within the Public Health and Safety Element, and the Health and Wellness Element.⁷⁵ The policies are listed within Section 3.3.2.A herein.

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).⁷⁶ The proposed project is an industrial project within the larger Los Angeles area that will provide employment opportunities for local residents. The project will provide manufacturing and distribution uses within an urbanized portion of Los Angeles County, thereby reducing VMT and reducing trip length for employee vehicle trips. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur.

3.7.3 CUMULATIVE IMPACTS

The analysis herein determined that the implementation of the proposed project would not result in any significant impacts related to the emissions of greenhouse gases. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments determined that the developments will not result in any significant impacts related to the emissions of greenhouse gases.⁷⁷ As a result, no cumulatively significant impacts would result from the proposed project's implementation.

3.7.4 MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

⁷⁵ City of El Monte. *Vision El Monte General Plan*. <http://elmonteca.gov/LinkClick.aspx?fileticket=lynL7WIS6f4%3d&tabid=101>. June 2011.

⁷⁶ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

⁷⁷ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

3.8 HAZARDS & HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of 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;
- The emission of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Locating a project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, resulting in a significant hazard to the public or the environment;
- A safety hazard for people residing or working in the project area for a project within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- A safety hazard for people residing or working in the project area for a project in the vicinity of a private airstrip;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of 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.

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less Than Significant Impact.*

The Los Angeles County Fire Department, Site Mitigation Units, Health Hazardous Materials Division sent the property owner a letter dated September 1, 2015, indicating that “No Further Action” is required related to the clean-up and remediation of the site. The letter further indicated that the Los Angeles County Fire Department reviewed various environmental review documents prepared for the site and concluded that no further remediation of existing on-site contamination is necessary. The notice restricts

the project site to commercial/industrial uses due to the presence of contaminants in the on-site soil and soil vapor that exceed residential environmental screening levels.⁷⁸

Any future tenant(s) would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant(s) will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of El Monte.

The transport of any hazardous materials must comply with all pertinent U.S. Department of Transportation (DOT) requirements. A mitigation measure is provided in Section 3.16.2.D to ensure that the trucks will be confined to Arden Drive and Hickson Street and will not travel through the residential streets located to the north. This mitigation measure will require the Applicant to install and maintain a sign at the site's Hickson Street exit driveway that states "Left Turn Only." In addition, the vehicle speeds will be limited to 25 miles per hour which is the posted speed limit. Furthermore, the proposed industrial use is supported within the City's General Plan for the proposed project area. As a result, less than significant impacts are anticipated to occur.

B. Would the project 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? • Less Than Significant Impact with Mitigation.

All activities within the proposed project must comply with those permitted under the City's applicable M-2/RR zoning for the site. The proposed project will also be consistent with the City's General Plan land use designation of Industrial/Business Park. In addition, the transport of any hazardous materials must comply with all pertinent U.S. Department of Transportation (DOT) requirements. The mitigation referred to in Section 3.8.2.C would reduce potential impacts. The project site is not identified by any regulatory agency as having known hazardous materials spills, releases or environmental-related violations. The EPA's Envirofacts database was consulted to determine the nature and extent of any reported contamination (air, water, soils, waste, etc.) that is associated with the project site. No significant contamination was reported for the project site.⁷⁹

The future tenants are still uncertain; nevertheless, the tenant will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the future tenant be involved in such uses. The project site is currently developed with five industrial structures, which will be demolished in order to accommodate the proposed industrial building. Due to the age of the

⁷⁸ A copy of the No Further Action correspondence is provided in Appendix C. The Department has completed a review of the reports entitled, "Remediation Report for the Removal of Lead and TPH Impacted Soils and PCB Impacted Asphalt, Concrete, Metal, and Soils, Gregg Industries Inc., 10460 Hickson Street, El Monte, California 91731," dated February 2015; "Soil Management and Due Diligence Report, Site Remediation, Hardscape Removal, and Rough Grading, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731," dated June, 2015; "Guard Shack Remediation, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731," dated August 2015; and SMP 7-15 Remediation, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731," dated August 2015, submitted by your consultant AECOM Technical Services, Inc. (AECOM). This Department also reviewed the "Notice of Environmental Condition and Environmental Restriction, Regarding Assessors Parcel Numbers 8576-025-037, 8576-027-030, and 8576-027-031," recorded at the Los Angeles County Recorder's Office on August 28, 2015.

⁷⁹ United States Environmental Protection Agency. *Envirofacts*. <https://www3.epa.gov/enviro>. Website accessed July 10, 2017.
SECTION 3 • ENVIRONMENTAL ANALYSIS Page 68

structures, construction and grading related activities could reveal lead and/or asbestos-containing materials. As a result, the following mitigation is required:

- The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

The aforementioned mitigation would reduce the potential impact to levels that are considered to be less than significant. Furthermore, the mitigation measures outlined in Section 3.9 (Hydrology & Water Quality) will ensure that construction activities do not lead to any contamination of surface water runoff.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less Than Significant Impact.

The project site is located approximately 0.2 miles southwest of Rio Vista Elementary School.⁸⁰ In the event that any of the project's existing or future tenant(s) will involve the use, transport, or disposal of hazardous materials, the tenant(s) will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials, as discussed in Section 3.8.2.A. In addition, a Conditional Use Permit (CUP) is required for any new industrial development that will be located within 150 feet of any residentially zoned property and use. Through CUP entitlement, the project's specific conditions of approval will be in place to ensure the use is compatible with neighboring residential uses. As a result, the potential impacts will be less than significant.

D. Would the project be located on a site that is included on a list of hazardous material 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? • No Impact.

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous

⁸⁰ Google Earth. Website accessed July 10, 2017.
SECTION 3 • ENVIRONMENTAL ANALYSIS

substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A search of the Envirostor Hazardous Waste and Substances Site “Cortese” List database did not identify the project site as a Cortese site.⁸¹

One Cortese site is located in the City of El Monte and it is the San Gabriel Groundwater Basin. The San Gabriel Valley has been under environmental investigation since 1979 when groundwater contaminated with volatile organic compounds (VOCs) was first identified. The groundwater contamination resulted from the historic use and improper handling and disposal of chlorinated solvents (such as tetrachloroethene (PCE) and trichloroethene (TCE)) and other chemicals (other VOCs, 1,4-dioxane, perchlorate, NDMA). USEPA believes that the contamination initially stemmed from an increase in industrial activity during World War II, followed by rapid post-war industrialization. In May 1984, USEPA listed four broad areas of regional-scale groundwater contamination within the Basin on the National Priorities List (NPL) under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Since listing the San Gabriel Valley Superfund Sites, the United States Environmental Protection Agency (USEPA) has been working to address the groundwater contamination on a regional scale through installation and operation of groundwater extraction systems that control the contaminant migration. Extracted groundwater is treated to safe levels and, if feasible, is reused for drinking water supply. Although the groundwater cleanup activities started in the 1990’s, and progress has been made, the groundwater contamination in the San Gabriel Valley is extensive and will require multiple decades to remediate. Therefore, no site-specific impacts will occur upon the implementation of the proposed project because the contamination is regional and under remediation. Furthermore, the proposed project will not require excavation and will not have the potential to disturb any contaminated groundwater.

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 a public use airport, would the project result in a safety hazard for people residing or working in the project area? • No Impact.

The project site is located approximately 0.3 miles southwest of the San Gabriel Valley Airport.⁸² However, the site is not located within the designated Runway Protection Zone and the proposed industrial warehouse building will not penetrate the airport’s 20-1 slope.⁸³ The 20-1 ratio refers to the slope of an airplane’s descent as it approaches the runway. The FAA regulations require a clear approach path with no penetrating obstructions within a maximum of 10,000 feet, depending on the length of the runway. The new industrial warehouse building will have a maximum height of 40 feet, which is not a sufficient height to penetrate this 20-1 (five percent) slope. Other major airports in the surrounding region include Fullerton Airport, located 14.9 miles southeast of the project site; Long Beach Airport, located 19 miles southwest; Burbank Bob Hope Airport, located 19.5 miles northwest; and Los Angeles International

⁸¹ California Department of Toxic Substances Control, Envirostor. *Hazardous Waste and Substances Site Cortese List*. http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG.COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Website accessed July 10, 2017.

⁸² Google Earth. Website accessed July 10, 2017.

⁸³ Los Angeles County Department of Regional Planning, *Los Angeles County Airport Land Use Commission (ALUC), Airport Layout Plan*. http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf

Airport (LAX) located 22.86 miles to the west.⁸⁴ The project site is not located under the approach or take-off zones of any of the aforementioned airports. As a result, the proposed project's implementation would not present 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? • No Impact.

The project site is not located within two miles of an operational private airport or airstrip. The nearest private airport is the Southern California Edison Heliport located 2.95 miles southwest of the project site in the City of Rosemead.⁸⁵ As a result, the proposed project would not present a safety hazard to people residing or working in the project area and no impacts will occur.

G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? • Less than Significant Impact with Mitigation.

At no time will Arden Drive or Hickson Street be completely closed to traffic. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. In order to ensure that all construction staging occurs on-site and that the proposed project does not impair or interfere with any emergency response or evacuation plan, the following mitigation is required:

- The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity.

With the implementation of the above mitigation, less than significant impacts will be associated with the proposed project's implementation.

H. Would the project 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? • No Impact.

The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, no impacts will occur.

3.8.3 CUMULATIVE IMPACTS

The potential impacts related to hazards and hazardous materials are typically site-specific. Furthermore, the analysis herein determined that the implementation of the proposed project would not result in any significant impacts related to hazards or hazardous materials with the implementation of the appropriate mitigation measures. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The

⁸⁴ Google Earth. Website accessed July 10, 2017.

⁸⁵ Toll-Free Airline. *Los Angeles County Public and Private Airports, California.*
<http://www.tollfreeairline.com/california/losangeles.htm>.

Mitigated Negative Declarations prepared for these two proposed developments identified similar mitigation measures related to hazards and hazardous materials.⁸⁶ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

3.8.4 MITIGATION MEASURES

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the demolition and land clearance phases of development. As a result, the following mitigation measure is required:

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

In order to ensure that all construction staging occurs on-site and that the proposed project does not impair or interfere with any emergency response or evacuation plan, the following mitigation is required:

Mitigation Measure No. 7 (Hazards & Hazardous Materials). The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity.

3.9 HYDROLOGY & WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site;

⁸⁶ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

- A substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;
- The creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or the provision of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of 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;
- The placement of structures within a 100-year flood hazard area which would impede or redirect flood flows;
- The exposure of 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; or,
- Inundation by seiche, tsunami, or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? • Less Than Significant Impact with Mitigation.

The project site is currently developed with five industrial structures and approximately 60 percent of the site consists of impervious surfaces (buildings, concrete, asphalt, etc.). Post development, approximately 88 percent will be impervious. According to the site plan, the proposed project will include 13,838 square feet of landscaping, resulting in 12 percent coverage of the project site in pervious surfaces. In the absence of mitigation, the impervious surfaces (the building, internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants.

The proposed project would be required to implement stormwater pollution control measures during construction pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Low Impact Development (LID) Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The LID will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement, operate, and maintain over the life of the project. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants. The wastewater generated by the proposed project will be delivered to one of the three treatment plants, which meet current Water Quality Control Board discharge requirements. In addition, any specialized industrial activity that will involve water use will need to be treated on-site with a clarifier or other on-site wastewater treatment system prior to discharge into the local sanitary sewer

system. If water is not used in any industrial or manufacturing process, no pretreatment is likely to be required as part of routine cleaning and maintenance. Furthermore, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.
- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.
- Prior to issuance of any grading permit for the project, the Applicant shall submit and obtain approval of a Low Impact Development (LID) Plan in accordance with City of El Monte Ordinance No. 2840 and Los Angeles County guidelines and requirements.

With the above mentioned mitigation, the impacts would be reduced to levels that are considered to be less than significant.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? • Less than Significant Impact.

According to the Remedial Action Report, groundwater levels in the area range from 90 to 115 feet below ground surface as of June 2015.⁸⁷ A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results.⁸⁸ Therefore, grading related activities are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer. Water agencies, districts, and suppliers in the San Gabriel Basin generally obtain their water from groundwater extraction. Some agencies and jurisdictions replenish this water supply by groundwater recharge through spreading grounds located along the San Gabriel and Rio Hondo rivers. Imported water purchased from the Metropolitan Water District of Southern California (MWD) and recycled water from Whittier, Pomona, and San Jose water reclamation plants are also used for recharge. The proposed project, if approved, will consist of an industrial building that will have a total floor area of 61,163 square feet. The future water

⁸⁷ GSA Engineering, Inc. *Draft Supplemental Remedial Action Report and Feasibility Study – Shallow Unsaturated Zone*. February 24, 2016.

⁸⁸ Geotracker GAMA. <http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp>. Website accessed July 10, 2017.

consumption is estimated to be 3,241 gallons of water on a daily basis (water consumption impacts are analyzed in Section 3.18.2.D). As a result, the potential impacts to groundwater table level are considered to be less than significant.

C. Would the project 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? • No Impact.

With existing development, approximately 60 percent of the site consists of impervious surfaces (buildings, concrete, asphalt, etc.). Post project development, approximately 88 percent will be impervious. Following construction, the site will be 88 percent impervious and 12 percent pervious. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants. Although the impervious surfaces (asphalt, building slabs, etc.) that will be constructed will result in the generation of stormwater runoff, the project will be properly drained and is not expected to result in erosion or siltation on- or off-site. The site will be graded so that stormwater runoff will be directed to the curbs and gutters on Arden Drive and Hickson Street.

The Applicant would also be required to prepare a Low Impact Development (LID) Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The LID will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement, operate, and maintain over the life of the project. Furthermore, there are no streams, rivers, or other bodies of water located within, or adjacent to the project site. The proposed project will be restricted to the project site and will not alter the course of the Rio Hondo Channel located one quarter mile to the east.⁸⁹ In addition, no natural drainage or riparian areas remain within the project site due to the past development. As a result, no impacts are anticipated.

D. Would the project 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? • No Impact.

As indicated previously, the impervious surfaces (asphalt, building slabs, etc.) that will be constructed will result in the generation of stormwater runoff. However, the project will be properly drained and is not expected to result in flooding on-or off-site. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants. The site will be graded so that stormwater runoff will be directed to the curbs and gutters on Arden Drive and Hickson Street. With the previous development, approximately 60 percent of the site consisted of impervious surfaces (buildings, concrete, asphalt, etc.). Post development, approximately 88 percent will be impervious, a change of 28 percent.

The Applicant would be required to prepare a Low Impact Development (LID) Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The LID will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement, operate, and maintain over the life of the project.

⁸⁹ Google Earth. Website accessed July 11, 2017.
SECTION 3 • ENVIRONMENTAL ANALYSIS

Furthermore, the proposed project will be restricted to the project site and will not alter the course of the Rio Hondo located one quarter mile to the east. No other natural or man-made channels are located adjacent to the site or in the immediate vicinity. As a result, no impacts are anticipated.

- E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- *Less Than Significant Impact with Mitigation.*

The project site is currently developed with five industrial structures, which will be demolished in order to accommodate the proposed industrial building. Upon implementation of the proposed project, the site will be 88 percent covered in impervious surfaces, as discussed in Section 3.9.2.A. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. With the existing development, approximately 60 percent of the site consists of impervious surfaces (buildings, concrete, asphalt, etc.). Post construction, approximately 88 percent will be impervious. The net change in impervious surfaces will be minimal because on-site detention pursuant to Low Impact Development requirements will retain the majority of the stormwater on-site. The Low Impact Development (LID) Plan will utilize Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The LID will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement, operate, and maintain over the life of the project. Furthermore, the following measures are required as a means to address potential stormwater impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

This mitigation will reduce the potential impacts to levels that are less than significant.

- F. Would the project otherwise substantially degrade water quality?* • *Less than Significant Impact with Mitigation.*

As previously mentioned, approximately 88 percent of the project site will be impervious post-development, a change of 28 percent. Adherence to the mitigation provided in Section 3.9.2.A will reduce potential water quality impacts to levels that are less than significant. In addition, the project will also include the installation of other stormwater runoff controls that will filter out contaminants and prevent the release of excess water runoff into the local storm drain system. While no significant adverse impacts on water quality are anticipated as part of the proposed project's construction and subsequent operation, the following mitigation measures will be required:

- During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, State, and Federal requirements.
- Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.
- Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities, or adjacent properties via runoff, vehicle tracking, or wind.

The implementation of the aforementioned mitigation measures will ensure that the potential water quality impacts are reduced to levels that are less than significant.

G. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • No Impact.

According to the U.S. Geological Survey, a 100-year flood is a flood having a one in 100 chance of being equaled or exceeded in any one year.⁹⁰ The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood. According to the City of El Monte General Plan, Public Health and Safety Element, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).⁹¹ According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-6).⁹² This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. Although the project site is located in a flood zone, no housing is proposed as part of the project and as a result, no impacts will occur.

H. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? • No Impact.

As indicated previously, the project site is not located within a designated 100-year flood hazard area as defined by FEMA. According to the Los Angeles County Department of Public Works map provided in Exhibit 3-6, the project site is not located within a designated 100-year flood hazard area, as defined by FEMA. Therefore, the proposed project will not involve the placement of any structures that would impede or redirect potential 100-year floodwater flows and will not result in any adverse impacts.

⁹⁰ U.S. Geological Survey, *100-Year Flood-It's All About Chance*. April 2010.

⁹¹ Federal Emergency Management Agency, *Flood Zones*. <http://www.fema.gov/flood-zones>.

⁹² Los Angeles County Department of Public Works, *Flood Zone Determination Website*. <http://dpw.lacounty.gov/wmd/floodzone/>.
SECTION 3 • ENVIRONMENTAL ANALYSIS Page 77

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

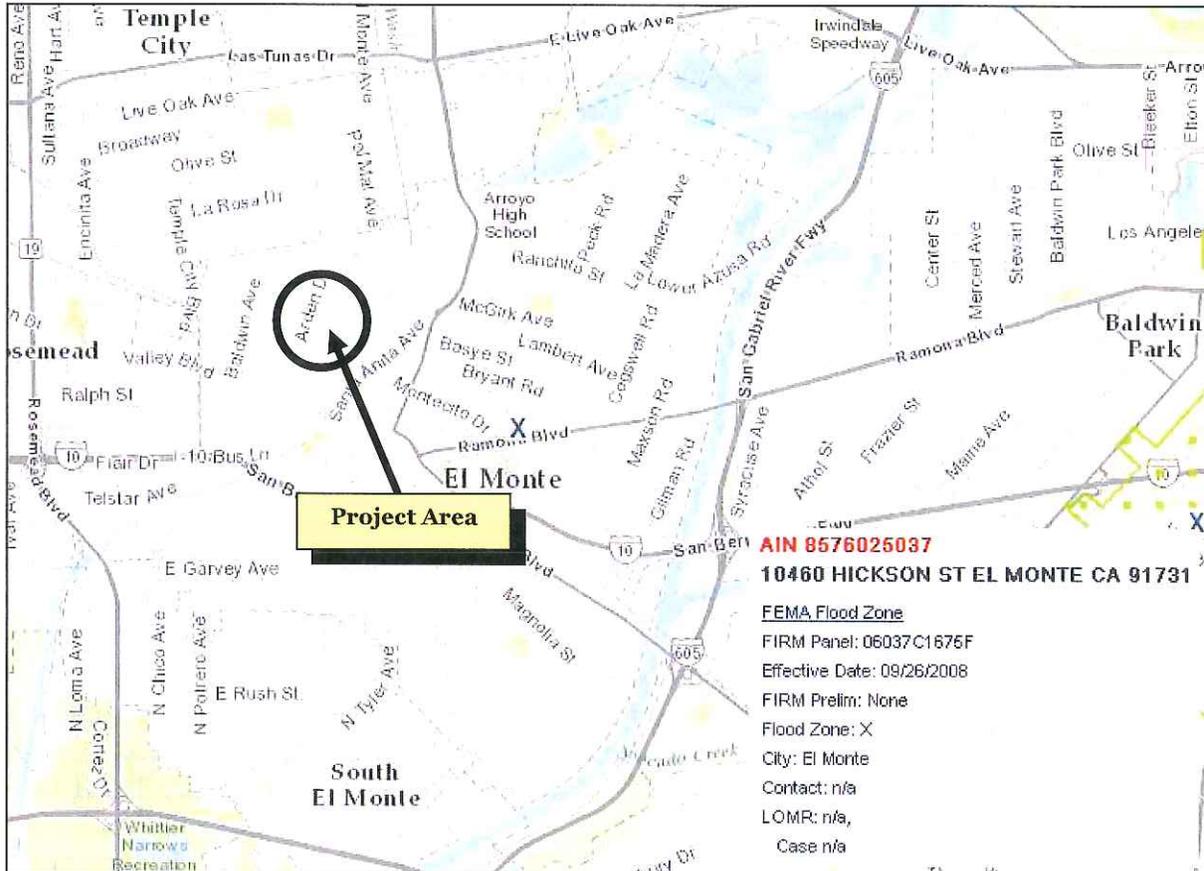


EXHIBIT 3-6
FEMA FLOOD MAP

Source: Los Angeles County Department of Public Works and ESRI

I. Would the project expose people or structures to a significant risk of flooding, including flooding as a result of the failure of a levee or dam? • Less than Significant Impact.

According to the City's Natural Hazards Mitigation Plan, a breach of the Santa Fe Dam would pose the greatest risk to a majority of the City, including the proposed project site.⁹³ In the event of an unlikely failure, the Santa Fe Dam's inundation path would extend southwest, ultimately ending in the Whittier Narrows Flood Control Basin. The inundation map prepared for the Santa Fe Dam Emergency Plan indicates the majority of El Monte (except the northwestern-most corner) is located within the potential flood area due to dam failure.

At a distance of 2.3 miles from the dam (the approximate northern City boundary), water depth would increase 0.25 feet in 45 minutes and 2.5 hours in the southernmost portion of the City.⁹⁴ Emergency response and evacuation plans for the affected areas have been established by the Los Angeles County Sheriff's Department and the United States Army Corps of Engineers (USACE) to facilitate emergency operations in the event of dam failure or river overflow. In addition, the level of risk to future development within the project sites is comparable to that of the entire City. Therefore, the impacts related to flood flows will be less than significant.

J. Would the project result in inundation by seiche, tsunami, or mudflow? • No Impact.

The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 25 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami. Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

The analysis determined that the implementation of the proposed project would not result in any significant adverse impacts with the adoption of the appropriate mitigation measures. The net change in impervious surfaces will be minimal because on-site detention pursuant to Low Impact Development requirements will retain the majority of the stormwater on-site. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments identified similar mitigation measures related to hydrology and water quality.⁹⁵ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

⁹³ City of El Monte. *City of El Monte, Natural Hazards Mitigation Plan*. Flooding-9. October 19, 2004.

⁹⁴ City of El Monte. *Existing Conditions Report, Chapter 5, Public Health and Safety*. May 24, 2006.

⁹⁵ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

3.9.4 MITIGATION MEASURES

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 8 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Mitigation Measure No. 10 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project, the Applicant shall submit and obtain approval of a Low Impact Development (LID) Plan in accordance with City of El Monte Ordinance No. 2840 and Los Angeles County guidelines and requirements.

Mitigation Measure No. 11 (Hydrology & Water Quality). During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

Mitigation Measure No. 12 (Hydrology & Water Quality). Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.

Mitigation Measure No. 13 (Hydrology & Water Quality). Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities, or adjacent properties via runoff, vehicle tracking, or wind.

Mitigation Measure No. 14 (Hydrology & Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 15 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

3.10 LAND USE & PLANNING

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The physical division of an established community, or in and incompatible land use;
- A conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community, or otherwise result in an incompatible land use?* • *No Impact.*

The project site is currently developed with five industrial structures. The proposed project involves the construction of a new industrial building which will reach a maximum height of 40 feet.⁹⁶ The proposed project will be consistent, in terms of scale, building height, and design, with the existing industrial uses located in the surrounding areas. Residentially zoned (R-1A) properties are located along the north side of Hickson Street between Arden Drive and Esto Avenue.⁹⁷ The proposed project will be restricted to the project site and will not divide or disrupt the single-family residential neighborhood located north of the site. On the contrary, the proposed project will provide a benefit to the residential neighborhood by serving as a buffer in between the neighborhood and the railroad tracks located south of the project site. In addition, the proposed project will not result in an incompatible land use because the applicable zoning designation is *General Manufacturing (M-2)/ Railroad (RR)* (refer to Exhibit 3-7 for the zoning map) and the applicable General Plan designation is *Industrial/Business Park* (refer to Exhibit 3-8 for the General Plan Land Use map).⁹⁸

The proposed project will not require the approval of a Zone Change or General Plan Amendment to permit the development of the industrial building within the project site. However, a Conditional Use

⁹⁶ Calvert Architectural Group, Inc. *Elevations*. Plan dated December 12, 2016.

⁹⁷ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey completed on July 7, 2017.

⁹⁸ City of El Monte. *El Monte Zoning Map*. <http://elmonteca.gov/LinkClick.aspx?fileticket=D3HLPacwDCo%3d&tabid=731>. March 2015. Secondary Source: City of El Monte. *General Plan Land Use Map*. <http://elmonteca.gov/LinkClick.aspx?fileticket=tRnBzgDErk%3d&tabid=101>. September 2012.

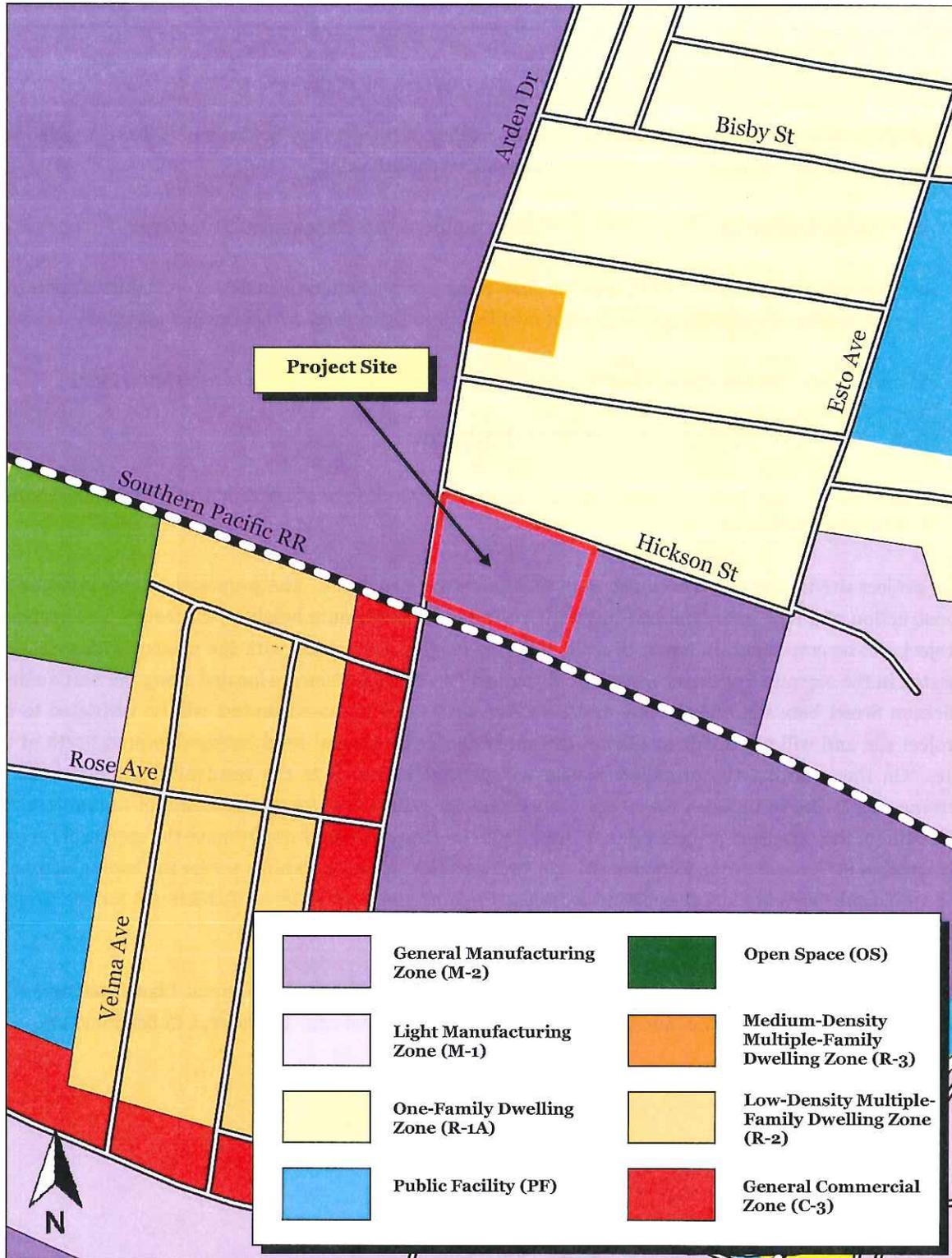


EXHIBIT 3-7 ZONING MAP

Source: City of El Monte & QGIS

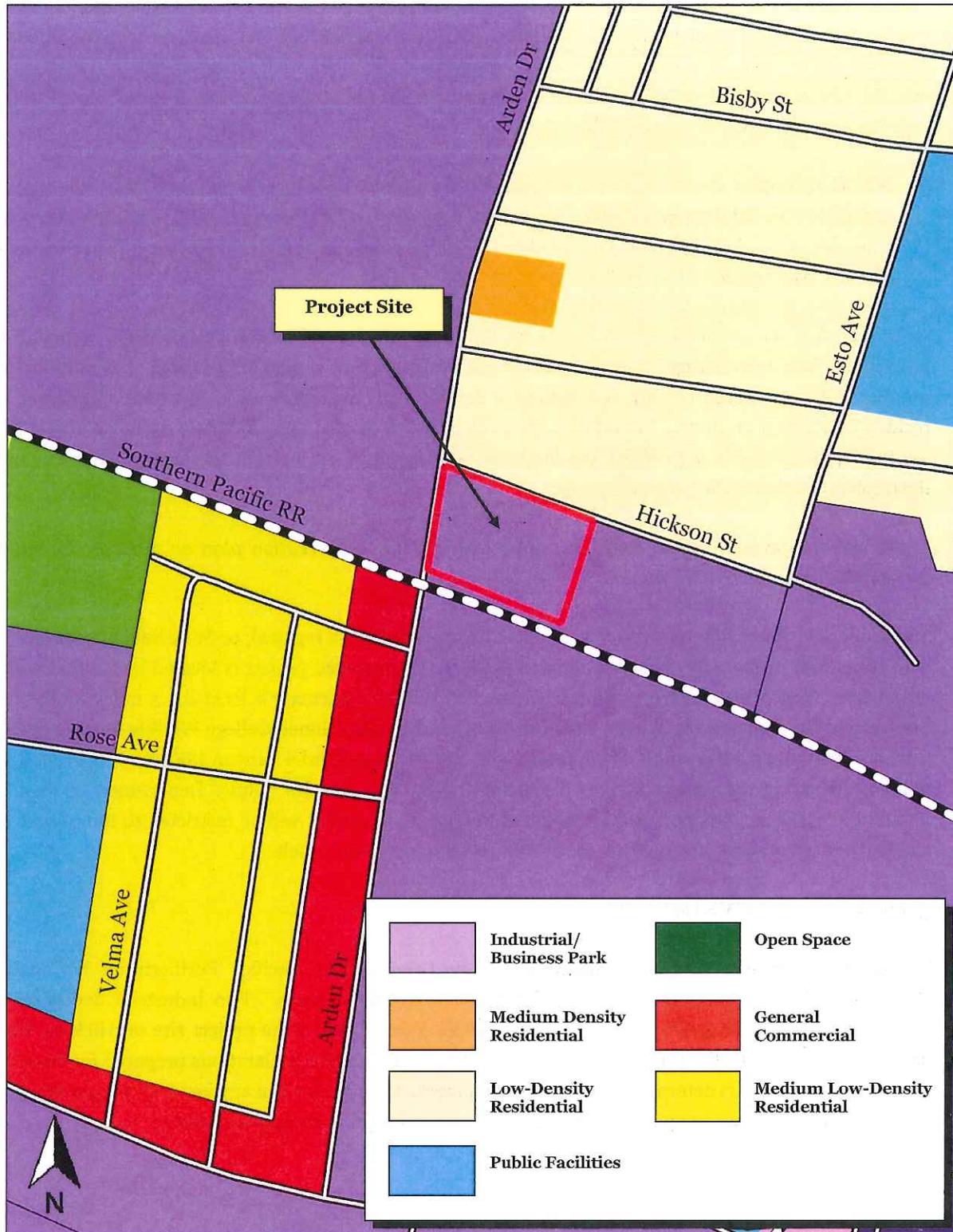


EXHIBIT 3-8
GENERAL PLAN LAND USE MAP

Source: City of El Monte & QGIS

Permit (CUP) is required for any new industrial development that will be located within 150 feet of any residentially zoned property and use. Through CUP entitlement, the project's specific conditions of approval will be in place to ensure the use is compatible with neighboring residential uses. Based on the above findings, no physical division impacts will occur upon the implementation of the proposed project with the approval of the required CUP.

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.

As indicated in the previous section (3.10.2.A), the use contemplated for the proposed development will not conflict with any existing General Plan land use designation or zoning designation. A conditional use permit (CUP) is required for any new industrial development that will be located within 150 feet of any residentially zoned property. In addition, the project site is located approximately 25 miles inland from the Pacific Ocean and is not subject to a local coastal program.⁹⁹ As a result, no impacts will occur upon the implementation of the proposed project.

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? • No Impact.

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan or natural community conservation plan because the proposed project is located in the midst of an urban area. The Whittier Narrows Nature Center and Wildlife Sanctuary is located 3.5 miles south of the project site. In addition, the Puente Hills (SEA #15) and the Rio Hondo College Wildlife Sanctuary (SEA #16) are located 3.5 miles south of the project site and the San Gabriel Canyon (SEA #19) is located five miles northeast of the project site, as designated by the Los Angeles County Department of Regional Planning.¹⁰⁰ The construction and operation of the proposed project will be restricted to the project site and will not affect these protected areas. Therefore, no impacts will result.

3.10.3 CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site-specific. Furthermore, the analysis determined that the proposed project will not result in any impacts. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments determined that the developments will not result in any impacts.¹⁰¹ As a result, no cumulative land use impacts will occur as part of the proposed project's implementation.

⁹⁹ Google Earth. Website accessed July 11, 2017.

¹⁰⁰ Los Angeles County Department of Regional Planning. *SEA Program*. <http://planning.lacounty.gov/sea>.

¹⁰¹ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

3.10.4 MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or,
- 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.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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?* • *No Impact.*

There are no oil wells located within or near the proposed project site.¹⁰² The California Geological Survey Mineral Resources Project provides information regarding mineral resources (metals, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate) and classifies lands throughout the State that contain regionally significant mineral resources. This classification is mandated by the Surface Mining and Reclamation Act (SMARA). The SMARA requires all cities to incorporate in their General Plans mapped designations approved by the State Mining and Geology Board.¹⁰³ The State Geologist classifies mineral resource areas into Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs). The categories of mineral resource zones are as follows:

- *MRZ-1:* No significant mineral deposits are present or likely to be present;
- *MRZ-2:* Significant mineral deposits are present, or likely present;
- *MRZ-3:* Significance of mineral deposits cannot be determined from the available data;
- *MRZ-4:* Insufficient data to assign any other MRZ designation;
- *SZ:* Areas containing unique or rare occurrences of rocks, minerals, or fossils; and,
- *IRA:* Areas where production and information indicates significant minerals are present.

The City of El Monte is located within the San Gabriel Production-Consumption Region. The northeastern portion of the City is identified as containing significant mineral deposits and is designated as a MRZ-2 zone. However, no County of Los Angeles-designated Mineral Resource Zones are located in El Monte. El

¹⁰² State of California Department of Conservation. *Regional Wildcat Map*. October 2011.

¹⁰³ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

Monte is completely urbanized and does not contain mining uses, nor does the City have land designated for mineral, aggregate, or sand production.¹⁰⁴ The project site is not located within a mineral resource zone nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources would result from the proposed project's implementation.

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.

As mentioned in the previous section (3.11.2.A), no existing or former wells are located on the project site and the project area is not an area with active mineral extraction activities. Additionally, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any impacts on mineral resources in the region.

3.11.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site-specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments determined that the developments would not result in any impacts on mineral resources.¹⁰⁵ As a result, no cumulative impacts will occur.

3.11.4 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The 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;
- The exposure of people to, or the generation of, excessive groundborne noise levels;

¹⁰⁴ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

¹⁰⁵ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning, *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- The exposure of people residing or working in the project area to excessive noise levels 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; or,
- The exposure of people residing or working in the project area to excessive noise levels for a project within the vicinity of a private airstrip.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. An increase of between 3.0 dB and 5.0 dB is the ambient noise level considered to represent the threshold for human sensitivity. Noise levels associated with everyday activities are illustrated in Exhibit 3-9. The City of El Monte Municipal Code has established the following noise control standards for residential and industrial development:

- *Single-family Residential:* 50 dBA between 7:00 AM to 10:00 PM and 45 dBA between 10:00 PM to 7:00 AM; and,
- *Industrial:* 70 dBA between 7:00 AM to 10:00 PM and 70 dBA between 10:00 PM to 7:00 AM.

City noise standards are not to be exceeded by 5.0 dBA for a cumulative period of 15 minutes in any hour, or by 10.0 dBA for a cumulative period of more than one minute but less than five minutes in any hour, or by 15 dBA for any period of time (less than one minute in an hour). Since the project site is located adjacent to a single-family residential zone, the City’s noise ordinance states that the noise level of the residential zone shall be used at the boundary line of the project site. As a result, industrial noise emanating from the property should not exceed 50 dBA at the residential properties between the hours of 10:00 PM and 7:00 AM. In addition, the City also limits the use of power construction tools or equipment for outside construction work and repair to between 6:00 AM and 7:00 PM on any working day, or 8:00 AM to 7:00 PM on weekends, unless performing emergency work.¹⁰⁶

¹⁰⁶ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

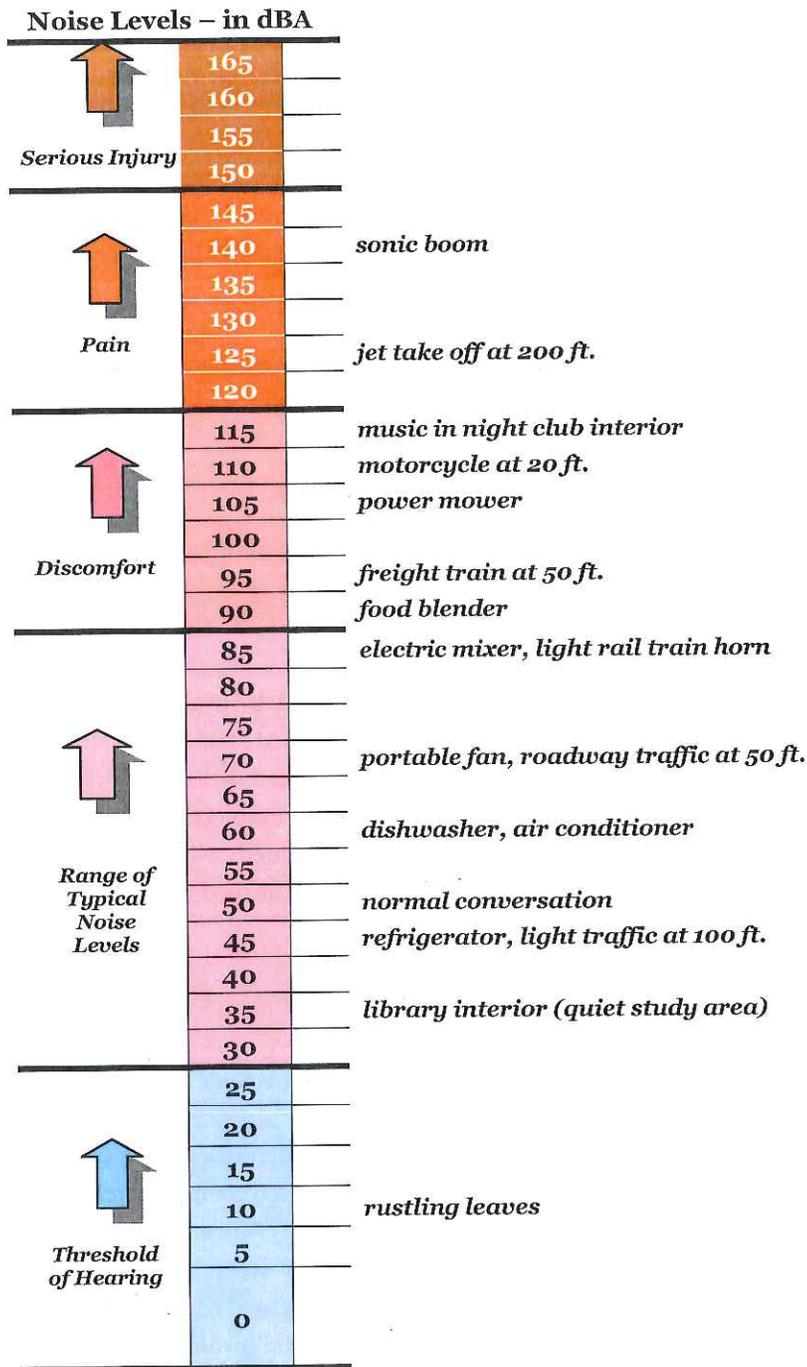


EXHIBIT 3-9 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

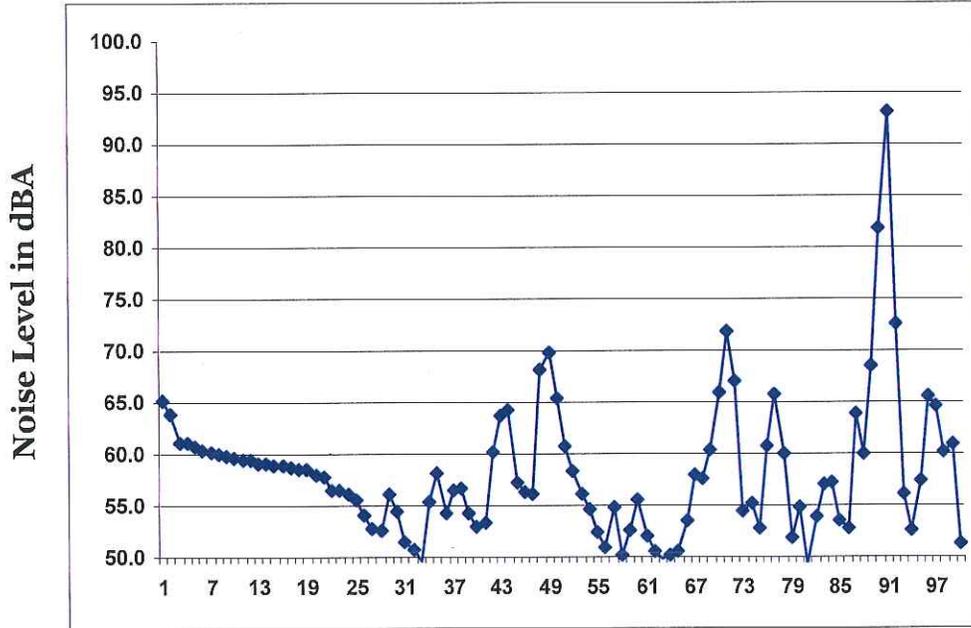
Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. A total of 100 noise measurements were taken along the south side of Hickson Street near the northeastern corner of the project site. The measurements were taken at 2:00 PM on July 13, 2017. The average noise levels at the measurement location in front of the project site along the Hickson Street frontage was 58.30 dBA.¹⁰⁷ The results of the noise measurement survey are graphically depicted in Exhibit 3-10. A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.16, the proposed project is anticipated to generate approximately 23 AM peak hour trips, and 24 PM peak hour trips using a passenger car equivalent (PCE) measure. The existing peak hour traffic on Hickson Street is 148 AM peak hour trips and 107 PM peak hour trips. The proposed project's traffic generation will not result in a doubling of traffic volumes.

In addition, the proposed use would be required to comply with the City of El Monte Noise Control Ordinance. The placement of the loading and receiving areas will aid in reducing noise associated with the loading docks (fork-lift noise, back-up alarms, etc.). In order to protect the residences along the north side of Hickson Street, the following mitigation is required:

- The developer shall install roll-up door equipment that will be effective in reducing noise impacts.
- Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings or behind the buildings adjacent to the railroad. Potential sources of stationary noise must also comply with the City's ambient noise standards (El Monte Municipal Code, Section 8.36.040).
- Trucks will not be permitted to idle or maneuver onto the site from Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.
- All alarm equipment must be silent. In the event of an intrusion onto the project site, the silent alarm will not emit a loud, blaring noise but will simply notify the El Monte Police Department of the intrusion. The silent alarm equipment will ensure that the neighboring residential uses are not disturbed by excessive noise.

The proposed project's tenants have not been identified at this time. Nevertheless, all machinery will be located within the new buildings. In addition, there will not be any direct line-of-site between the homes located on the north side of Hickson Street and the loading docks and truck maneuvering areas. Industrial noise from the property cannot exceed 50 dBA at the residential properties between the hours of 10:00 PM and 7:00 AM. These homes are located approximately 50 feet from the property line while the loading dock area is recessed into the building footprint and is located approximately 150 feet from the homes. Adherence to the above mitigation measures will reduce noise levels to those that are less than significant.

¹⁰⁷ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 7, 2017.
SECTION 3 • ENVIRONMENTAL ANALYSIS



Noise Measurements No. (100 measurements total)

EXHIBIT 3-10
NOISE MEASUREMENT RESULTS
Source: Blodgett Baylosis Environmental Planning

B. Would the project result in exposure of people to, or the generation of, excessive groundborne noise levels? • Less Than Significant Impact with Mitigation.

A factor that could potentially cause ground borne noise within a project area is a significant increase in traffic in the adjoining streets. As indicated in the previous section, a change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. The proposed project is anticipated to generate approximately 23 AM peak hour trips, and 24 PM peak hour trips using a passenger car equivalent measure. The existing peak hour traffic on Hickson Street is 148 AM peak hour trips and 107 PM peak hour trips. The proposed project's traffic generation will not result in a doubling of traffic volumes.

A second potential source of ground borne noise within a project area is construction equipment. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-11. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources. As indicated previously, the nearest noise sensitive receptor is the single-family residential neighborhood located on the north side of Hickson Street. The following mitigation measures are required to mitigate potential construction noise impacts:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.
- The Applicant shall notify the nearby residents along the north side of Hickson Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project site's Hickson Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City. The abatement of noise disturbances, the manner of enforcement of noise regulations, and the violations and penalties for noncompliance are outlined within Chapter 8.36 (Noise Control) of the City of El Monte Municipal Code.

In addition, the proposed uses will be required to comply with the City of El Monte Noise Control Ordinance. The new buildings' primary use will be manufacturing. All of the activities will be enclosed within the new building. In addition, new landscaping will attenuate noise from the parking area. With the addition of the landscaping and the fact that there are no permanent openings in the building facing the residences, no additional off-site noise impacts are anticipated to result. Moreover, the truck loading docks will be located on the eastern portion of the new building, away from the sensitive receptors.

Typical noise levels 50 ft. from source

			70	80	90	100
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)		Light Pink		
		Front Loaders		Light Pink	Light Red	
		Backhoes		Light Pink	Light Red	Red
		Tractors			Light Red	Red
		Scrapers, Graders			Light Red	
		Pavers			Light Red	
		Trucks			Light Red	Orange
	Materials Handling Equipment	Concrete Mixers		Light Pink	Light Red	
		Concrete Pumps			Light Red	
		Cranes (Movable)		Light Pink	Light Red	
		Cranes (Derrick)		Light Pink	Light Red	
	Stationary Equipment	Pumps	Light Pink			
		Generators		Light Pink		
		Compressors			Light Red	
	Impact Equipment	Pneumatic Wrenches			Light Red	
Jack Hammers				Light Red	Orange	
Pile Drivers					Orange	Dark Red
Other Equipment	Vibrators	Light Pink	Light Pink			
	Saws		Light Pink			

EXHIBIT 3-11
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

Demolition and construction activities may typically result in vibration-related impacts. Vibration intensity will vary from no perceptible vibration, lower rumbling noise, up to discernible vibration that could result in actual building damage. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings. A possible exception is in older buildings where special care must be taken to avoid damage. Those construction activities that typically generate the most vibration include blasting and impact pile driving though none of these activities will occur with this project. While humans have varying sensitivities to vibrations at different frequencies, in general, humans are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as a movement or motion of building surfaces or the rattling of windows, the displacement of items on shelves, and pictures hanging on walls can occur. Building vibration can also take the form of an audible low-frequency rumbling noise, which is referred to as ground-borne noise. Ground-borne noise is usually only a problem when the vibrations are dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the construction activity are connected by foundations or utilities, such as sewer and water pipes. Table 3-6 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause structural damage to conventional dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second are sometimes perceptible to people, and the level at which vibration becomes annoying to people is 0.64 inches per second.

**Table 3-6
 Common Effects of Construction Vibration**

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length.	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
1.0 to 2.0	Vibrations considered unpleasant by most people.	U.S. Bureau of Mines data indicates that blasting vibration in this range will not harm most buildings. Most construction vibration limits are in this range.
>3.0	Vibration is unpleasant.	Potential for architectural damage and possible minor structural damage

Source: U. S. Department of Transportation

Typical levels from construction-related vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of

the sensitive structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency of the vibration and the magnitude of construction-related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

Various types of construction equipment have been measured for the production of vibration effects under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-7. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-7 provides a meaningful estimate for a wide range of soil conditions.

**Table 3-7
 Vibration Source Levels for Construction Equipment**

Construction Equipment		PPV @25 ft. (inches/sec.)	Vibration Noise Levels (VdB) @ 25 ft.
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop		0.202	94
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Small Bulldozer		0.035	79

Source: Federal Transportation Administration (FTA) Noise and Vibration Impact Assessment (FTA, May 2006)

Based on the Federal Transportation Administration (FTA) Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels) (0.5 inches per second [in/sec]) or less is considered safe, would not be detectible at off-site locations, and would not result in any construction vibration damage.

In connection with the proposed project, conventional construction equipment (clam shovel drops, bulldozers, etc.) will be used. However, pile driving equipment will not be used. The distances of the existing off-site buildings from the construction activity areas (over 25 feet) would largely attenuate the effects of construction-borne vibration. Construction vibration levels would be below the figures indicated in Table 3-7. Although perceptible, the projected level would not exceed the vibration damage threshold of 0.5 in/sec. The demolition and construction activities at the project site will not involve the use of any equipment that would create excessive vibration. Back hoes and bulldozers are the largest equipment that will be used and accordingly the vibration levels would not exceed 79 VdB as noted in Table 3-7, on the preceding page. (Table 3-7 shows 79 VdB for small bulldozers.) The peak noise and vibration levels would be associated with the “dropping” of construction debris in haul trucks. No pile driving equipment or

similar equipment will be used on this project. Therefore, construction of the proposed project would not result in any significant adverse vibration impacts on neighboring buildings.

The new building's primary use will include warehousing, assembly, product testing, receiving, and shipping. The equipment that will be installed within the new building will not involve any equipment that will result in vibration levels that may be discernible at neighboring properties. Furthermore, the aforementioned mitigation will reduce the proposed project's construction noise impacts to levels that are less than significant.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? • Less Than Significant Impact with Mitigation.

The cumulative traffic associated with the proposed project would not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). In addition, the future project-related uses would be required to comply with the City of El Monte Noise Control Ordinance. Although, due to the proposed project's industrial nature, operational mitigation measures will be required in order to ensure that the proposed project does not generate noise exceeding City thresholds.

- All truck deliveries must be made during the daytime hours (in between 8:00 AM and 5:00 PM) Monday to Saturday. Truck deliveries must not be made on Sundays and all federal holidays.
- Truck loading doors must have built-in noise dampening in order to reduce noise emanating from the truck loading doors.

Furthermore, the abatement of noise disturbances, the manner of enforcement of noise regulations, and the violations and penalties for noncompliance are outlined within Chapter 8.36 (Noise Control) of the City of El Monte Municipal Code. With the implementation of the above mitigation measures, the noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? • Less Than Significant Impact.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-11. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources. As indicated previously, the nearest noise sensitive receptor is the single-family residential neighborhood located on the north side of Hickson Street. Mitigation measures are provided in Section 3.12.2B which will effectively mitigate potential construction noise impacts. As a result, less than significant impacts will occur.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

The project site is located approximately 0.3 miles southwest of the San Gabriel Valley Airport. However, the site is not located within the designated Runway Protection Zone. Other major airports in the surrounding region include Fullerton Airport, located 14.9 miles southeast of the project site; Long Beach Airport, located 19 miles southwest; Burbank Bob Hope Airport, located 19.5 miles northwest; and Los Angeles International Airport (LAX) located 22.86 miles to the west.¹⁰⁸ The proposed project will not expose people residing or working in the project area to excessive noise levels because the project site is not located within the designated Runway Protection Zone.

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? • No Impact.

The project site is not located within two miles of an operational private airport or airstrip. The nearest private airport is the Southern California Edison Heliport located 2.95 miles southwest of the project site in the City of Rosemead.¹⁰⁹ As a result, the proposed project would not present a safety hazard related to private aircraft and/or airport operations.

3.12.3 CUMULATIVE IMPACTS

The analysis indicated that the proposed project would not result in any significant adverse noise impacts with the implementation of the above mentioned mitigation measures. Furthermore, the cumulative traffic associated with the proposed project would not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments identified similar noise mitigation measures.¹¹⁰ With the implementation of the mitigation measures, cumulative impacts will be less than significant.

3.12.4 MITIGATION MEASURES

Construction and operational activities must conform to the City of El Monte Noise Control Ordinance. In addition, the following mitigation measures are required to mitigate potential construction and operational noise impacts:

¹⁰⁸ Google Earth. Website accessed July 11, 2017.

¹⁰⁹ Toll-Free Airline. *Los Angeles County Public and Private Airports, California*. <http://www.tollfreeairline.com/california/losangeles.htm>.

¹¹⁰ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

Mitigation Measure No. 16 (Noise). The developer shall install roll-up door equipment that will be effective in reducing noise impacts.

Mitigation Measure No. 17 (Noise). Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings or behind the buildings adjacent to the railroad. Potential sources of stationary noise must also comply with the City's ambient noise standards (El Monte Municipal Code, Section 8.36.040).

Mitigation Measure No. 18 (Noise). Trucks will not be permitted to idle or maneuver onto the site from Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.

Mitigation Measure No. 19 (Noise). All alarm equipment must be silent. In the event of an intrusion onto the project site, the silent alarm will not emit a loud, blaring noise but will simply notify the El Monte Police Department of the intrusion. The silent alarm equipment will ensure that the neighboring residential uses are not disturbed by excessive noise.

Mitigation Measure No. 20 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 21 (Noise). The Applicant shall notify the nearby residents along Hickson Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project site's Hickson Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City. The abatement of noise disturbances, the manner of enforcement of noise regulations, and the violations and penalties for noncompliance are outlined within Chapter 8.36 (Noise Control) of the City of El Monte Municipal Code.

Mitigation Measure No. 22 (Noise). All truck deliveries must be made during the daytime hours (in between 8:00 AM and 5:00 PM) Monday to Saturday. Truck deliveries must not be made on Sundays and all federal holidays.

Mitigation Measure No. 23 (Noise). Truck loading doors must have built-in noise dampening in order to reduce noise emanating from the truck loading doors.

3.13 POPULATION & HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial population growth in an area, either directly or indirectly;
- The displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere.

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*
- *Less Than Significant Impact.*

The proposed project involves the construction and operation of a new industrial building that will have a total floor area of 61,163 square feet. Any potential tenants of the new building and the corresponding use will include those permitted under the M-2 (*General Manufacturing*) and RR (*Railroad*) zoning that is applicable to the project site. These uses may include general warehouse uses, assembly, and distribution. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project's potential growth-inducing impacts, are identified in Table 3-8.

**TABLE 3-8
 POTENTIAL GROWTH-INDUCING IMPACTS**

FACTOR CONTRIBUTING TO GROWTH INDUCEMENT	PROJECT'S POTENTIAL CONTRIBUTION	BASIS FOR DETERMINATION
New development in an area presently undeveloped.	The proposed project will develop a currently utilized parcel.	The new development would promote development consistent with the General Plan Policies for
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.	The only off-site improvements include those required to facilitate access to the project
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.	The only infrastructure improvements will serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the project's projected demand.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing housing units.	No housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

Source: Blodgett Baylosis Environmental Planning

As indicated in Table 3-8, the proposed development would not result in any growth-inducing impacts related to potential population growth. In addition, the jobs that are expected to be added are well within the employment projections contemplated by SCAG (refer to Section 3.3.2.A) for the City of El Monte. The potential employment for the proposed project is estimated to be approximately 61 jobs assuming an employment generation of one new job for every 1,000 square feet of floor area. As a result, less than significant impacts are anticipated to occur.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? • No Impact.

The project site is currently developed with five industrial structures, which will be demolished in order to accommodate the proposed industrial building. The site is zoned M-2 for *General Manufacturing* and RR for *Railroad* and the site's General Plan land use designation is *Industrial/Business Park* (refer to Section 3.10.2.A). No housing units will be displaced as a result of the proposed project. As a result, no impacts related to housing displacement will result.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? • No Impact.

As indicated in the previous section (3.13.2.B), the project site is currently developed with five industrial structures, which will be demolished to accommodate the proposed project. Upon project implementation, the project site will remain industrial and no housing units will be affected. No displacement of residents will result. Thus, no impacts related to population displacement will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's implementation. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments indicated that no impacts would result from the implementation of the developments.¹¹¹ As a result, no cumulative impacts will occur.

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation and no mitigation measures are required.

¹¹¹ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *fire protection services*;
- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *police protection services*;
- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *school services*; or,
- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *other governmental services*.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services? • Less Than Significant Impact.*

The Los Angeles County Fire Department (LACFD) provides fire protection services in the City of El Monte. The City is located within the service boundaries of Battalion 10. The first response station to the project site is Station No. 166 located at 3615 Santa Anita Avenue in the City of El Monte, approximately 1.07 miles southeast of the project site. This station has one fire engine/ladder truck, a utility truck, and one paramedic squad and a total daily staff of six firefighters. The proposed project involves the construction and operation of an industrial building that will have a total floor area of 61,163 square feet. Resources from the additional stations operated by the LACFD would be made available if needed.¹¹² Future development of the new warehouse and office buildings would also be subject to any conditions prescribed by the LACFD (compliance with applicable codes and ordinances including those related to

¹¹² City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

emergency access, fire flows, etc.). The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. However, the developer will be required to pay all pertinent development impact fees. The proposed project will also be required to adhere to all pertinent site and building design regulations. As a result, the impacts to fire protection service and facilities are anticipated to be less than significant.

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection services? • Less Than Significant Impact.

Law enforcement services within the City are provided by the El Monte Police Department which serves the community from one police station. The station is located at 11333 Valley Boulevard.¹³³ The proposed project involves the construction and operation of an industrial building that will have a total floor area of 61,163 square feet. The Police Department will review the development plan to ensure the proposed project conforms to the Department's security regulation. The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. The developer will be required to pay all pertinent development impact fees. As a result, the proposed project's law enforcement service impacts are less than significant.

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives relative to school services? • No Impact.

The City is served by the El Monte City School District and the El Monte Union High School District. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. Finally, the project developer will be required to pay all required school development fees at the time of Building Permit issuance. As a result, no school related impacts are anticipated to occur.

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? • No Impact.

The proposed project is not expected to have any impact on other governmental services other than those identified in the preceding sections. As a result, no impacts will occur upon the implementation of the proposed project.

3.14.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in a significant incremental increase in the demand for public services. Two industrial developments proposed

¹³³ City of El Monte. *Police*. <http://www.ci.el-monte.ca.us/209/Police>.
SECTION 3 • ENVIRONMENTAL ANALYSIS

to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments indicated that the implementation of the developments will not result in a significant incremental increase in the demand for public services.¹¹⁴ As a result, no cumulative impacts are anticipated.

3.14.4 MITIGATION MEASURES

The analysis determined that the proposed project's implementation will not result in a significant incremental increase in the demand for public services and no mitigation would be required.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- An increase in 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; or,
- The inclusion of recreational facilities or the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- *Less Than Significant Impact.*

The City of El Monte's Parks and Recreation Division is responsible for recreational services in the City. There are 12 City facilities available to City residents.¹¹⁵ Due to the industrial nature of the proposed project, no significant increase in the use of City parks and recreational facilities is anticipated to occur. No parks are located adjacent to the site. The nearest park to the project site is Rio Vista Park, located one-quarter mile northeast of the project site.¹¹⁶ The proposed project would not result in any development that would potentially significantly physically alter any public park facilities and services. As a result, the impacts anticipated are less than significant.

¹¹⁴ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

¹¹⁵ City of El Monte. *Community Park Information.* <http://www.ci.el-monte.ca.us/Government/ParksandRecreation/ParksRecreation.aspx>.

¹¹⁶ Google Earth. Website accessed July 12, 2017.

- B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* • No Impact.

As indicated in the previous section, the implementation of the proposed project would not physically affect any existing parks and recreational facilities in the City due to the nature of the intended use. As a result, no impacts will occur.

3.15.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments indicated that the developments would not result in any significant impact on recreational facilities and services.¹⁷ As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

3.15.4 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 TRANSPORTATION & CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project would be deemed to have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;

¹⁷ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California*. March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California*. March 7, 2017.

- A substantially increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access; or,
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or a decrease in the performance or safety of such facilities.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.

A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six levels of service, as extracted from the manual, are listed in Table 3-9.¹¹⁸

**Table 3-9
 Level of Service Definitions**

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open and turns are made easily.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

¹¹⁸ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California*. July 6, 2018.

The thresholds of level of service for signalized and unsignalized intersections are shown in Table 3-10.

**Table 3-10
 Level of Service Criteria**

Level of Service	Signalized Intersection Volume to Capacity (V/C) Ratio	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 0.60	≤ 10
B	> 0.60 – 0.70	> 10 – 15
C	> 0.70 – 0.80	> 15 – 25
D	> 0.80 – 0.90	> 25 – 35
E	> 0.90 – 1.00	> 35 – 50
F	> 1.00	> 50

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels. For the study area signalized intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies. While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios. For the study area unsignalized intersections, the Highway Capacity Manual (HCM) method for unsignalized intersections has been utilized to determine intersection levels of service.¹¹⁹

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? • Less than Significant Impact.*

The City's circulation system is served by a network of freeways, arterial roadways, and local streets. The three regional freeways include the Interstate 10 Freeway (I-10), the Interstate 605 Freeway (I-605), and State Route 60 (SR-60). The principal regional access to the City is provided by the I-10 Freeway, which traverses El Monte in an east-to-west orientation. The I-10 Freeway has five general-purpose lanes in each

¹¹⁹ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

direction. The I-605 Freeway extends in a north-to-south orientation east of the City. Finally, the SR-60 Freeway is located to the south of the City and runs in an east-west direction.¹²⁰

Major east-west regional access to the site is provided by Valley Boulevard (located 0.33 miles south of the project site) and major north-south regional access is provided by Arden Drive (located along the project site's west side). Non-truck vehicular access to the project site will be provided by a full access 30-foot driveway on Arden Drive. A separate 40-foot driveway will be provided on Hickson Street. This driveway will accommodate both ingress and egress of vehicles, including trucks. The most likely route of travel for outgoing truck traffic will be to travel south on Arden Drive to Valley Boulevard. Trucks traveling to and from the property will be restricted to Hickson Street because the streets located to the north of the site are local streets that serve the residential neighborhoods north of Hickson Street. The most direct regional freeway access is provided by Interstate 10 (I-10) which is located approximately 0.86 miles to the south, Interstate 605 (I-605) located approximately 2.54 miles to the east, and State Route 60 (SR-60), located approximately 2.94 miles to the south.

The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.¹²¹

- *Arden Drive* is a north-south secondary arterial street in the vicinity of the project, striped with two travel lanes in each direction. Directional travel is separated by double yellow lines along the center. The street is approximately 56 feet wide and posted with a speed limit of 35 miles per hour. Most of the key intersections along Arden Drive are signalized. The intersection of Arden Drive and Hickson Street is a T-intersection (with Hickson Street joining Arden Drive from the east) and controlled by a stop sign placed on Hickson Street. Exclusive left-turn lanes are provided at major intersections. Parking is prohibited on both the east and west sides of Arden Drive south of Hickson Street and on the west side of Arden Drive north of Hickson Street.
- *Valley Boulevard* is a major east-west arterial street with two travel lanes in each direction. Directional travel is separated by double yellow lines along the center. The street is approximately 76 feet wide and posted with a speed limit of 35 miles per hour. Most of the key intersections along Valley Boulevard are signalized. Parking is permitted along the sides of the street. Valley Boulevard is a designated truck route within the City.
- *Hickson Street* is an east-west local street with one travel lane in each direction. The street is approximately 36 feet wide and has a prime facie speed limit of 25 miles per hour. The intersection of Hickson Street with Arden Drive is stop-controlled with a stop sign placed on Hickson Street. Parking is permitted along the sides of the street. Hickson Street is a cul-de-sac at its eastern terminus.

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study

¹²⁰ Google Earth. Website accessed July 12, 2017.

¹²¹ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* November 13, 2017.

guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of June 2017 while schools were in session. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following key intersections would be analyzed in the study:

- Arden Drive and Hickson Street (Unsignalized, stop sign on Hickson Street)
- Arden Drive and Valley Boulevard (Signalized)
- Arden Drive and Lower Azusa Road (Signalized)
- Baldwin Avenue and Valley Boulevard (Signalized)
- Santa Anita Avenue and Valley Boulevard (Signalized)

Existing lane configurations at the key intersections are shown in Exhibit 3-12. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-13. Year 2017 existing traffic conditions were evaluated for intersections using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis. Table 3-11 presents existing condition intersection level of service (LOS) analysis summary. Based on the results of this analysis, all of the five study intersections are operating at an acceptable LOS D or better during the existing 2017 AM and PM peak hours, as shown in Table 3-11.¹²²

**Table 3-11
 Existing Conditions (2017) Level of Service Summary**

Intersection	Intersection Control Type	Peak Hour	Existing 2017 Conditions	
			LOS	V/C Ratio (Delay)
1. Arden Drive & Hickson Street	Unsignalized	AM	C	27.7 sec
		PM	C	16.2 sec
2. Arden Drive & Valley Boulevard	Signal	AM	C	0.745
		PM	B	0.644
3. Arden Drive & Lower Azusa Road	Signal	AM	B	0.617
		PM	B	0.632
4. Baldwin Avenue & Valley Boulevard	Signal	AM	D	0.808
		PM	D	0.871
5. Santa Anita Avenue & Valley Boulevard	Signal	AM	D	0.806
		PM	C	0.780

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California*. July 6, 2018.

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2019 base condition (i.e., a factor of 1.02 was applied to 2017 volumes to obtain 2019 base traffic volumes due). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area.

Exhibit 3-14 shows future 2019 pre-project traffic volumes at the study intersections. This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2019 pre-project conditions (without project) are shown in Table 3-12.

¹²² Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California*. July 6, 2018.

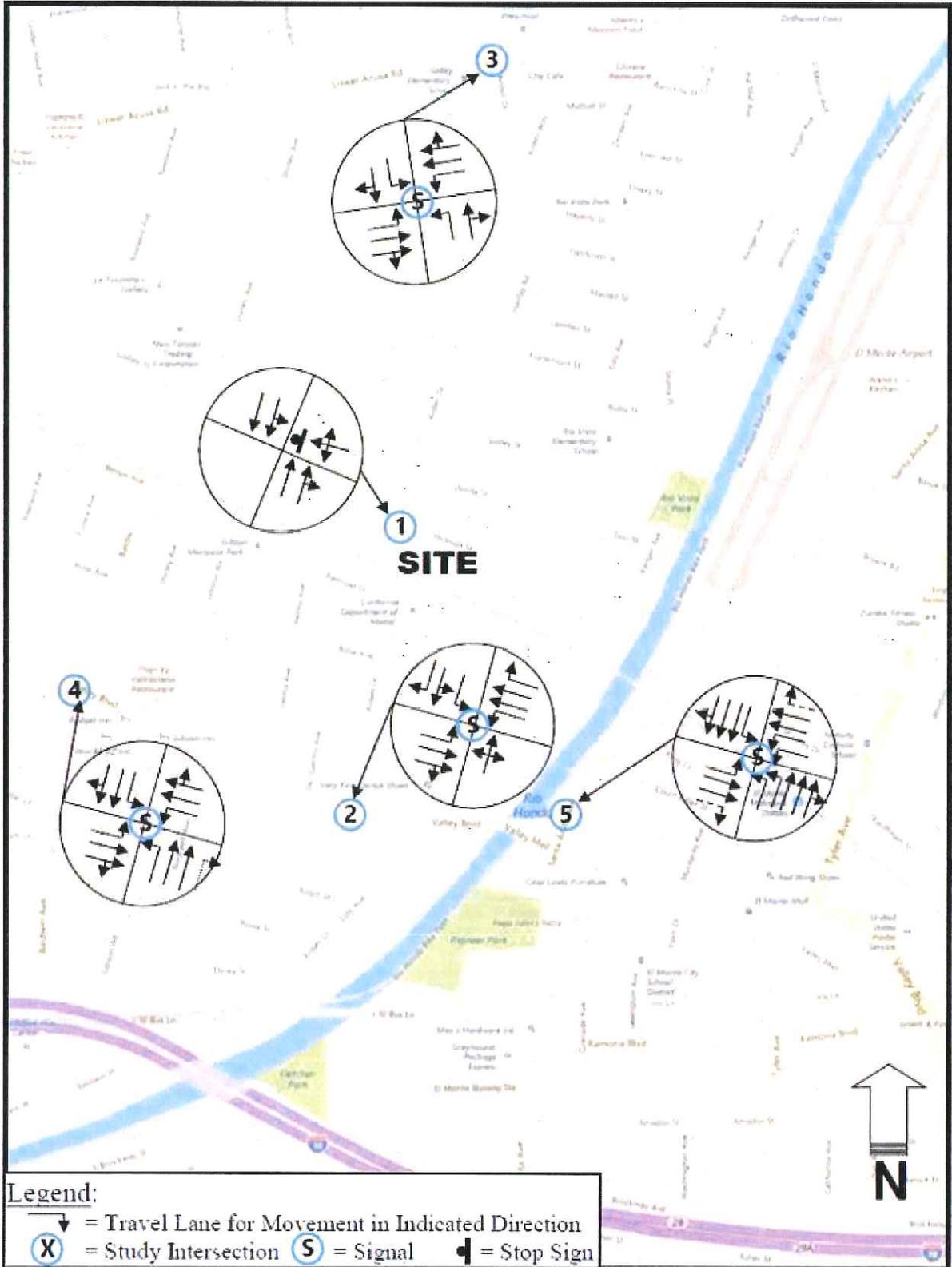


EXHIBIT 3-12
EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

Source: Crown City Engineers, Inc.

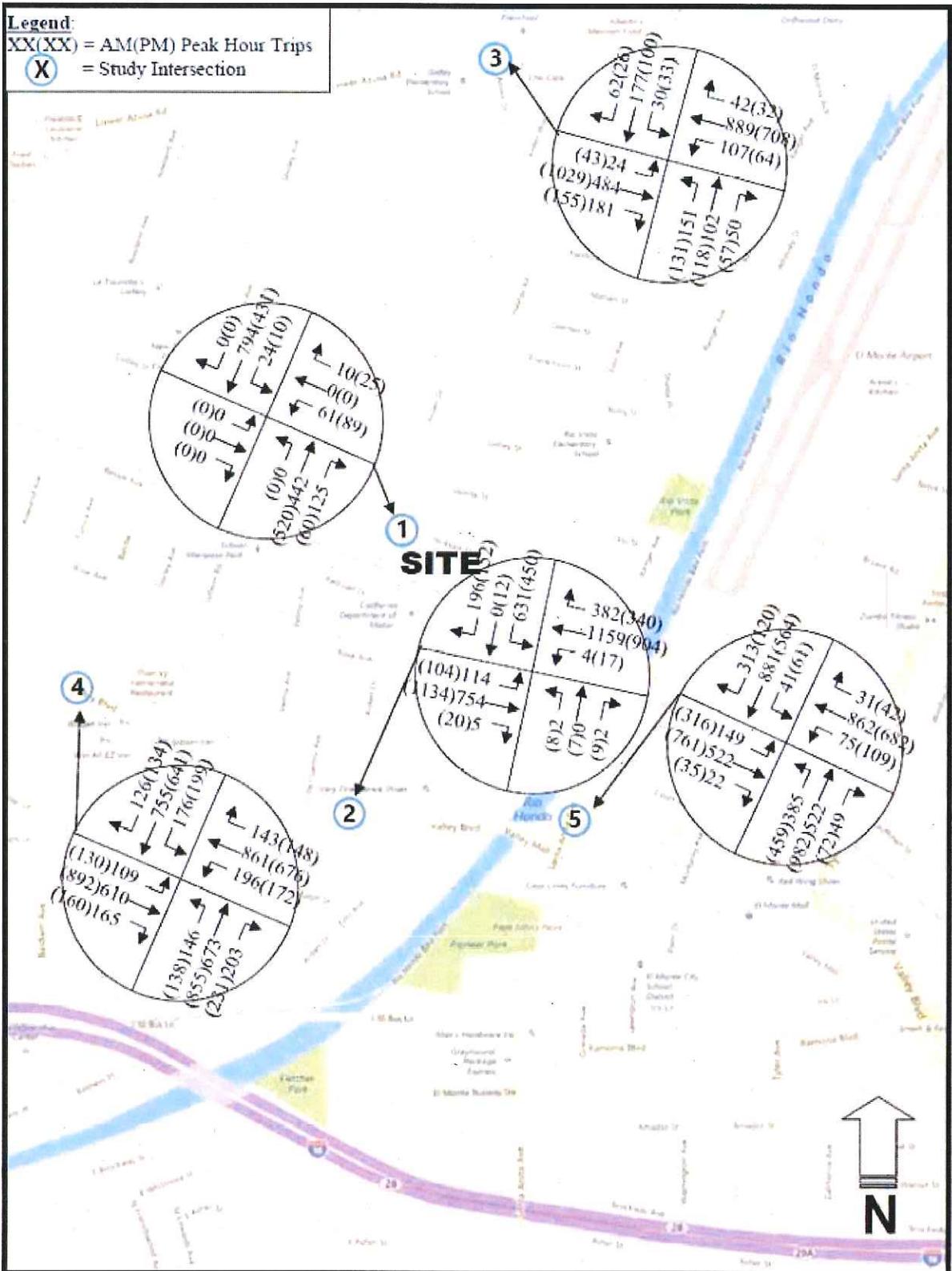


EXHIBIT 3-14
FUTURE 2019 PRE-PROJECT TRAFFIC VOLUMES

Source: Crown City Engineers, Inc.

Exhibit 3-14 shows future 2019 pre-project traffic volumes at the study intersections. This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2019 pre-project conditions (without project) are shown in Table 3-12.

As the results indicate, three of the five study intersections will continue to operate at an acceptable LOS D or better during the future 2019 AM and PM peak hours with related projects. As shown in Table 3-12, the intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour, and the critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be operating at LOS E during the AM peak hour.

Table 3-12
2019 Pre-Project Future Conditions Level of Service Summary

Intersection	Control Type	Peak Hour	Future 2019 Pre-Project Conditions	
			LOS	V/C Delay
1. Arden Drive & Hickson Street	Unsignalized	AM PM	E C	39.6 sec 21.0 sec
2. Arden Drive & Valley Boulevard	Signal	AM PM	C B	0.799 0.674
3. Arden Drive & Lower Azusa Road	Signal	AM PM	B B	0.650 0.670
4. Baldwin Avenue & Valley Boulevard	Signal	AM PM	D E	0.848 0.928
5. Santa Anita Avenue & Valley Boulevard	Signal	AM PM	D D	0.845 0.813

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” manual, 10th edition, published by the Institute of Transportation Engineers (ITE). Additionally, information and data from City of Fontana’s “Truck Trip Generation Study”, 2003 were used to estimate truck percentages of all new vehicular trips associated with a Light Warehouse (100,000 gross square feet). The truck trips were converted into passenger car equivalents (PCE) using a 2.0 equivalence factor (i.e., 1 truck = 2 passenger cars) for intersection capacity and level of service analyses.¹²³

Table 3-13 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 128 vehicular trips (expressed in passenger car equivalents) per average day (64 inbound and 64 outbound). The average weekday new peak hour trips (expressed in passenger car equivalents) will be approximately 12 trips during the AM peak hour (9 inbound and 3 outbound), and 14 trips during the PM peak hour (4 inbound and 10 outbound).

¹²³ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

**Table 3-13
 Trip Generation by Industrial Warehouse Project**

ITE Code	Size	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			%in	%out	total	%in	%out	total		%in	%out	total	%in	%out	total
150	61,163 sq. ft.	1.74	77%	23%	0.17	27%	73%	0.19	106	8	2	11	3	9	12
Passenger Car Equivalent Adjustment									22	1	1	1	1	1	2
Total vehicle trip generation (including passenger car equivalents (PCE))									128	9	3	12	4	10	14

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics, and in consultation with City staff. Exhibit 3-15 depicts the regional trip distribution percentages to and from the site. Exhibit 3-16 depicts project traffic volumes at key circulation locations during the AM and PM peak hours. Year 2017 post-project (i.e., existing plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2017 post-project conditions (with project) are summarized in Table 3-14. The results indicate that all of the five study intersections will continue to operate at an acceptable LOS D or better during the AM and PM peak hours as shown in Table 3-14.¹²⁴

**Table 3-14
 Existing 2017 Level of Service Summary With Project**

Intersection	Control Type	Peak Hour	Existing 2017 Conditions With Project	
			LOS	V/C Delay
1. Arden Drive & Hickson Street	Unsignalized	AM	D	28.4 sec
		PM	C	16.3 sec
2. Arden Drive & Valley Boulevard	Signal	AM	C	0.748
		PM	B	0.645
3. Arden Drive & Lower Azusa Road	Signal	AM	B	0.617
		PM	B	0.632
4. Baldwin Avenue & Valley Boulevard	Signal	AM	D	0.808
		PM	D	0.872
5. Santa Anita Avenue & Valley Boulevard	Signal	AM	D	0.807
		PM	C	0.781

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

¹²⁴ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

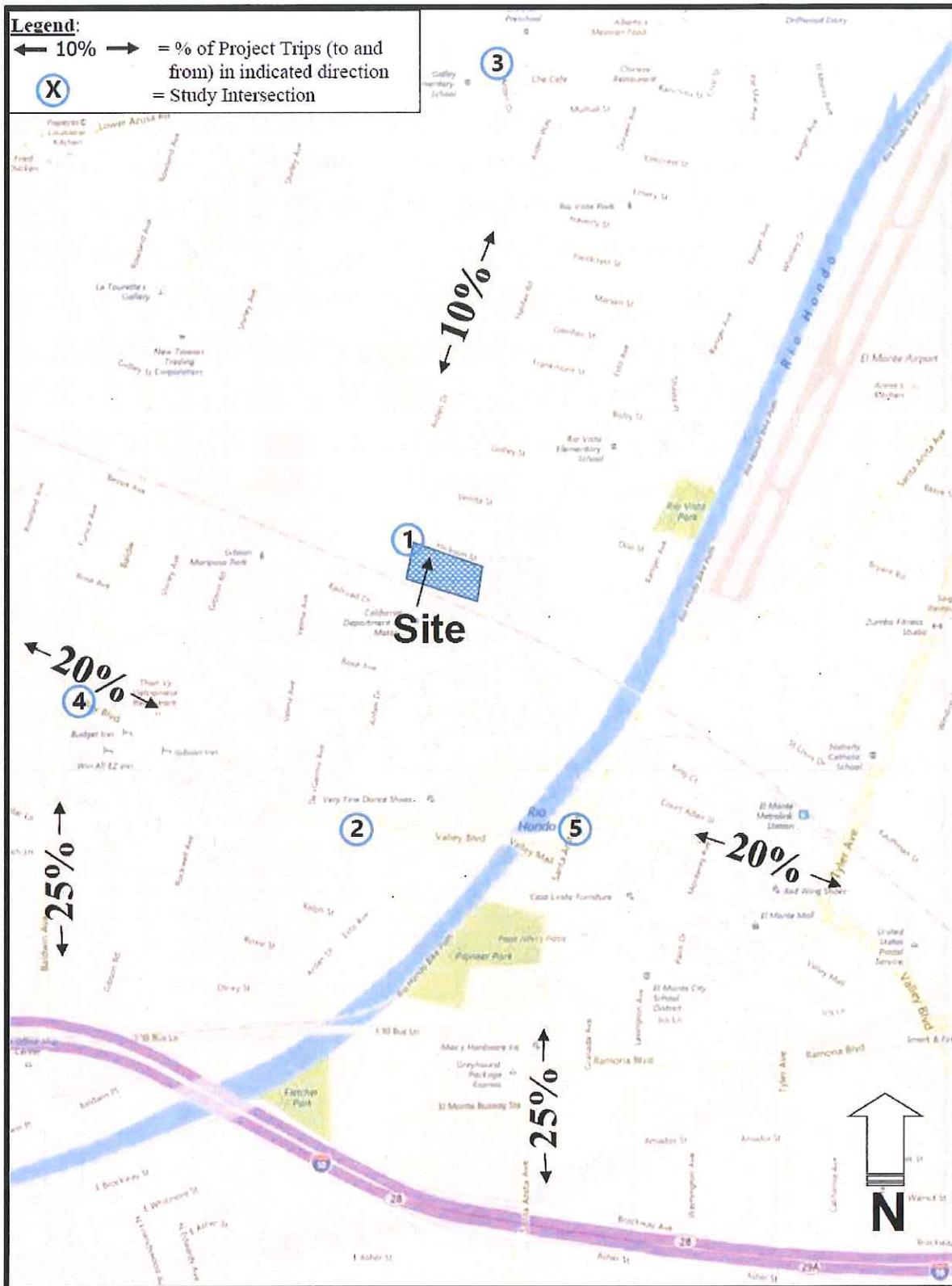


EXHIBIT 3-15
PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION

Source: Crown City Engineers, Inc.

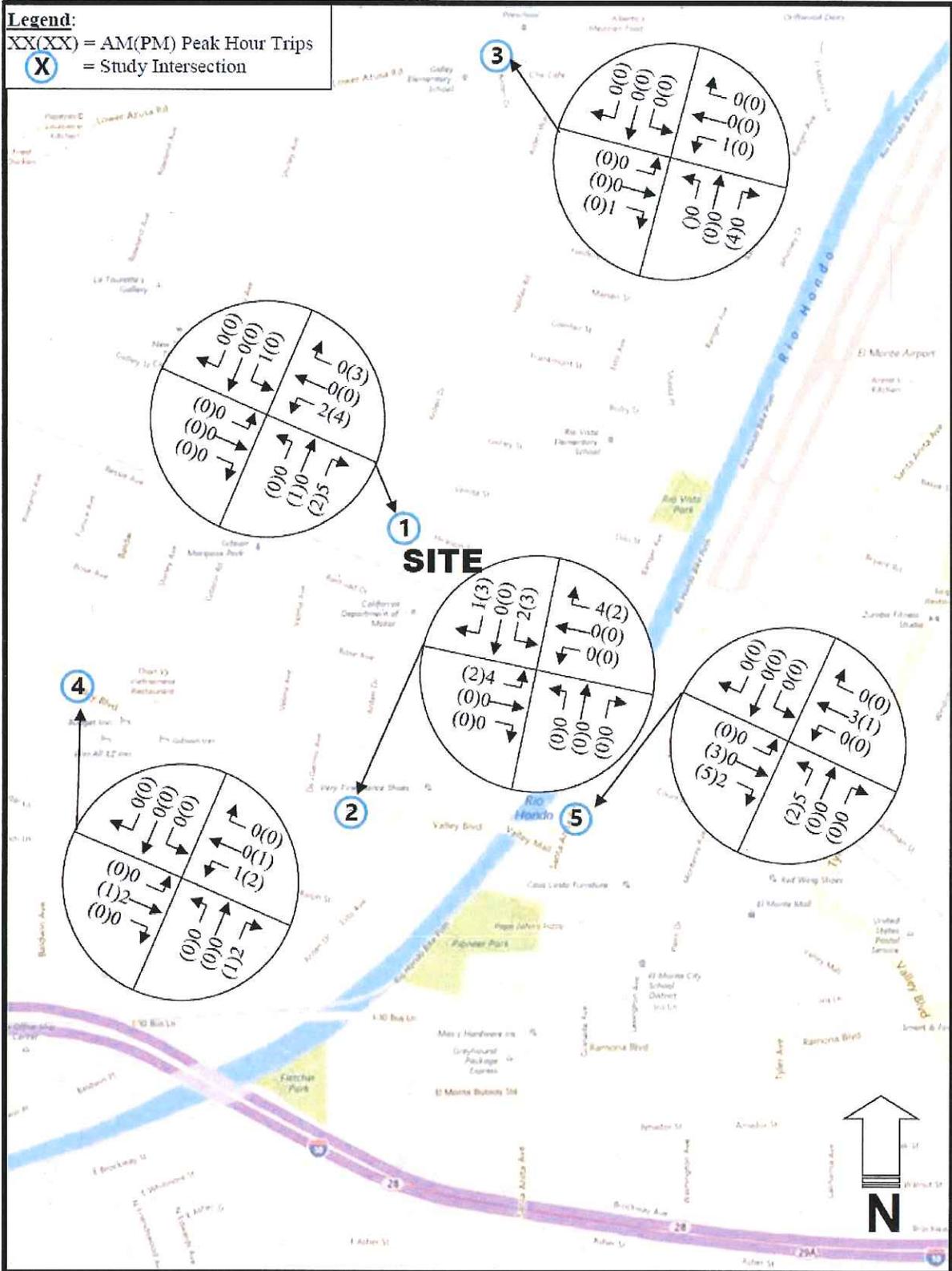


EXHIBIT 3-16
DISTRIBUTION OF PROJECT TRAFFIC

Source: Crown City Engineers, Inc.

The 2019 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2019 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. Exhibit 3-17 shows Year 2019 post-project cumulative volumes for AM and PM peak hours. Year 2019 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2019 post-project cumulative conditions (with project) are summarized in Table 3-15.

The results indicate that three of the five study intersections will continue to operate at an acceptable LOS D or better during the AM and PM peak hours as shown in Table 3-15. The intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour, and the critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be operating at LOS E during the AM peak hour. Note that this intersection would be operating at LOS E without the project traffic due to ambient growth and other related projects.

**Table 3-15
 Future 2019 Level of Service Summary With Project**

Intersection	Control Type	Peak Hour	Future 2019 Pre-Project Conditions	
			LOS	V/C Delay
1. Arden Drive & Hickson Street	Unsignalized	AM	E	41.3
		PM	C	21.4
2. Arden Drive & Valley Boulevard	Signal	AM	C	0.802
		PM	B	0.676
3. Arden Drive & Lower Azusa Road	Signal	AM	B	0.650
		PM	B	0.670
4. Baldwin Avenue & Valley Boulevard	Signal	AM	D	0.848
		PM	E	0.930
5. Santa Anita Avenue & Valley Boulevard	Signal	AM	D	0.846
		PM	D	0.813

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

The project's off-site traffic impact would not be considered significant at any of the study intersections based on volume to capacity ratio (or average delay for unsignalized intersections) and level of service expected after the project. A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios (or average delay for unsignalized intersections) at key intersections under the future pre-project conditions with future post-project conditions. An LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is unacceptable. A project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F at signalized intersections. For unsignalized intersections, a significant impact is an increase in delay of 2.0 seconds or more at LOS E, or 1.0 second or more at LOS F.¹²⁵

¹²⁵ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

The LOS, V/C ratio (or ICU) for the study intersections under 2019 cumulative conditions (with project as well as without project) are summarized in Table 3-16 to compare project's traffic impact at key intersections. As the results indicate, the increase in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts at any of the signalized intersections.

The critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will not be significantly impacted since project traffic will increase delay by 1.7 seconds at LOS E (less than the threshold value of 2.0 seconds) during the AM peak hour. Also, the PM peak house LOS and delay will remain at an acceptable level with the project. The overall LOS at this intersection would be at an acceptable LOS C during both AM and PM peak hours. Since the project's impact is not significant at any of the signalized intersections, no additional mitigation measures would be necessary for the development of this project.

**Table 3-16
 Future 2019 Level of Service Summary With and Without Project**

Intersection	Control Type	Peak Hour	Future 2019 Conditions				Increase in V/C (or Delay) by Project
			Without Project		With Project		
			LOS	V/C (Delay)	LOS	V/C (Delay)	
1. Arden Drive & Hickson Street	Unsignalized	AM	E	39.6 sec	E	41.3 sec	1.7 sec
		PM	C	21.0 sec	C	21.4 sec	0.4 sec
2. Arden Drive & Valley Boulevard	Signal	AM	C	0.799	C	0.802	0.003
		PM	B	0.674	B	0.676	0.002
3. Arden Drive & Lower Azusa Road	Signal	AM	B	0.650	B	0.650	0.000
		PM	B	0.670	B	0.671	0.001
4. Baldwin Avenue & Valley Boulevard	Signal	AM	D	0.848	D	0.848	0.000
		PM	E	0.928	E	0.930	0.002
5. Santa Anita Avenue & Valley Boulevard	Signal	AM	D	0.845	D	0.846	0.001
		PM	D	0.813	D	0.813	0.000

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

Adequate parking spaces will be provided on-site for the proposed industrial warehouse project in accordance with the parking code requirements of the City of El Monte. The City's parking code requires one space per 400 square feet of up to 5,000 square feet of warehouse uses, one space per 500 square feet of next 5,000 square feet (i.e., up to 10,000 square feet) of warehouse uses, one space per 750 square feet of next 15,000 square feet (i.e., up to 25,000 square feet) of warehouse uses and one space per 1,500 square feet of above 25,000 square feet of warehouse uses. Accordingly, 13 spaces will be required for first 5,000 square feet (i. e., $5,000/400 = 13$), ten spaces will be required for next 5,000 square feet (i. e., $5,000/500 = 10$), 20 spaces will be required for next 15,000 square feet (i. e., $15,000/750 = 20$) and 25 spaces will be required for the remaining 36,879 square feet (i. e., $36,879/1,500 = 25$) of warehouse uses of the project. The total number of parking spaces required will be 68 (i. e., $13 + 10 + 20 + 25 = 68$). Additionally, three spaces will be required for accessible parking.¹²⁶

¹²⁶ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

Surface parking to be provided on-site will consist of 72 parking spaces. Of the total, four parking spaces will be ADA-compatible spaces (three will be 14 feet by 19 feet regular accessible, one will be 17 feet by 19 feet van accessible). Therefore, the project's parking demand will be adequately satisfied by on-site parking spaces, and the project will not have any parking impacts on the neighborhood residential streets.

B. Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? • No Impact.

The Congestion Management Program (CMP) is a State-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The nearest CMP facilities in the project vicinity are Interstate 10 (I-10) and its interchanges at Baldwin Avenue (located 0.85 linear miles to the southwest). Rosemead Boulevard is the nearest CMP arterial roadway located approximately 1.8 linear miles to the west. A review of Congestion Management Program (CMP) guidelines was also conducted. The project will not add 50 or more trips to any CMP arterial monitoring intersection during either the AM or PM weekday peak hours. The project will not add 150 or more trips on the freeway mainline traffic volume in any direction during the AM or the PM weekday peak hours. No freeway monitoring location was required to be analyzed per CMP guidelines.¹²⁷ As a result, no impacts are anticipated.

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? • No Impact.

The proposed project would not impact any Federal Aviation Administration (FAA) air traffic height restrictions. Finally, the project site is not located within an approach or take-off aircraft safety zone for the San Gabriel Valley Airport. As a result, no impacts are anticipated.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact with Mitigation.

The project will provide one 30-foot full-access driveway on Arden Drive and one 40-foot full-access driveway on Hickson Street. The driveway on Arden Drive will be restricted for passenger cars only. The driveways will accommodate both ingress and egress of vehicles. Exhibit 3-18 shows total trips in passenger car equivalent (PCE) from the site. A maximum of six vehicles (in PCE) or two trucks and one cars will enter the site during the AM peak hour from the west by making a right-turn movement from Hickson Street. A maximum of seven vehicles (in PCE) or two trucks and three cars will exit the site during the PM peak hour to the west by making a left-turn movement. Considering existing Hickson Street low traffic volumes (i.e., 89 eastbound and 54 westbound during the AM peak hour, and 49 eastbound and 55 westbound during the PM peak hour), the ingress/egress of trucks at the project driveway on Hickson Street will not be impacted.¹²⁸

¹²⁷ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

¹²⁸ Ibid.

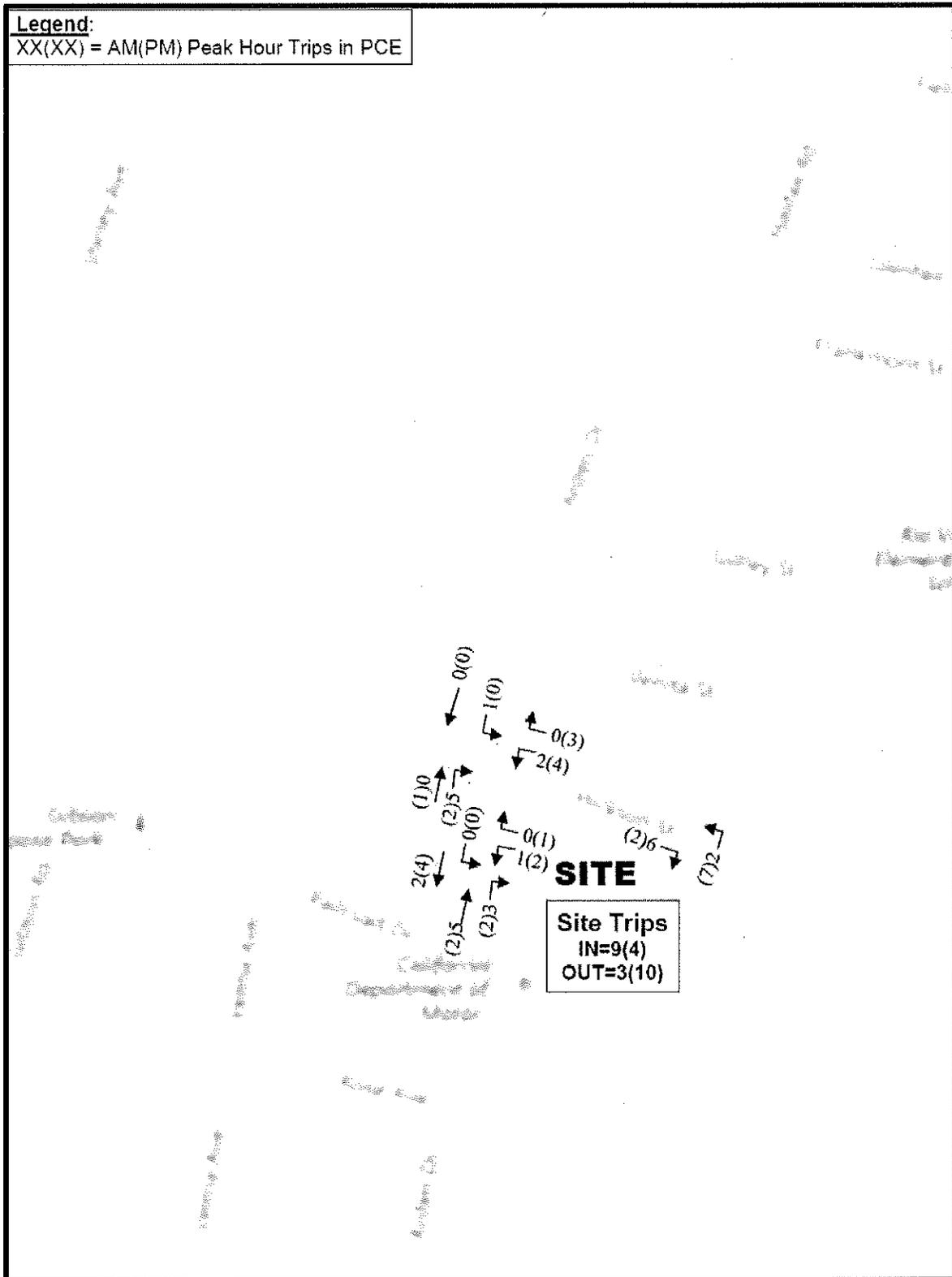


EXHIBIT 3-18
PROJECT TRAFFIC AT DRIVEWAYS

Source: Crown City Engineers, Inc.

Hickson Street is on a straight and flat alignment at the project's truck driveway. Therefore, adequate sight distance is available for the entering and exiting vehicles via the driveway. The site plan shows the use of truck turning template for interstate semitrailer (W-20 [W-65 and W-67]) design vehicles based on "A Policy on Geometric Design of Highway and Street". The developer will implement necessary modifications to the curb at the intersection of Arden Drive and Hickson Street to accommodate safe turns for trucks. Also, to facilitate inbound movements of cars from the north to the driveway on Arden Drive, a southbound left-turn bay (in the form of a 30 feet long, 10 feet wide two-way left-turn lane) may be constructed in the median area of Arden Drive at the driveway. This may be necessary as a minimum of one car is expected to use this turn bay during the peak hours, as shown on Exhibit 3-18.¹²⁹

Adequate visibility is available for the vehicles exiting Hickson Street onto Arden Drive. However, parking restriction for vehicles is recommended along the east side of Arden Drive and south side of Hickson Street for a distance of 50 feet on each street to facilitate turning of trucks from northbound Arden Drive to eastbound Hickson Street. Only a minimal number of trucks are (no more than one during the peak hours) expected to turn right from Hickson Street onto Arden Drive to travel north under normal operation of the project. To minimize encroachment onto southbound lanes and maintain visibility and adequate stopping sight distance from Hickson Street to the north on Arden Drive, approximately 50 feet of curb on east side of Arden Drive should be painted red to prohibit parking in this area. This prohibition of parking is not expected to significantly impact neighborhood parking conditions.

The City of El Monte is served by Metrolink, the regional commuter rail system. There is a rail station just north of downtown El Monte. Metrolink operates on the Union Pacific Railroad (UPRR) line just north of Valley Boulevard and east of the Rio Hondo River. The Metrolink route extends in a southerly direction towards the El Monte Metrolink station. At the present time, Metrolink transit connections from the current rail station to the Northwest Industrial District are not provided. The UPRR segment south of the project site handles only freight rail traffic traveling to and from the Los Angeles Redondo Junction. The Los Angeles Redondo Junction contains the current Amtrak maintenance facility and is located 3.5 miles south of the Union Station passenger terminal in Downtown Los Angeles.

The Los Angeles Redondo Junction services Amtrak lines including the Southwest Chief, the Coast Starlight, the Desert Wind, the Sunset Limited, and the Pacific Surf liner. From Hickson Street south to the UPRR crossing, the linear distance is approximately 300 feet. Assuming an average truck length of 53 feet, there is a stacking capacity for five trucks when a train has the crossing blocked. The distance between Valley Boulevard to the rail crossing is approximately 1,670 feet. In the event of a train using this rail segment, the southbound lanes of Arden Drive may be blocked due to traffic queuing. In this instance, trucks desiring to make southbound movements may have to wait on Hickson Street before making a left turn movement on to Arden Drive. During morning pedestrian surveys no train traffic was observed. This is not deemed to represent a significant impact due to the limited frequency of rail traffic during the peak traffic periods.¹³⁰

¹²⁹ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

¹³⁰ Crown City Traffic Engineers. *Traffic Impact Study, Warehouse Development, 10460 Hickson Street, El Monte, California.* February 2017.

The anticipated truck maneuvering movements both into the site and near the truck high doors are illustrated in Exhibit 3-19. As indicated in this exhibit, sufficient room is provided to accommodate the larger trucks. Furthermore, as part of the neighboring future development, red curbs will be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection.¹³¹ However, the following mitigation measures are required as a means to further facilitate ingress and egress to the project site once it is operational:

- All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queuing will be permitted within the Arden Drive and Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.
- No on-street parking along the proposed project's Arden Drive and Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.
- The line-of-sight at the project's two driveways must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.
- At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curbs need to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.
- The Applicant will be required to install and maintain a sign at the site's Hickson Street exit driveway that states "Left Turn Only." Trucks exiting the project site at Hickson Street will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.

The aforementioned mitigation will reduce the impacts to levels that are less than significant.

E. Would the project result in inadequate emergency access? • No Impact.

The proposed project would not impede emergency access to any neighboring properties during construction. At no time will Arden Drive or Hickson Street be closed to traffic during the project's construction. The Los Angeles County Fire Department will review the on-site circulation to ensure that sufficient emergency access and clearance is provided. As a result, no impacts related to emergency access will occur.

¹³¹ Crown City Traffic Engineers. *Traffic Impact Study, Warehouse Development, 10460 Hickson Street, El Monte, California.* February 2017.

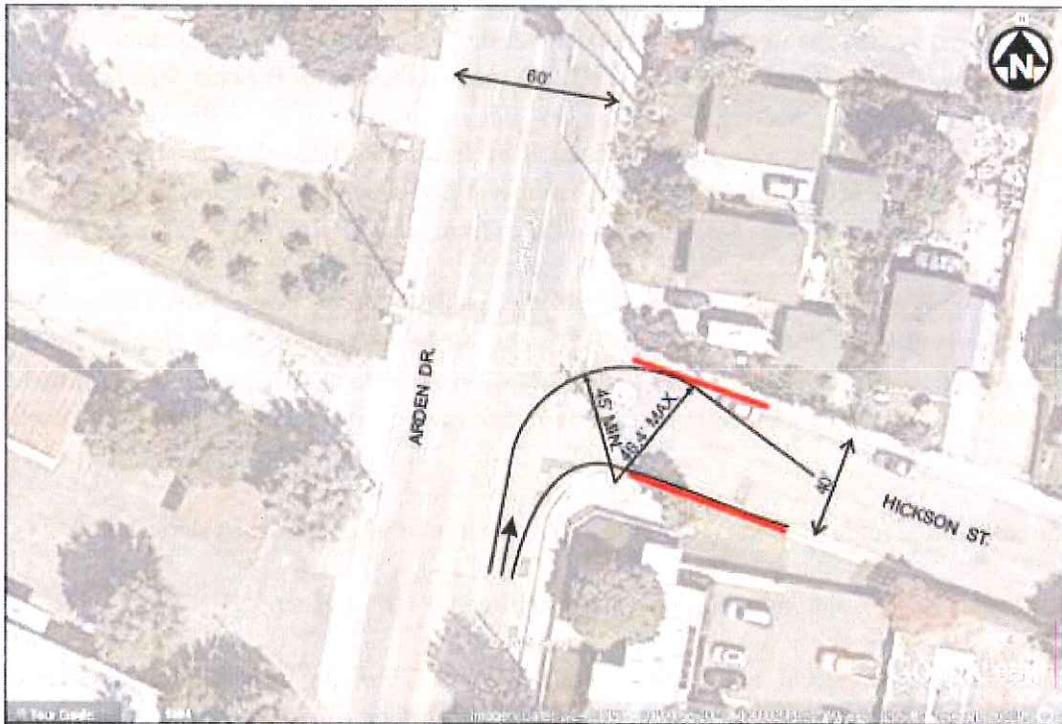
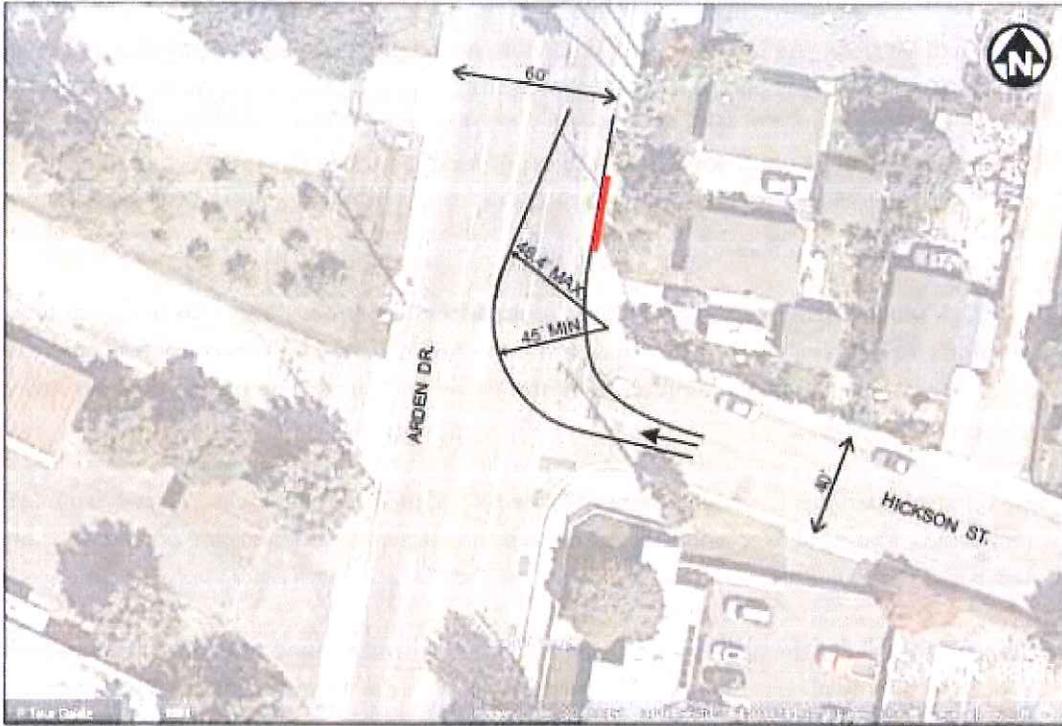


EXHIBIT 3-19
ON-SITE TRUCK MANEUVERING ANALYSIS
Source: Crown City Engineers, Inc.

- F. *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • No Impact.*

There are no continuous sidewalks along the north side of Hickson Street and a new sidewalk will be installed along the project site's Arden Drive and Hickson Street frontage. The City requested a pedestrian survey for the neighboring project located to the east of the site to be undertaken to identify the number of students that use Hickson Street to walk to the nearest elementary school. The nearest elementary school is Rio Vista Elementary School located at 4300 Esto Avenue approximately two blocks north of Hickson Street. The survey involved counting the number of students going to school in the morning and leaving in the afternoon. The counters were parked on Hickson Street west of Esto Avenue and only those pedestrians observed on Hickson Avenue were counted. The afternoon counts were taken on March 2, 2016 between 2:00 PM and 3:00 PM. The morning counts were taken on March 3, 2016 between 7:00 AM and 8:00 AM.

The afternoon survey identified two pedestrians, a parent and student, walking westbound on the sidewalk. The morning survey identified 12 persons over the one-hour measurement period. All but one pedestrian appeared to be walking to the nearby school. A crossing guard was stationed on Arden Drive next to the railroad tracks. Other than school-related pedestrian traffic, very little or no pedestrian traffic was observed. In addition, the T-intersection at Esto Avenue and Hickson Street is controlled by 3-way stop signs. As a result, no pedestrian-related impacts will result from the proposed project's implementation. It is important to note that while sidewalks are provided on both sides of the street, no residential development is located to the south of Hickson Street.

No bus stops are located along the project site's Arden Street or Hickson Street frontage. As a result, no bus stops will be impacted by the proposed project. The proposed project will not significantly affect transit patronage. As a result, no transit-, bicycle-, or pedestrian-related impacts will result from the proposed project's implementation.

3.16.3 CUMULATIVE IMPACTS

Per City's records, there are ten other related projects located in the vicinity of the project that will contribute to cumulative traffic volumes with the development of this project. The locations of these related projects are shown in Exhibit 3-20. Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE). Table 3-17 shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 3,689 trips (2,072 inbound and 1,617 outbound) during the average weekday AM peak hour. The average weekday PM peak hour trips will be approximately 4,050 trips (2,042 inbound and 2,008 outbound). The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2019 pre-project traffic condition for the AM and PM peak hours.¹³²

¹³² Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

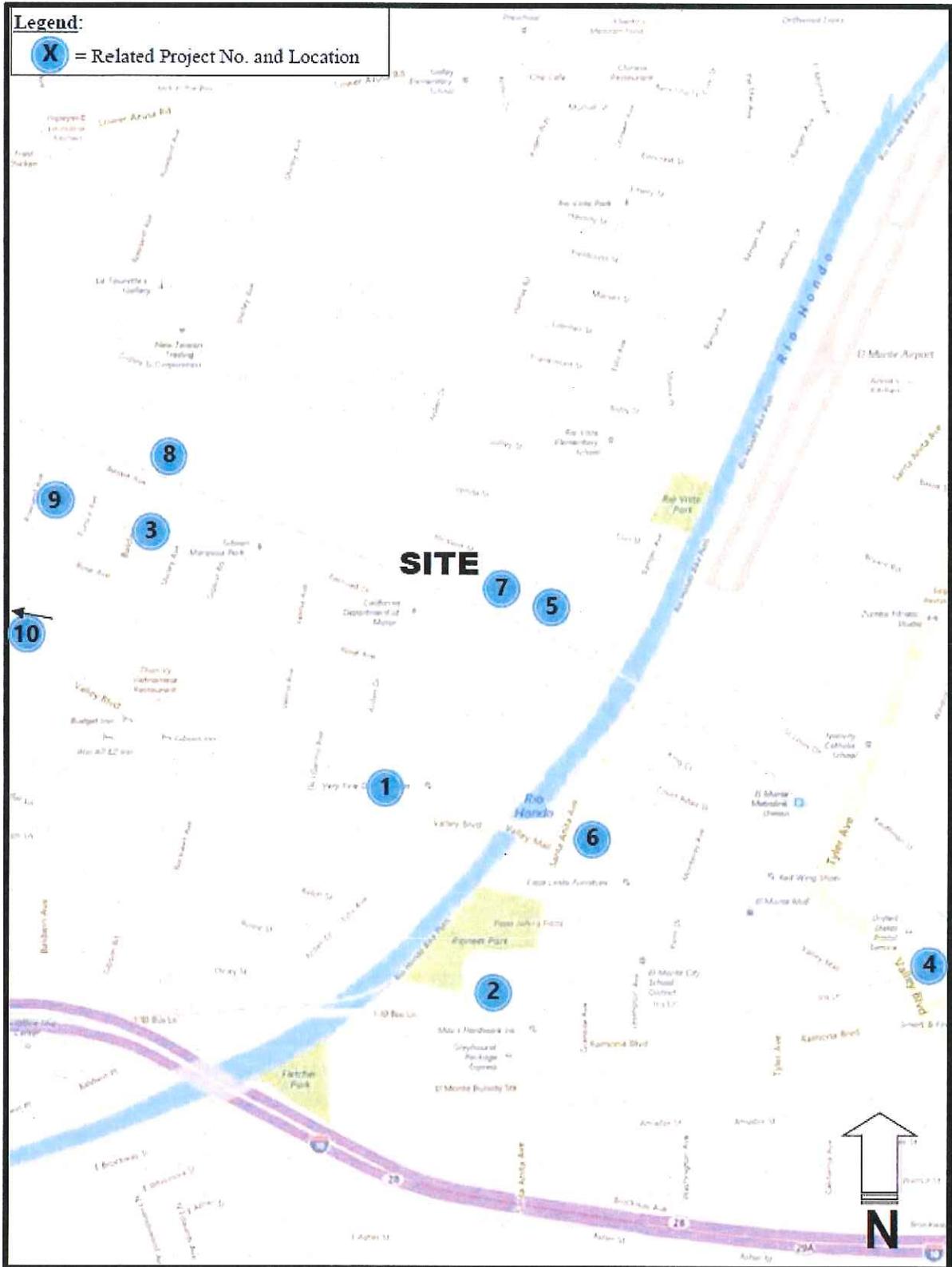


EXHIBIT 3-20
RELATED PROJECT LOCATIONS

Source: Crown City Engineers, Inc.

**Table 3-17
 Trip Generation by Related Projects**

Related Projects	Average Traffic Volume					
	AM Peak Hour			PM Peak Hour		
	in	out	total	in	out	total
1. East of Arden Drive and North of Valley Boulevard (Walmart)	155	122	277	280	292	572
2. 3527 Santa Anita Drive	1,745	1,341	3,086	1,613	1,572	3,185
3. 4102-4165 Baldwin Avenue & 9960 Bessie Avenue – 55 Affordable Units	4	20	24	19	9	28
4. 11127 Ramona Boulevard – 62 Townhomes including 4 live work units	5	23	28	22	10	32
5. 10620 Hickson Street	29	8	37	10	29	39
6. 10620 Valley Boulevard (Norms Restaurant)	3	3	6	34	17	51
7. 10460 Hickson Street	30	8	38	11	30	41
8. 4200 Baldwin Avenue	7	2	9	3	7	10
9. 4127-4143 Rowland Avenue	7	29	36	29	16	45
10. 9933 Valley Boulevard	57	61	118	21	26	47
Total vehicle trip generation	2,072	1,617	3,689	2,042	2,008	4,050

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

Exhibit 3-21 shows future 2019 pre-project traffic volumes at the study intersections. This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2019 pre-project conditions (without project) are shown in Table 3-18.¹³³

**Table 3-18
 2019 Pre-Project Future Conditions Level of Service Summary**

Intersection	Control Type	Peak Hour	Future 2019 Pre-Project Conditions	
			LOS	V/C Delay
1. Arden Drive & Hickson Street	Unsignalized	AM	E	39.6 sec
		PM	C	21.0 sec
2. Arden Drive & Valley Boulevard	Signal	AM	C	0.799
		PM	B	0.674
3. Arden Drive & Lower Azusa Road	Signal	AM	B	0.650
		PM	B	0.670
4. Baldwin Avenue & Valley Boulevard	Signal	AM	D	0.848
		PM	E	0.928
5. Santa Anita Avenue & Valley Boulevard	Signal	AM	D	0.845
		PM	D	0.813

Source: Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

¹³³ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

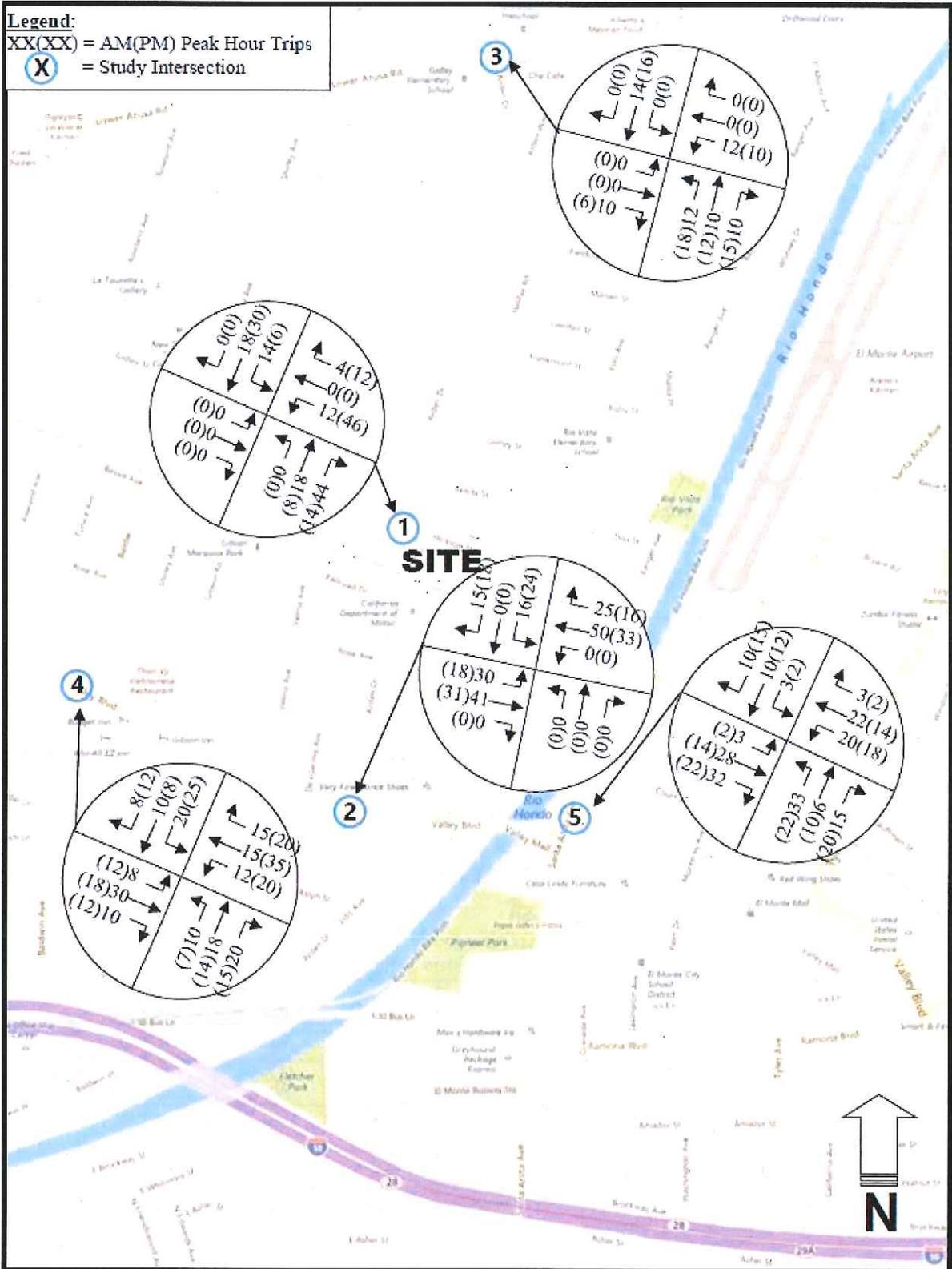


EXHIBIT 3-21
DISTRIBUTION OF RELATED PROJECTS' TRAFFIC

Source: Crown City Engineers, Inc.

As the results indicate, three of the five study intersections will continue to operate at an acceptable LOS D or better during the future 2019 AM and PM peak hours with related projects. As shown in Table 3-18, the intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour, and the critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be operating at LOS E during the AM peak hour.

The abovementioned impacts will not be a result of the proposed project because the calculations excluded the proposed project's trip generation. When the proposed project's trip generation is taken into account, the critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be significantly impacted since project traffic will increase delay by 1.7 seconds at LOS E (less than the threshold value of 2.0 seconds) during the AM peak hour. Also, the PM peak house LOS and delay will remain at an acceptable level with the project. The overall LOS at this intersection would be at an acceptable LOS C during both AM and PM peak hours. Since the project's impact is not significant at any of the signalized intersections, no additional mitigation measures would be necessary for the development of this project.¹³⁴

3.16.4 MITIGATION MEASURES

The following mitigation measures are required as a means to facilitate ingress and egress to the project site once it is operational:

Mitigation Measure No. 24 (Transportation & Circulation). All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queuing will be permitted within the Arden Drive and Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.

Mitigation Measure No. 25 (Transportation & Circulation). No on-street parking along the proposed project's Arden Drive and Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.

Mitigation Measure No. 26 (Transportation & Circulation). The line-of-sight at the project's two driveways must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.

Mitigation Measure No. 27 (Transportation & Circulation). At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curbs need to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.

¹³⁴ Crown City Traffic Engineers. *Traffic Impact Study, Industrial Warehouse Development, 4144 Arden Drive, El Monte, California.* July 6, 2018.

Mitigation Measure No. 28 (Transportation & Circulation). The Applicant will be required to install and maintain a sign at the site's Hickson Street exit driveway that states "Left Turn Only." Trucks exiting the project site at Hickson Street will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.

3.17 TRIBAL CULTURAL RESOURCES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or,
- A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?* • *Less than Significant Impact with Mitigation.*

A Tribal Resource is defined in Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrielino-Kizh. Formal Native American consultation was provided in accordance with AB-52 and it was determined that the site is situated in an area of high archaeological significance. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the removal of the existing foundations and the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years.¹³⁵ Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.¹³⁶ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Although the project area has been subject to disturbance to accommodate the previous buildings, the project site is could potentially be situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified.

¹³⁵ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

¹³⁶ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/component/k2/item/453-tongva-village-site>.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the El Monte Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

B. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. • Less than Significant Impact.

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrielino-Kizh and it was determined that the site is situated in an area of high archaeological significance. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous section. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

3.17.3 CUMULATIVE IMPACTS

The analysis determined that the potential impacts related to tribal cultural resources are considered to be less than significant. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The Mitigated Negative Declarations prepared for these two proposed developments identified similar tribal cultural resources mitigation measures.¹³⁷ With the implementation of the mitigation measures, cumulative impacts will be less than significant. As a result, no significant cumulative impacts will occur as part of the implementation of the proposed project.

3.17.4 MITIGATION MEASURES

The following measure has been provided to reduce potential impacts to levels that are less than significant:

¹³⁷ Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Business Park, 10620 Hickson Street, El Monte, California.* March 9, 2016. Secondary Source: Blodgett Baylosis Environmental Planning. *Initial Study and Mitigated Negative Declaration, Hickson Industrial Development, El Monte, California.* March 7, 2017.

Mitigation Measure No. 29 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site manufacturing the construction phases that involve any ground-disturbing activities.

3.18 UTILITIES

3.18.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Insufficient water supplies available to serve the project from existing entitlements and resources, or in new or expanded entitlements;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Insufficient permitted capacity by the landfill provider to accommodate the project's solid waste disposal needs; or
- Non-compliance with federal, state, and local statutes and regulations related to solid waste.

3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • Less Than Significant Impact.

Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City's present wastewater system includes a total of 135 miles of pipeline, six pump stations, and 2,697 manholes. A limited number of residences are also on septic tanks. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement. The agreement provides for a regional interconnected system of facilities and an inter-jurisdictional agreement

to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the Joint Outfall System. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants.

The future development is projected to generate 3,241 gallons of effluent on a daily basis.¹³⁸ The Whittier Narrows Water Reclamation Plant has a total treatment capacity of 15 million gallons per day (mgd) and a residual capacity of approximately seven MGD. The proposed project's wastewater generation will not result in the remaining capacity being exceeded. In addition, the City's sewer system has sufficient capacity to accommodate the proposed project.

The proposed project would be required to implement stormwater pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Low Impact Development (LID) Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The LID will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement over the life of the project. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants. The wastewater generated by the proposed project will be delivered to one of the three treatment plants, which meet current Water Quality Control Board discharge requirements. In addition, any specialized industrial activity that will involve water use will need to be treated on-site with a clarifier or other on-site wastewater treatment system prior to discharge into the local sanitary sewer system. If water is not used in any industrial or manufacturing process, no pretreatment is likely to be required as part of routine cleaning and maintenance. Furthermore, the installation of modern and up-to-date plumbing fixtures in the new buildings will further reduce the sewage generation. As a result, the project will not exceed wastewater treatment requirements and less than significant impacts are anticipated.

B. Would the project 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 impacts? • No Impact.

As indicated in the previous subsection, the proposed project will generate approximately 3,241 gallons of wastewater a day. The future wastewater generation will be within the treatment capacity of the Whittier Narrows WRP. The proposed project will be served by the existing eight inch sewer line located along Hickson Street. The capacity of the eight inch sewer line at half-full is 0.296 cubic feet per second (cfs) and the sewer demand flow is only 0.15 cfs; therefore, the sewer line has the capacity to handle the effluent flow from the industrial proposed project. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by City Code requirements. Therefore, no new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project and no impacts will occur.

¹³⁸ Effluent generation is assumed to be 100% of water consumption rates for industrial uses, according to the City Engineer. Water consumption rates are provided by the applicant and the El Monte Public Works Department, Utility Division.

- C. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • Less Than Significant Impact.*

Drainage for the City is primarily provided by the San Gabriel River and Rio Hondo River, two major flood control channels that flow northeast to southwest through the basin. Other, smaller flood control channels are tributary to both rivers and provide drainage for the areas surrounding El Monte. Throughout the City, stormwater drainage is carried by surface flow in the streets. Surface flows are carried to a series of interceptor storm drains to convenient discharge points on the Rio Hondo and San Gabriel River channels. The Los Angeles County Flood Control District maintains the primary drainage channels that traverse El Monte. The City's local storm drainage system consists of 233 storm drains and six underpass pumps that are essential in alleviating flooding during periods of heavy rains. The City maintains the local drainage system and is also called on to assist in cleaning up hazardous spills on City streets so spills do not enter the storm drains or percolate into groundwater. As in most cities, minor local drainage problems are common, particularly where storm-water runoff enters culverts or goes underground into storm drains. Inadequate maintenance can also contribute to drainage problems and minor flood hazards.

The Los Angeles County Flood Control District (LACFCD) has the regional, county-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The proposed project will be subject to a General Construction National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board.

In addition, the proposed project will be properly drained and graded so that stormwater runoff will be directed to the curbs and gutters on Hickson Street. The Applicant would also be required to prepare a Low Impact Development (LID) Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The LID will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement over the life of the project. Therefore, the proposed project is not expected to result in the need for construction of new stormwater drainage facilities or expansion of existing facilities. As a result, less than significant impacts are expected to occur.

- D. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • Less Than Significant Impact.*

Water agencies, districts, and suppliers in the San Gabriel Basin generally obtain their water from groundwater extraction. Some agencies and jurisdictions replenish this water supply by groundwater recharge through spreading grounds located along the San Gabriel and Rio Hondo rivers. Imported water purchased from the Metropolitan Water District of Southern California (MWD) and recycled water from Whittier, Pomona, and San Jose water reclamation plants are also used for recharge. The Main San Gabriel Basin Watermaster is responsible for administering water rights allocations, including water spreading activities, within the Main San Gabriel Basin.

The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The City's water system serves 20 percent of the City's land area, comprising 3,342 connections and 22,446 residents. The City's Water Department does not import water, nor is it connected to a transmission pipeline of any water wholesaler. Six deep wells, one 200,000-gallon elevated tank, and one million-gallon ground-level tank serve this water supply. Potable water is delivered through 42 miles of pipeline, reservoirs, booster pumps, water wells, disinfection facilities, carbon filters, and emergency connections with neighboring water purveyors. The City of El Monte Water Department is responsible for providing water service to the project area. Water mains are located within the existing public streets located adjacent to the project sites. The existing water reservoirs that serve the area will continue to provide adequate supplies and pressure to serve the proposed project. The future water consumption is projected to be 3,241 gallons of water on a daily basis.¹³⁹

The age and size of the existing water main will be sufficient in accommodating the projected flows according to the project architect. According to the City's General Plan EIR, the City of El Monte has an adequate supply of water in acre-feet through the year 2025.¹⁴⁰ In addition, the Applicant will be required to comply with the Water Efficiency Model Water Efficient Landscape Ordinance (MWELO) and Chapter 17.11 (Water Efficiency) of the City's Municipal Code.¹⁴¹ Furthermore, if the local water purveyor exceeds its water production capacity in any year, it will be required to fund purchase of off-set water in order to prevent the depletion of the City's water supply. As a result, impacts will be less than significant.

E. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less Than Significant Impact.

The proposed project is anticipated to produce 3,241 gallons of effluent on a daily basis. As indicated in Section 3.17.2.A, there is sufficient capacity at the Whittier Narrows WRPs to accommodate the proposed project's projected demand. Sewer connections to the proposed project site will be obtained from the existing sewer mains in Hickson Street. All internal sewer line sizes and connections are subject to review by the City. No new treatment facilities or expanded entitlements will be required. In addition, no upgrades to the existing off-site sewer lines would be required to accommodate the proposed use. As a result, less than significant impacts are anticipated.

F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? • Less Than Significant Impact.

El Monte is served by four waste management companies through nonexclusive franchise agreements. All four waste haulers—American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management—provide waste collection and recycling services for the commercial sector. Valley Vista and Phoenix Waste provide curbside residential collection and recycling services. American

¹³⁹ Water consumption rates are provided by the applicant and the El Monte Public Works Department, Utility Division.

¹⁴⁰ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

¹⁴¹ City of El Monte. *Model Water Efficient Landscape Ordinance (MWELO)*. <http://www.ci-el-monte.ca.us/DocumentCenter/View/1271>. Secondary Source: City of El Monte Municipal Code. *Title 17 Zoning, Chapter 17.11 Water Efficiency*.

Reclamation and Phoenix Waste collect and recycle trash from the multiple family residential (apartments, town-homes, etc.) developments. Valley Vista and Waste Management provide temporary roll-off services.¹⁴² In previous years, solid waste generated within the City of El Monte was disposed at the Puente Hills landfill prior to the landfill's closure on October 31, 2013. The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt. Upon the landfill's closure, the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.¹⁴³ In addition, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. As indicated in Table 3-19, the future daily solid waste generation is projected to be 367 pounds per day. The proposed project will contribute a limited amount to the waste stream. As a result, less than significant impacts on solid waste generation are anticipated.

Table 3-19
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Manufacturing	61,163 square feet	6.0 lbs/day/1,000 sq. ft.	367 lbs/day

Source: City of Los Angeles CEQA Thresholds Guide.

G. *Would the project comply with federal, state, and local statutes and regulations related to solid waste?* • *No Impact.*

The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

3.18.3 CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse impacts on local utilities with the appropriate mitigation measures. The ability of the existing sewer lines, water lines, and other utilities to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. Two industrial developments proposed to be located on the two separate properties located east of the project site on Hickson Street have been approved by the City of El Monte. The proposed developments will also be required to comply with the City's Model Water Efficient Landscape Ordinance (MWELo).¹⁴⁴ As a result, no cumulative impacts on utilities will occur.

¹⁴² City of El Monte. Model Water Efficient Landscape Ordinance (MWELo). <http://www.ci.el-monte.ca.us/DocumentCenter/View/1271>.

¹⁴³ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

¹⁴⁴ City of El Monte. Model Water Efficient Landscape Ordinance (MWELo). <http://www.ci.el-monte.ca.us/DocumentCenter/View/1271>.

3.18.4 MITIGATION MEASURES

The analysis determined that the impacts will be less than significant. In addition, the Applicant will be required to comply with the Water Efficiency Model Water Efficient Landscape Ordinance (MWELO) and Chapter 17.11 (Water Efficiency) of the City's Municipal Code. Therefore, no mitigation measures are required.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.



SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of El Monte can make the following additional findings:

- A Mitigation Monitoring and Reporting Program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.



THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 5 - REFERENCES

5.1 PREPARERS

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 South Hacienda Boulevard, Suite 107
Hacienda Heights, California 91745
(626) 336-0033

Alejandra Rocha, Project Manager
Liesl Sullano, Project Planner
Marc Blodgett, Project Principal

5.2 REFERENCES

- Bugliarello, et. al. *The Impact of Noise Pollution*. Chapter 127. 1975.
- California Department of Fish and Wildlife. *Natural Diversity Database*. 2016.
- California Division of Mines and Geology. *Seismic Hazards Mapping Program*. 2015.
- California Department of Parks and Recreation. *California Historical Landmarks*. 2014.
- California Office of Planning and Research. *California Environmental Quality Act and the CEQA Guidelines*. As amended 2012.
- California. State of California Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069*. 1998.
- Federal Emergency Management Agency. *Flood Insurance Rate Map*. 2010.
- El Monte, City of. *Vision El Monte General Plan June 2011*. As amended.
- El Monte, City of. *Zoning Ordinance*. As amended.
- Southern California Association of Governments. *Regional Housing Needs Assessment*. 2014.
- Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast*. 2016.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook*. 2000.
- South Coast Air Quality Management District. *Air Quality Management Plan*. 2012.
- U.S. Geological Survey. *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*. 1985.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

APPENDIX A – AIR QUALITY WORKSHEETS

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

CalEEMod Version: CalEEMod 2016.3.1
 Page 1 of 25
 Date: 7/14/2017 2:15 PM
 4144 Arden - South Coast AQMD Air District, Summer
4144 Arden
 South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	81.16	1000sqft	1.40	81,163.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Per ISMND
- Land Use - Per ISMND
- Construction Phase - per ISMND
- Demolition -
- Construction Off-road Equipment Mitigation -
- Area Mitigation -
- Water Mitigation -

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

Date: 7/14/2017 2:15 PM

Page 2 of 25

CalEEMod Version: CalEEMod.2016.3.1

4144 Arden - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	200.00	100.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	22.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	10/30/2018	11/30/2018
tblConstructionPhase	PhaseEndDate	9/28/2018	9/30/2018
tblConstructionPhase	PhaseEndDate	3/30/2018	3/31/2018
tblConstructionPhase	PhaseEndDate	9/28/2018	10/31/2018
tblConstructionPhase	PhaseEndDate	3/2/2018	2/28/2018
tblConstructionPhase	PhaseStartDate	9/29/2018	11/1/2018
tblConstructionPhase	PhaseStartDate	3/31/2018	4/1/2018
tblConstructionPhase	PhaseStartDate	3/3/2018	3/1/2018
tblConstructionPhase	PhaseStartDate	9/29/2018	10/1/2018
tblGrading	AcresOfGrading	8.25	1.50
tblGrading	AcresOfGrading	10.00	1.00
tblProjectCharacteristics	OperationalYear	2018	2019

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	t/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2018	26.0976	25.0167	15.8746	0.0279	5.4118	1.4399	6.3647	2.9259	1.3462	3.6026	0.0000	2.717.313	2.717.313	0.6227	0.0000	2.732.880
Maximum	26.0976	25.0167	15.8746	0.0279	5.4118	1.4399	6.3647	2.9259	1.3462	3.6026	0.0000	2.717.313	2.717.313	0.6227	0.0000	2.732.880

Mitigated Construction

Year	t/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2018	26.0976	25.0167	15.8746	0.0279	2.1651	1.4399	3.1181	1.1656	1.3462	2.0323	0.0000	2.717.313	2.717.313	0.6227	0.0000	2.732.880
Maximum	26.0976	25.0167	15.8746	0.0279	2.1651	1.4399	3.1181	1.1656	1.3462	2.0323	0.0000	2.717.313	2.717.313	0.6227	0.0000	2.732.880

Percent Reduction	t/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	59.99	0.00	51.01	60.51	0.00	45.95	0.00	0.00	0.00	0.00	0.00	0.00

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

Date: 7/14/2017 2:15 PM

Page 4 of 25

4144 Arden - South Coast AQMD Air District, Summer

CalEEMod Version: CalEEMod 2016.3.1

**2.2 Overall Operational
 Unmitigated Operational**

Category	Arden																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBco-CO2	Total CO2	CH4	MO	CO2e	
Area	1.3670	6.2002E-005	6.3103E-003	0.0000		2.0000E-005	2.0000E-005		2.0000E-005	2.0000E-005		0.0134	0.0134	4.0000E-005			0.0143
Energy	1.5700E-003	0.0143	0.0120	9.0000E-005		1.0900E-003	1.0900E-003		1.0900E-003	1.0900E-003		17.1513	17.1513	3.3000E-004		3.1000E-004	17.2532
Mobile	0.2521	1.3155	3.7211	0.0122	0.9384	0.0135	0.9459	0.2508	0.0127	0.2633		1.237369	1.237369	0.0627			1.238306
Total	1.6206	1.3298	3.7394	0.0123	0.9364	0.0145	0.9510	0.2508	0.0138	0.2644		1.254534	1.254534	0.0630		3.1000E-004	1.255203

Mitigated Operational

Category	Arden																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBco-CO2	Total CO2	CH4	MO	CO2e	
Area	1.3670	6.2002E-005	6.3103E-003	0.0000		2.0000E-005	2.0000E-005		2.0000E-005	2.0000E-005		0.0134	0.0134	4.0000E-005			0.0143
Energy	1.5700E-003	0.0143	0.0120	9.0000E-005		1.0900E-003	1.0900E-003		1.0900E-003	1.0900E-003		17.1513	17.1513	3.3000E-004		3.1000E-004	17.2532
Mobile	0.2521	1.3155	3.7211	0.0122	0.9384	0.0135	0.9459	0.2508	0.0127	0.2633		1.237369	1.237369	0.0627			1.238306
Total	1.6206	1.3298	3.7394	0.0123	0.9364	0.0145	0.9510	0.2508	0.0138	0.2644		1.254534	1.254534	0.0630		3.1000E-004	1.255203

4144 Arden - South Coast AQMD Air District, Summer

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NEBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/31/2018	5	23	
2	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20	
3	Grading	Grading	3/1/2018	3/31/2018	5	22	
4	Building Construction	Building Construction	4/1/2018	9/30/2018	5	130	
5	Paving	Paving	10/1/2018	10/31/2018	5	23	
6	Architectural Coating	Architectural Coating	11/1/2018	11/30/2018	5	22	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 91,745; Non-Residential Outdoor: 30,582; Striped Parking Area: 0
 (Architectural Coating -- sqft)

Off-Road Equipment

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

Date: 7/14/2017 2:15 PM

Page 6 of 25

CalEEMod Version: CalEEMod 2016.3.1

4144 Arden - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coaling	Air Compressors	1	8.00	78	0.48
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	80	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	48	0.45
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	6.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	60	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMI

CalEEMod Version: CalEEMod.2016.3.1

Page 7 of 25

Date: 7/14/2017 2:15 PM

4144 Arden - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mk	HDT
Building Construction	7	26.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mk	HDT
Demolition	5	13.00	0.00	45.00	14.70	6.90	20.00	LD_Mix	HDT_Mk	HDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mk	HDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mk	HDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mk	HDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

Category	today															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBr-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.4280	0.0000	0.4280	0.0548	0.0000	0.0548			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365	1.3429	1.3429	1.3429		2.3911659	2.3911659	0.6069		2,400.3105
Total	2.4838	24.3641	15.1107	0.0241	0.4280	1.4365	1.8644	0.0648	1.3429	1.4077		2.3911659	2.3911659	0.6069		2,406.3105

4144 Arden - South Coast AQMD Air District, Summer

CalEEMod Version: CalEEMod.2016.3.1

3.2 Demolition - 2018

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2	NBi-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0170	0.0024	0.1116	1.5500e-003	0.0342	2.2000e-003	0.0365	9.3700e-003	2.2200e-003	0.0116		167.6324	167.6324	0.0115		167.9187
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0701	0.0002	0.0023	1.5900e-003	0.1453	1.1600e-003	0.1465	0.0385	1.0700e-003	0.0396		158.5157	158.5157	5.4100e-003		158.6308
Total	0.0870	0.0026	0.1139	3.1400e-003	0.1795	3.4800e-003	0.1830	0.0419	3.2900e-003	0.0512		325.1478	325.1478	0.0169		325.5695

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2	NBi-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.1660	0.0000	0.1660	0.0253	0.0000	0.0253			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365	1.3428	1.3428	1.3428	0.0000	2.391165	2.391165	0.6056		2,495.3105
Total	2.4838	24.3641	15.1107	0.0241	0.1660	1.4365	1.6024	0.0253	1.3428	1.3682	0.0000	2,391.165	2,391.165	0.6056		2,495.3105

3.2 Demolition - 2018

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIO- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0178	0.6024	0.1116	1.5000e-003	0.0042	2.3200e-003	0.0085	0.3790e-003	2.2200e-003	0.0116		167.6321	167.6321	0.0115		167.0197
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Visitor	0.0701	0.0502	0.0623	1.5000e-003	0.1453	1.1650e-003	0.1496	0.0385	1.0700e-003	0.0396		158.5157	158.5157	5.4100e-003		158.6568
Total	0.0879	0.6526	0.1739	3.1400e-003	0.1795	3.4850e-003	0.1830	0.0479	3.2900e-003	0.0512		326.1478	326.1478	0.0169		326.6696

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIO- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					5.3224	0.0000	5.3224	2.9022	0.0000	2.9022			0.0000			0.0000
Off-Road	1.0651	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761		1,735.363	1,735.363	0.5402		1,748.669
Total	1.0651	20.7472	8.0808	0.0172	5.3224	0.9523	6.2746	2.9022	0.8761	3.7782		1,735.363	1,735.363	0.5402		1,748.669

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

Date: 7/14/2017 2:15 PM

Page 10 of 25

4144 Arden - South Coast AQMD Air District, Summer

3.3 Site Preparation - 2018
 Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bic-CO2	NBic-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0431	0.0369	0.4014	9.8000e-004	0.0804	7.1000e-004	0.0801	0.0237	6.6000e-004	0.0244	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0431	0.0369	0.4014	9.8000e-004	0.0804	7.1000e-004	0.0801	0.0237	6.6000e-004	0.0244	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bic-CO2	NBic-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172	2.0757	0.9523	0.9523	0.8761	0.8761	0.8761	0.0000	0.0000	0.0000	0.5402	0.0000	1.748.889
Total	1.8061	20.7472	8.0808	0.0172	2.0757	0.9523	0.9523	1.1316	0.8761	0.8761	0.0000	0.0000	0.0000	0.5402	0.0000	1.748.889

CalEEMod Version: CalEEMod.2016.3.1

Page 11 of 25

4144 Arden - South Coast AQMD Air District, Summer

Date: 7/14/2017 2:15 PM

3.3 Site Preparation - 2018
Mitigated Construction Off-Site

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NI bio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0431	0.0309	0.4014	9.8000e-004	0.0894	7.1000e-004	0.0901	0.0237	6.6000e-004	0.0244		97.5481	97.5481	3.3300e-003			97.6313
Total	0.0431	0.0309	0.4014	9.8000e-004	0.0894	7.1000e-004	0.0901	0.0237	6.6000e-004	0.0244		97.5481	97.5481	3.3300e-003			97.6313

3.4 Grading - 2018
Unmitigated Construction On-Site

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NI bio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					4.5989	0.0000	4.5989	2.4305	0.0000	2.4305			0.0000				0.0000
Off-Road	1.4972	17.0656	6.7630	0.0141		0.7947	0.7947		0.7311	0.7311		1,421,260	1,421,260	0.4425			1,423,321
Total	1.4972	17.0656	6.7630	0.0141	4.5989	0.7947	5.3936	2.4305	0.7311	3.2216		1,421,260	1,421,260	0.4425			1,432,321

3.4 Grading - 2018

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0431	0.0309	0.4014	9.8000e-004	0.0894	7.1000e-004	0.0901	0.0237	6.6000e-004	0.0244		97.5481	97.5481	3.3300e-003		97.6313
Total	0.0431	0.0309	0.4014	9.8000e-004	0.0894	7.1000e-004	0.0901	0.0237	6.6000e-004	0.0244		97.5481	97.5481	3.3300e-003		97.6313

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					1.7897	0.0000	1.7897	0.9713	0.0000	0.9713			0.0000			0.0000
Off Road	1.4972	17.0666	6.7530	0.0141		0.7947	0.7947		0.7311	0.7311	0.0000	1,421,260	1,421,260	0.4425		1,432,321
Total	1.4972	17.0666	6.7530	0.0141	1.7897	0.7947	2.5844	0.9713	0.7311	1.7024	0.0000	1,421,260	1,421,260	0.4425		1,432,321

3.4 Grading - 2018

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0431	0.0309	0.4014	9.8000e-004	0.0894	7.1000e-004	0.0901	0.0237	6.6000e-004	0.0244		97.5481	97.5481	3.3300e-003		97.6313
Total	0.0431	0.0309	0.4014	9.8000e-004	0.0894	7.1000e-004	0.0901	0.0237	6.6000e-004	0.0244		97.5481	97.5481	3.3300e-003		97.6313

3.5 Building Construction - 2018

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2.0308389	2.0308389	0.4088		2.0415596
Total	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2.0308389	2.0308389	0.4088		2.0415596

3.5 Building Construction - 2018
Unmitigated Construction Off-Site

Category	CO2e	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Housing	0.0280	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0426	1.2118	0.3018	2.6700e-003	0.0640	0.0500e-003	0.0729	0.0184	0.4700e-003	0.0209	278.6580	278.6590	0.0180	0.0180		279.1222
Painter	0.1401	0.1884	1.3046	3.1000e-003	0.2606	2.2000e-003	0.2929	0.0771	2.1400e-003	0.0792	317.0314	317.0314	0.0108	0.0108		317.3017
Total:	0.1826	1.3123	1.6064	5.8100e-003	0.3546	0.0112	0.3658	0.0955	0.0106	0.1061		595.6895	595.6895	0.0288		596.4339

Mitigated Construction On-Site

Category	CO2e	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.830	2,030.830	0.4088		2,041.059
Total	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.830	2,030.830	0.4088		2,041.059

Date: 7/14/2017 2:15 PM

Page 15 of 25

CalEEMod Version: CalEEMod.2016.3.1

4144 Arden - South Coast AQMD Air District, Summer

3.5 Building Construction - 2018
Mitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blk- CO2	NBlk- CO2	Total CO2	CH4	N2O	CO2e	
Hiring	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0426	1.2119	0.3018	2.6920e-003	0.0540	9.6500e-003	0.0729	0.0184	9.4700e-003	0.0269		278.6580	278.6580	0.0180			279.1222
Worker	0.1401	0.1004	1.3046	3.1800e-003	0.2596	2.3200e-003	0.2929	0.0771	2.1400e-003	0.0792		317.0314	317.0314	0.0108			317.3017
Total	0.1826	1.3123	1.6064	6.8100e-003	0.3546	0.0112	0.3658	0.0955	0.0106	0.1061		595.6895	595.6895	0.0296			596.4309

3.6 Paving - 2018
Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blk- CO2	NBlk- CO2	Total CO2	CH4	N2O	CO2e	
On-Road	1.0182	10.4525	8.9925	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.436	1,346.436	0.4113			1,356.718
Paving	0.0000					0.0000	0.0000		0.0000	0.0000		0.0000	0.0000				0.0000
Total	1.0182	10.4525	8.9925	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.436	1,346.436	0.4113			1,356.718

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

Date: 7/14/2017 2:15 PM

Page 16 of 25

4144 Arden - South Coast AQMD Air District, Summer

3.6 Paving - 2018

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0701	0.0502	0.0523	1.5900e-003	0.1453	1.1600e-003	0.1465	0.0395	1.0700e-003	0.0396		158.5157	158.5157	5.4100e-003		158.6508
Total	0.0701	0.0502	0.0523	1.5900e-003	0.1453	1.1600e-003	0.1465	0.0395	1.0700e-003	0.0396		158.5157	158.5157	5.4100e-003		158.6508

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.0182	10.4525	8.8926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346,436	1,346,436	0.4113		1,356,718
Paving	0.0000					0.0000	0.0000		0.0000	0.0000		0	0			0.0000
Total	1.0182	10.4525	8.8926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346,436	1,346,436	0.4113		1,356,718

Date: 7/14/2017 2:15 PM

Page 17 of 25

CalEEMod Version: CalEEMod.2016.3.1

4144 Arden - South Coast AQMD Air District, Summer

3.6 Paving - 2018

Mitigated Construction Off-Site

Category	ib/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Finishing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Workoff	0.0701	0.0902	0.0623	1.5900e-003	0.1453	1.1600e-003	0.1465	0.0385	1.0700e-003	0.0396		158.5157	158.5157	5.4100e-003		158.6500
Total	0.0701	0.0902	0.0623	1.5900e-003	0.1453	1.1600e-003	0.1465	0.0385	1.0700e-003	0.0396		158.5157	158.5157	5.4100e-003		158.6500

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

Category	ib/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	26.7721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0658	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	26.0707	2.0658	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171

3.7 Architectural Coating - 2018
Unmitigated Construction Off-Site

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Total CO2	CH4	N2O	CO2e
Hauling	5.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0183	0.2509	5.1000e-004	0.0659	4.6000e-004	0.0663	0.0148	4.1000e-004	0.0152	60.9676	60.9676	2.0800e-003		61.0195
Total	0.0269	0.0183	0.2509	5.1000e-004	0.0659	4.6000e-004	0.0663	0.0148	4.1000e-004	0.0152	60.9676	60.9676	2.0800e-003		61.0195

Mitigated Construction On-Site

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Total CO2	CH4	N2O	CO2e
Arch. Coating	25.7721				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000			0.0000
City Road	0.2995	2.0658	1.8542	2.9700e-003	0.1506	0.1506	0.1506	0.1506	0.1506	0.1506	0.0000	281.4485	0.0257		282.1171
Total	26.0717	2.0658	1.8542	2.9700e-003	0.1506	0.1506	0.1506	0.1506	0.1506	0.1506	0.0000	281.4485	0.0257		282.1171

**3.7 Architectural Coating - 2018
 Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0260	0.0193	0.2509	6.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		60.9670	60.9670	2.0600e-003		61.0196
Total	0.0260	0.0193	0.2509	6.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		60.9676	60.9676	2.0600e-003		61.0196

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

4144 Arden - South Coast AQMD Air District, Summer

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NB-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.2521	1.3155	3.7211	0.3122	0.9364	0.1135	0.9499	0.2809	0.0127	0.2933		1,237,369	1,237,369	0.0627		1,238,636
Unmitigated	0.2521	1.3155	3.7211	0.3122	0.9364	0.1135	0.9499	0.2809	0.0127	0.2933		1,237,369	1,237,369	0.0627		1,238,636

4.2 Trip Summary Information

	Average Daily Trip Rate		Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday		
Land Use	102.75	102.75	440,374	440,374
Unrefrigerated Warehouse-No Rail	102.75	102.75	440,374	440,374
Total	102.75	102.75	440,374	440,374

4.3 Trip Type Information

	Miles		Trip %		Trip Purpose %		
	H-W or C-C	H-O or C-NW	H-S or C-W	H-O or C-C	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	6.80	59.00	0.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHH	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.545418	0.044132	0.199182	0.124457	0.017484	0.005870	0.020172	0.031831	0.001899	0.002027	0.004724	0.000704	0.000595

5.0 Energy Detail

Date: 7/14/2017 2:15 PM

Page 21 of 25

4144 Arden - South Coast AQMD Air District, Summer

CalEEMod Version: CalEEMod 2016.3.1

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2	Bi-CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	1.5700e-003	0.0143	0.0120	9.0000e-005	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	17.1513	17.1513	17.1513	3.1000e-004	3.1000e-004	17.2532
Natural Gas Unmitigated	1.5700e-003	0.0143	0.0120	9.0000e-005	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	17.1513	17.1513	17.1513	3.1000e-004	3.1000e-004	17.2532

5.2 Energy by Land Use - Natural Gas
 Unmitigated

Land Use	Natural Gas Use kBTU/yr	lb/day											Total CO2	CH4	N2O	CO2e
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2				
Unrefrigerated Warehouse No Rail	145,786	1.5700e-003	0.0143	0.0120	9.0000e-005	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	17.1513	17.1513	17.1513	3.1000e-004	3.1000e-004	17.2532
Total	145,786	1.5700e-003	0.0143	0.0120	9.0000e-005	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	17.1513	17.1513	17.1513	3.1000e-004	3.1000e-004	17.2532

5.2 Energy by Land Use - Natural Gas Mitigated

Land Use	Natural Gas Use kBtu/yr	ROG	NOx	CO	SO2	ib/day					ib/day					CO2e	
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Net-CO2	Total CO2	CH4		N2O
Unrefrigerated Warehouse-Rail	0.14570E+03	1.5700E+03	0.0143	0.0120	9.0000E+05	1.0900E+03	1.0900E+03	1.0900E+03	1.0900E+03	1.0900E+03	1.0900E+03	17.1513	17.1513	17.1513	3.3000E+04	3.1000E+04	17.2532
Total		1.5700E+03	0.0143	0.0120	9.0000E+05	1.0900E+03	1.0900E+03	1.0900E+03	1.0900E+03	1.0900E+03	1.0900E+03	17.1513	17.1513	17.1513	3.3000E+04	3.1000E+04	17.2532

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- No Hearths Installed

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

Date: 7/14/2017 2:15 PM

Page 23 of 25

CalEEMod Version: CalEEMod.2016.3.1

4144 Arden - South Coast AQMD Air District, Summer

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBq-CO2	Total CO2	CH4	N2O	CO2e	
Mitigated	1.3670	6.0000e-005	6.3100e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005		0.0134	0.0134	4.0000e-005			0.0143
Unmitigated	1.3670	6.0000e-005	6.3100e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005		0.0134	0.0134	4.0000e-005			0.0143

6.2 Area by SubCategory
 Unmitigated

SubCategory	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBq-CO2	Total CO2	CH4	N2O	CO2e	
Architectural Coating	6.1653				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000	
Consumer Products	1.2110				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000	
Landscaping	6.0000e-004	6.0000e-005	6.3100e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005		0.0134	0.0134	4.0000e-005			0.0143
Total	1.3670	6.0000e-005	6.3100e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005		0.0134	0.0134	4.0000e-005			0.0143

6.2 Area by SubCategory
Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bib-CO2	NBib-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.1553				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2110				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.3100e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0104		0.0134	4.0000e-005		0.0143
Total	1.3670	6.0000e-005	6.3100e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0104		0.0134	4.0000e-005		0.0143

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

APPENDIX B – TRAFFIC IMPACT STUDY

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

TRAFFIC IMPACT STUDY
INDUSTRIAL WAREHOUSE DEVELOPMENT
4144 ARDEN DRIVE
EL MONTE, CALIFORNIA



Prepared for

CALVERT ARCHITECTURAL GROUP

3801 Long Beach Boulevard
Long Beach, CA 90807

Attn.: Mr. Thomas A. Calvert, Architect
Email: tcavert@calvertarchgroup.com
Tel: 562-595-7032



Prepared by

Crown City Engineers, Inc.

1475 Glen Oaks Boulevard
Pasadena, CA 91105
Tel: 818-730-1970

Under the Supervision of:
Patrick B. Lang, P.E.
Registered Traffic Engineer

July 6, 2018

CCE2017-04 PBL/MYR

TRAFFIC IMPACT STUDY

INDUSTRIAL WAREHOUSE DEVELOPMENT

4144 ARDEN DRIVE

EL MONTE, CALIFORNIA

TABLE OF CONTENTS

TITLE	PAGE
PREPARER'S CERTIFICATION	iii
EXECUTIVE SUMMARY	iv
INTRODUCTION	1
REPORT METHODOLOGY	2
Study Approach	2
Level of Service Criteria	2
EXISTING ROADWAY SYSTEM AND TRAFFIC VOLUMES	5
Existing Circulation Network	5
Existing Traffic Volumes	8
EXISTING 2017 TRAFFIC CONDITIONS	9
OPENING YEAR 2019 PRE-PROJECT CONDITIONS	13
PROPOSED PROJECT	19
Project Description	19
Project Trip Generation	21
Trip Distribution and Assignment	21
2019 CUMULATIVE CONDITIONS WITH PROJECT TRAFFIC	25
2019 Post-Project Cumulative Traffic Volumes With Project	25
PROJECT IMPACT AND MITIGATION MEASURES	28
Site Access Analysis	29
PARKING DEMAND ANALYSIS	31
CONCLUSION	32

TABLE OF CONTENTS (Contd.)

TABLES

NO.	TITLE	PAGE
1.	Level of Service Definitions.....	4
2.	Level of Service Criteria.....	5
3.	Existing Conditions (2017) Level of Service Summary.....	12
4.	Trip Generation by Related Projects.....	15
5.	Future 2019 Pre-Project Conditions Level of Service Summary.....	18
6.	Trip Generation by Walnut Business Park Warehouse Project.....	22
7.	Existing 2017 Level of Service Summary with Project.....	25
8.	Future 2019 Level of Service Summary with Project.....	27
9.	Future 2019 Level of Service Summary with and Without Project.....	29

FIGURES

NO.	TITLE	PAGE
1.	Vicinity Map.....	6
2.	Aerial View of Circulation network.....	7
3.	Existing Lane Configuration at Key Intersections.....	10
4.	Existing 2017 Traffic Volumes at Key Intersections.....	11
5.	Related Project Location.....	14
6.	Distribution of Related Projects' Traffic.....	16
7.	Future 2019 Pre-Project Traffic Volumes.....	17
8.	Project Site Plan.....	20
9.	Percentages of Project Related Trip Distribution.....	23
10.	Distribution of Project Related Traffic.....	24
11.	Future 2019 Post-project Cumulative Traffic Volumes.....	26
12.	Project Traffic at Driveways.....	30

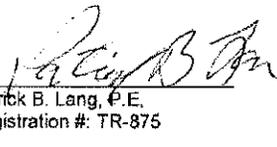
TECHNICAL APPENDIX

PREPARER'S CERTIFICATION

TRAFFIC IMPACT STUDY
INDUSTRIAL WAREHOUSE DEVELOPMENT
4144 ARDEN DRIVE
EL MONTE, CALIFORNIA

This is to certify that the above titled traffic study has been prepared under the supervision of Patrick B. Lang, P.E., a Professional Traffic Engineer, registered in the State of California.




Patrick B. Lang, P.E.
Registration #: TR-875

7-6-2018
Date

Professional Engineer's Stamp

TRAFFIC IMPACT STUDY

INDUSTRIAL WAREHOUSE DEVELOPMENT

4144 ARDEN DRIVE

EL MONTE, CALIFORNIA

EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed construction of a 61,163 square feet industrial warehouse development in the City of El Monte, California. The proposed project will be located at 4144 Arden Drive within an approximately 2.60 acres (106,262 square feet) of industrially (M-2) zoned parcel of land. The following are the key objectives of the study:

- Documentation of existing 2017 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2019) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The study included evaluation of the following five key intersections in the general vicinity of the site:

- Arden Drive and Hickson Street
- Arden Drive and Valley Boulevard
- Arden Drive and Lower Azusa Road
- Baldwin Avenue and Valley Boulevard
- Santa Anita Avenue and Valley Boulevard

Per rates from "Trip Generation" manual, 10th edition, published by the Institute of Transportation Engineers (ITE) in September 2017, the proposed warehouse project is estimated to generate approximately 128 vehicular trips (expressed in passenger car equivalent) per average day (64 inbound and 64 outbound). The average weekday new peak hour trips (expressed in passenger car equivalents) will be approximately 12 trips during the AM peak hour (9 inbound and 3 outbound), and 14 trips during the PM peak hour (4 inbound and 10 outbound).

Based on the results of the traffic impact analysis, the proposed industrial warehouse project would not have significant impact at any of the 5 key intersections analyzed in the

surrounding roadway system. Three of the 5 study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour. This intersection would be operating at LOS E without the project traffic due to existing traffic, ambient growth and other related projects. The addition of project traffic will not increase the volume to capacity (V/C) ratios at any signalized intersection beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines.

The critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will not be significantly impacted since project traffic will increase delay by 1.7 seconds at LOS E (less than the threshold value of 2.0 seconds) during the AM peak hour. Also, the PM peak hour LOS and delay will remain at an acceptable level with the project. The overall LOS at this intersection would be at an acceptable LOS C during both AM and PM peak hours. Since the project's impact is not significant at any of the intersections, no additional mitigation measures would be necessary for the development of this project.

Adequate parking spaces will be provided on-site for the proposed warehouse project in accordance with the parking code requirements of the City of El Monte. The total number of parking spaces required for the proposed warehouse uses will be 68 (plus 3 accessible spaces), and the project will provide a total of 72 parking spaces (including 3 regular accessible and 1 van accessible) in the on-site surface parking areas. Therefore, the project will not have any parking impacts on the neighborhood residential streets.

The site plan shows the use of truck turning template for interstate semitrailer (W-20 [W-65 and W-67]) design vehicles based on "A Policy on Geometric Design of Highway and Street". The developer will implement necessary modifications to the curb at the intersection of Arden Drive and Hickson Street, as shown in the Site Plan, to accommodate safe turns for trucks. Also, to facilitate inbound movements of cars from the north to the driveway on Arden Drive, a southbound left-turn bay (in the form of a 30 feet long, 10 feet wide two-way left-turn lane) may be constructed in the median area of Arden Drive at the driveway. This may be necessary as a minimum of 1 car is expected to use this turn bay during the peak hours.

Adequate visibility is available for the vehicles exiting Hickson Street onto Arden Drive. However, parking restriction for vehicles is recommended along the east side of Arden Drive and south side of Hickson Street for a distance of 50 feet on each street to facilitate turning of trucks from northbound Arden Drive to eastbound Hickson Street. Only a minimal number of trucks (no more than 1 during the peak hours) are expected to turn right from Hickson Street onto Arden Drive to travel north under normal operation of the project. To minimize encroachment onto southbound lanes and maintain visibility and adequate stopping sight distance from Hickson Street to the north on Arden Drive, approximately 50 feet of curb on east side of Arden Drive should be painted red to prohibit parking in this area. This prohibition of parking is not expected to significantly impact neighborhood parking conditions.

TRAFFIC IMPACT STUDY

INDUSTRIAL WAREHOUSE DEVELOPMENT

4144 ARDEN DRIVE

EL MONTE, CALIFORNIA

INTRODUCTION

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed construction of a 61,163 square feet industrial warehouse development in the City of El Monte, California. The proposed project will be located at 4144 Arden Drive within an approximately 2.60 acres (106,262 square feet) of industrially (M-2) zoned parcel of land.

The following are the key objectives of the study:

- Documentation of existing 2017 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2019) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The report provides data regarding existing operational characteristics of traffic in the general vicinity of the project, as well as an analysis of the proposed project's impacts to these existing and anticipated future traffic conditions. The report identifies and quantifies the impacts at key intersections and attempts to address the most appropriate and reasonable mitigation strategies at any impacted intersections which are identified to be operating at a deficient level of service.

This report investigates existing 2017 and anticipated future 2019 opening year traffic operating conditions. The study has been prepared per City of El Monte's latest Traffic Impact Study Guidelines.

REPORT METHODOLOGY

STUDY APPROACH

This report approaches the task of identifying and quantifying the anticipated impacts to the circulation system with a structured, "building block" methodology. The first step is to inventory and quantify existing conditions. Upon this foundation of fact, a travel forecast model, based on physical and operational characteristics of road network and manual observation of peak hour traffic movements, is structured for the entire project area and calibrated manually, by adjusting any traffic flow inconsistency, to produce reliable output, verifiable with the existing data. With the project traffic calculated and distributed onto the study area, at the anticipated opening year of the project in 2019, the travel forecast methodology is utilized to assess the project's traffic impacts at that time. The methodology utilizes a growth factor for traffic based upon regional guidelines, any other projects in the project vicinity, as well as the traffic anticipated to be introduced from the proposed project to produce the travel forecast and level-of-service data for the future target year.

The trip generation estimate is based on the 10th edition of Institute of Transportation Engineers (ITE)'s "Trip Generation" manual. Research and interviews have been conducted with local and regional agencies in order to identify and characterize the most probable trip distribution patterns within the study area.

Project impacts are identified for the future year 2019 conditions. At those intersections operating deficiently (e.g., at a level worse than LOS D) and significantly impacted by the proposed project, a mitigation measure is identified and applied, and a before-and-after mitigation analysis conducted.

LEVEL OF SERVICE CRITERIA

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.

A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six

levels of service, as extracted from the manual, are listed in **Table 1**. The thresholds of level of service for signalized and unsignalized intersections are shown in **Table 2**.

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

For the study area signalized intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies.

While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios.

For the study area unsignalized intersections, the Highway Capacity Manual (HCM) method for unsignalized intersections has been utilized to determine intersection levels of service.

**TABLE 1
 LEVEL OF SERVICE DEFINITIONS**

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

**TABLE 2
 LEVEL OF SERVICE CRITERIA**

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)	Volume to Capacity (V/C) Ratio
A	0 - 10	< or = 10	0 - 0.60
B	> 10 - 15	> 10 - 20	> 0.60 - 0.70
C	> 15 - 25	> 20 - 35	> 0.70 - 0.80
D	> 25 - 35	> 35 - 55	> 0.80 - 0.90
E	> 35 - 50	> 55 - 80	> 0.90 - 1.00
F	> 50	> 80 or a V/C ratio equal to or greater than 1.0	> 1.00

EXISTING ROADWAY SYSTEM AND TRAFFIC VOLUMES

EXISTING CIRCULATION NETWORK

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated.

Figure 1. Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project. **Figure 2** shows an aerial view of the circulation network. Major east-west regional access to the site is provided by Valley Boulevard. Major north-south regional access is provided by Arden Drive.

FIGURE 1: VICINITY MAP

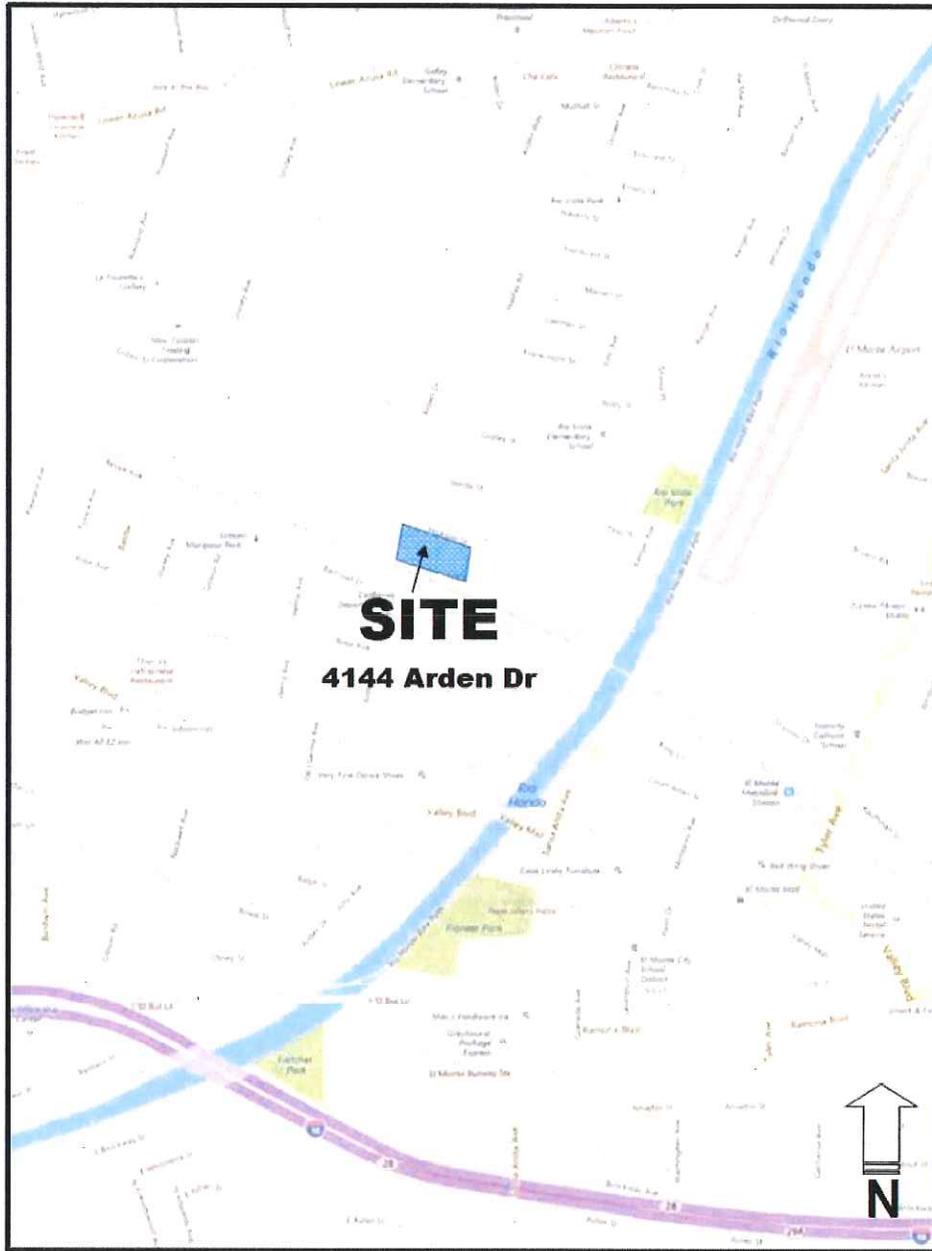
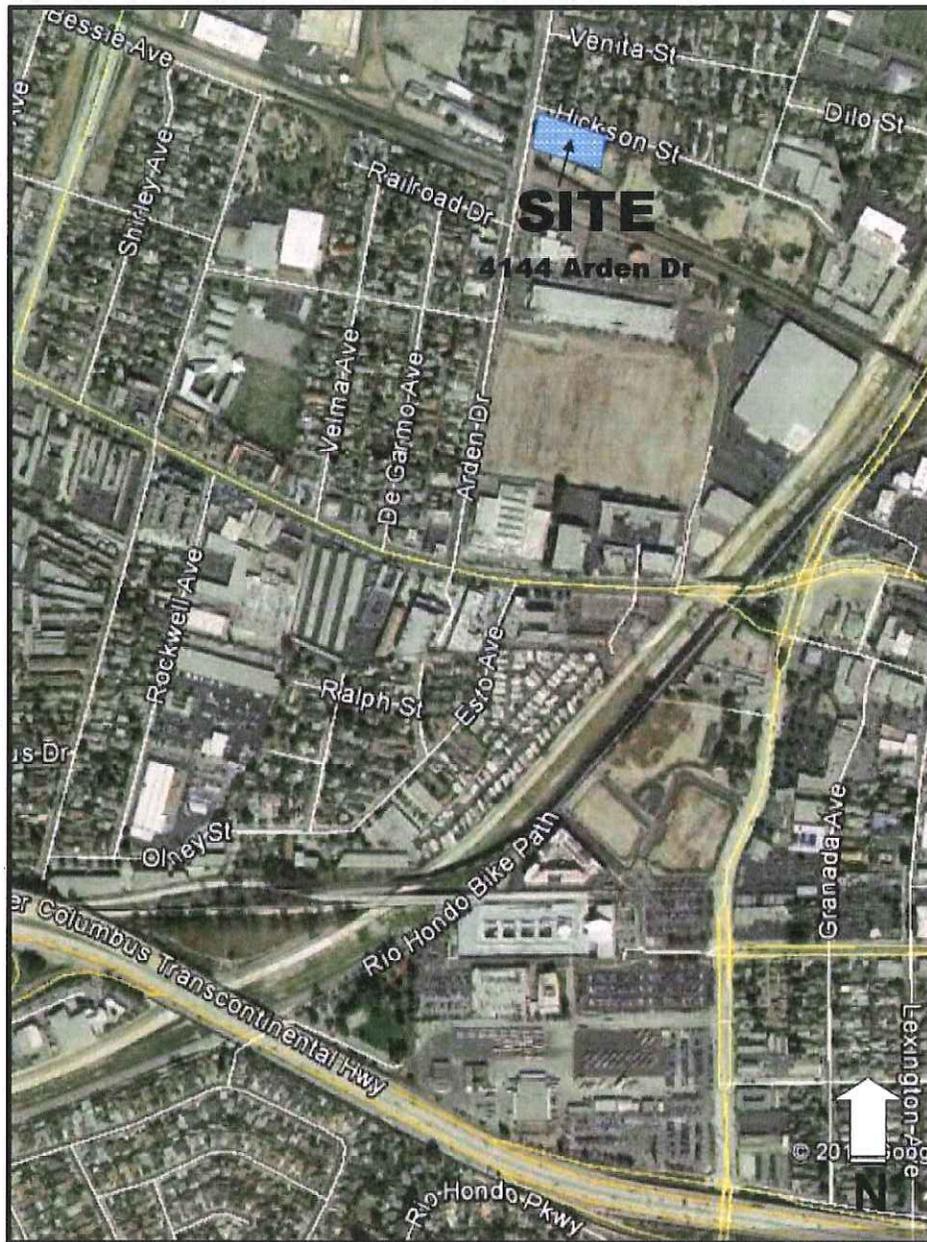


FIGURE 2: AERIAL VIEW OF CIRCULATION NETWORK



The project would provide one full-access driveway on Arden Drive for regular non-truck vehicles. For trucks, a separate full access driveway will be provided on Hickson Street. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

ARDEN DRIVE. Arden Drive is a north-south secondary arterial street in the vicinity of the project, striped with two travel lanes in each direction. Directional travel is separated by double yellow lines along the center. The street is approximately 56 feet wide and posted with a speed limit of 35 miles per hour. Most of the key intersections along Arden Drive are signalized. The intersection of Arden Drive and Hickson Street is a T-intersection (with Hickson Street joining Arden Drive from the east) and controlled by a STOP sign placed on Hickson Street. Exclusive left-turn lanes are provided at major intersections. Parking is prohibited on both the east and west sides of Arden Drive south of Hickson Street and on the west side of Arden Drive north of Hickson Street.

VALLEY BOULEVARD. Valley Boulevard is a major east-west arterial street with two travel lanes in each direction. Directional travel is separated by double yellow lines along the center. The street is approximately 76 feet wide and posted with a speed limit of 35 miles per hour. Most of the key intersections along Valley Boulevard are signalized. Parking is permitted along the sides of the street. Valley Boulevard is a designated truck route within the City.

HICKSON STREET. Hickson Street is an east-west local street with one travel lane in each direction. The street is approximately 36 feet wide and has a prime facie speed limit of 25 miles per hour. The intersection of Hickson Street with Arden Drive is stop-controlled with a STOP sign placed on Hickson Street. Parking is permitted along the sides of the street. Hickson Street is a cul-de-sac at its eastern terminus.

EXISTING TRAFFIC VOLUMES

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of June 2017 while schools were in session. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following key intersections would be analyzed in the study:

- Arden Drive and Hickson Street (Unsignalized, Stop sign on Hickson Street)
- Arden Drive and Valley Boulevard (Signalized)
- Arden Drive and Lower Azusa Road (Signalized)
- Baldwin Avenue and Valley Boulevard (Signalized)
- Santa Anita Avenue and Valley Boulevard (Signalized)

Existing lane configurations at the key intersections are shown in **Figure 3**.

Existing turning movement counts for AM and PM peak hour conditions are shown in **Figure 4**.

Detailed turning movement counts are included in the Technical Appendix of this report.

EXISTING 2017 TRAFFIC CONDITIONS

Year 2017 existing traffic conditions were evaluated for intersections using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis.

Table 3 presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

Based on the results of this analysis, all of the 5 study intersections are operating at an acceptable LOS D or better during the existing 2017 AM and PM peak hours, as shown in **Table 3**.

FIGURE 3: EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

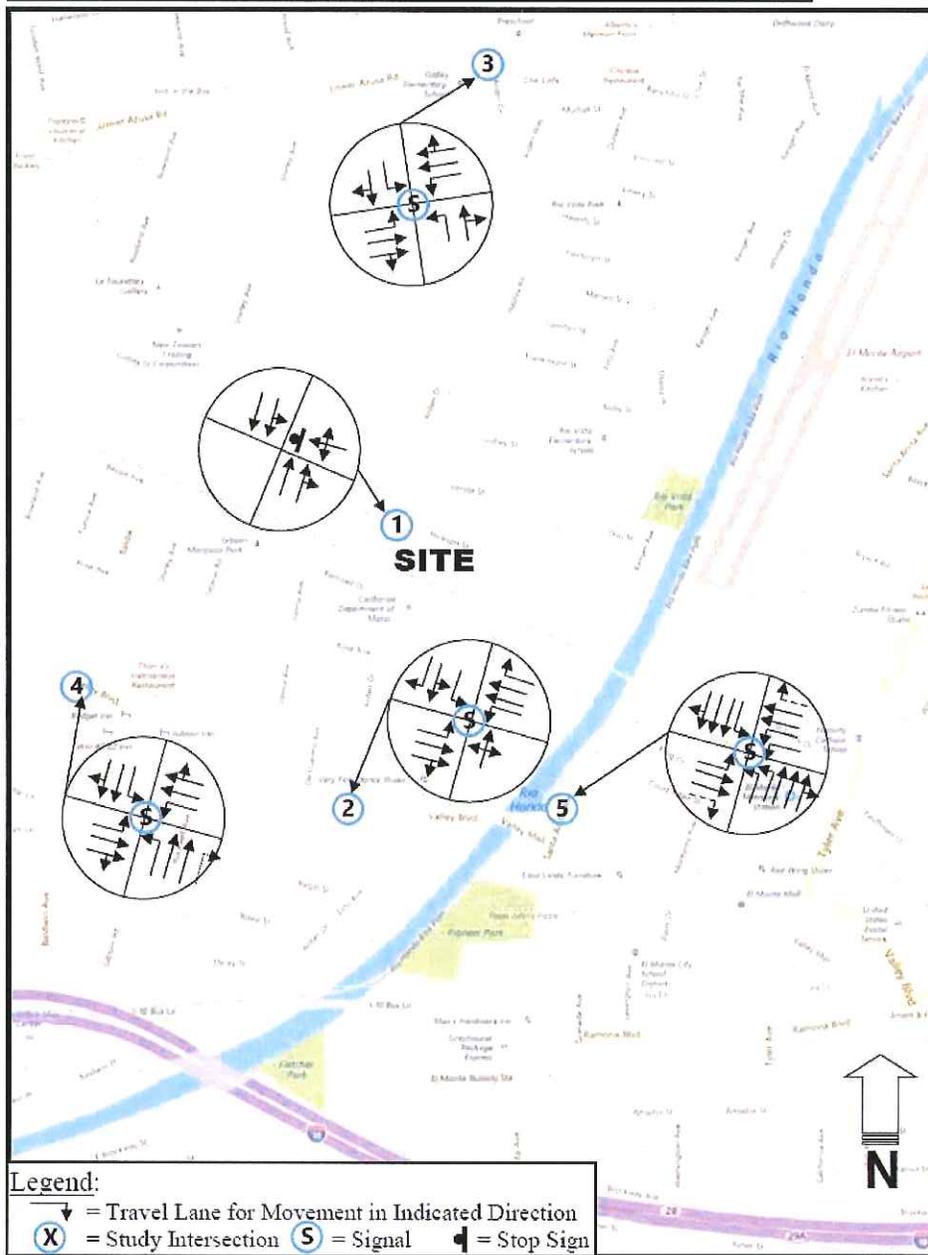
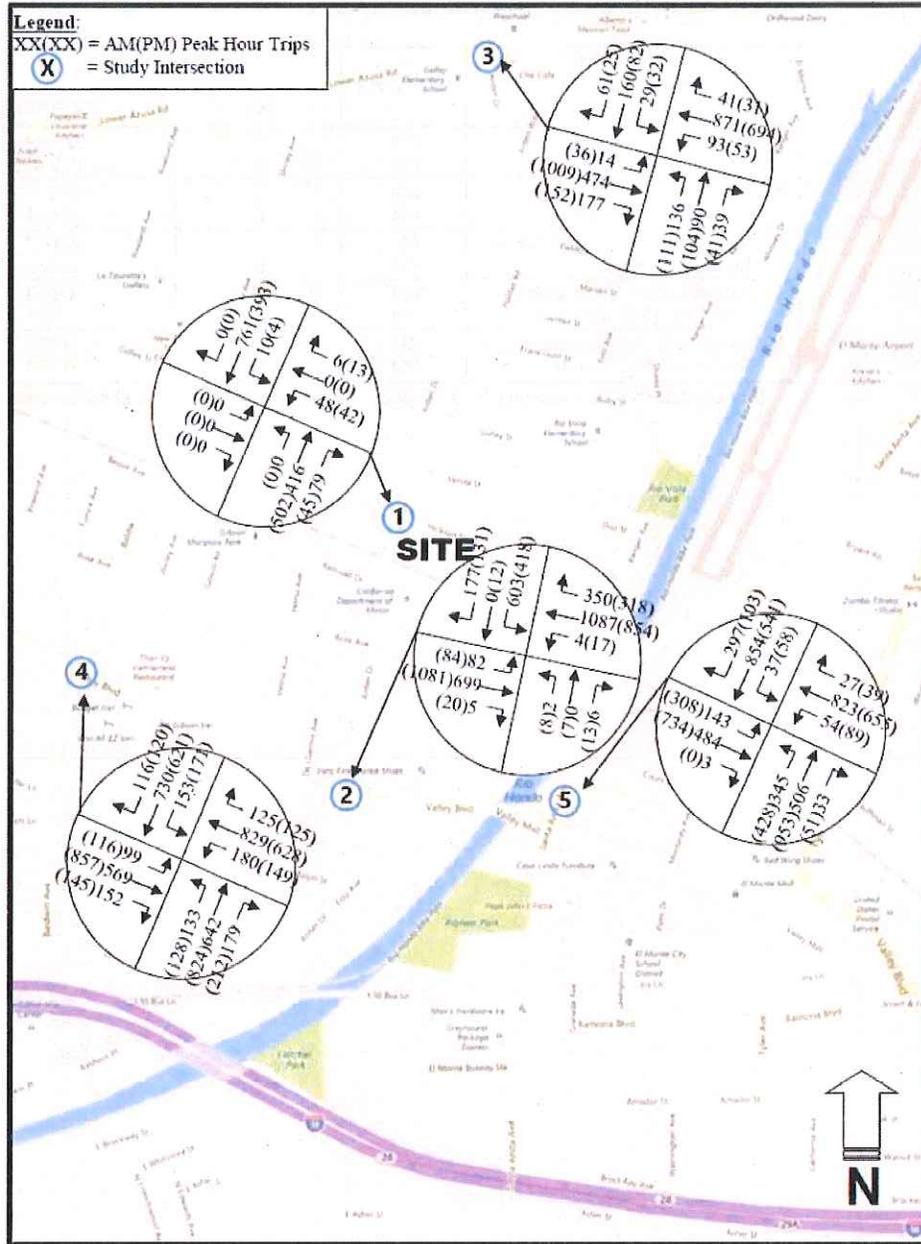


FIGURE 4: EXISTING 2017 TRAFFIC VOLUMES AT KEY INTERSECTIONS



**TABLE 3
 EXISTING CONDITIONS (2017) LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	Existing 2017 Conditions	
		LOS	V/C (Delay)
1. Arden Drive and Hickson Street (Unsignalized)	AM	C	27.7 sec
	PM	C	16.2 sec
2. Arden Drive and Valley Boulevard (Signalized)	AM	C	0.745
	PM	B	0.644
3. Arden Drive and Lower Azusa Road (Signalized)	AM	B	0.617
	PM	B	0.632
4. Baldwin Avenue and Valley Boulevard (Signalized)	AM	D	0.808
	PM	D	0.871
5. Santa Anita Avenue and Valley Boulevard (Signalized)	AM	D	0.806
	PM	C	0.780

(For unsignalized intersections, the LOS and Delay shown are for the worst critical approach)

OPENING YEAR 2019 PRE-PROJECT CONDITIONS

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2019 base condition (i.e., a factor of 1.02 was applied to 2017 volumes to obtain 2019 base traffic volumes due). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area.

Per City's records, there are ten (10) other related projects located in the vicinity of the project that will contribute to cumulative traffic volumes with the development of this project.

The locations of these related projects are shown in **Figure 5**.

Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).

Table 4 shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 3,689 trips (2,072 inbound and 1,617 outbound) during the average weekday AM peak hour. The average weekday PM peak hour trips will be approximately 4,050 trips (2,042 inbound and 2,008 outbound).

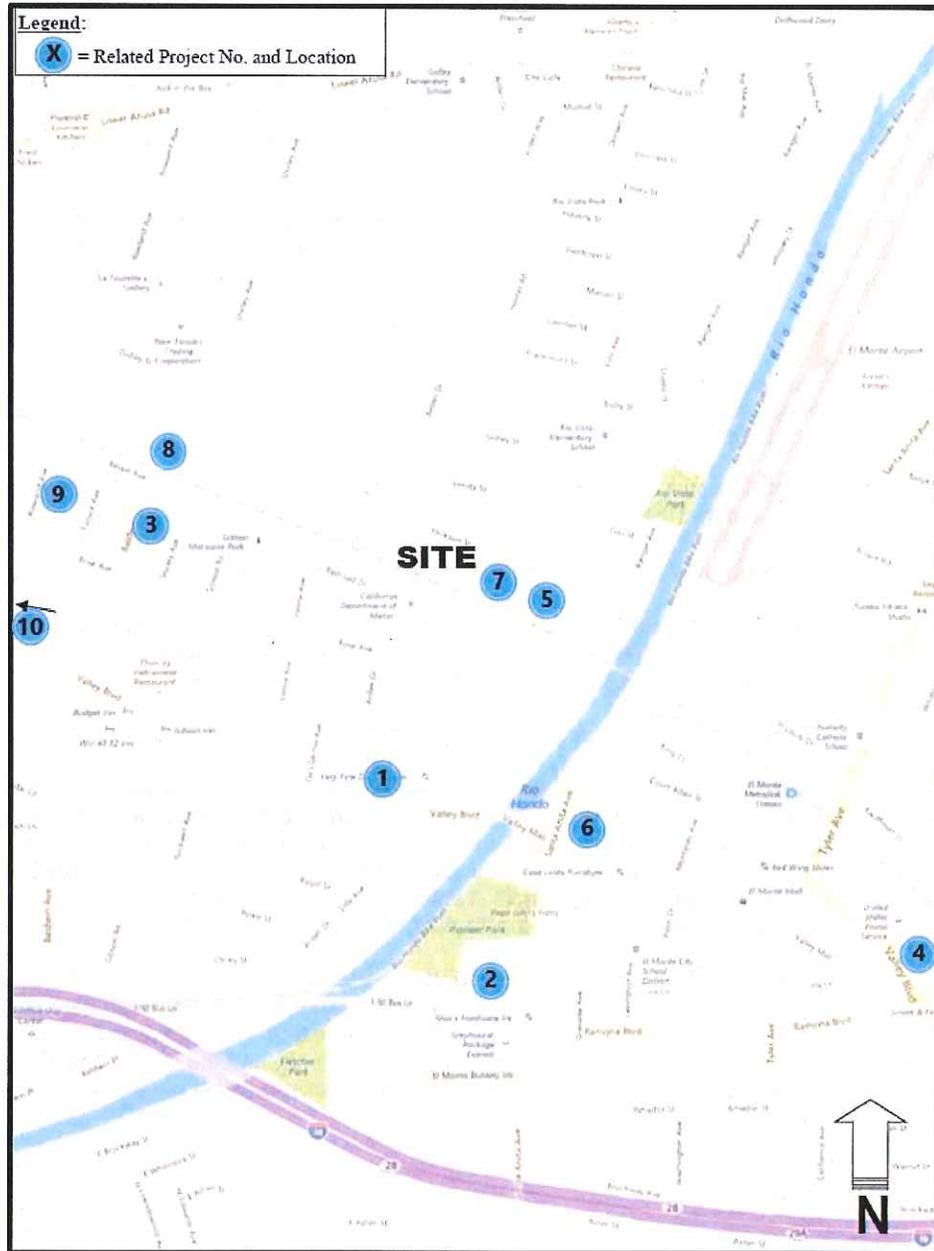
The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2019 pre-project traffic condition for the AM and PM peak hours.

Figure 6 shows future 2019 pre-project traffic volumes at the study intersections.

This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2019 pre-project conditions (without project) are shown in **Table 5**. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

As the results indicate, 3 of the 5 study intersections will continue to operate at an acceptable LOS D or better during the future 2019 AM and PM peak hours with related projects. As shown in **Table 5**, the intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour, and the critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be operating at LOS E during the AM peak hour.

FIGURE 5: RELATED PROJECT LOCATIONS



**TABLE 4
 TRIP GENERATION BY RELATED PROJECTS**

ITE Code	Size & Unit	Land Use	Average Traffic Volume					
			AM Peak Hour			PM Peak Hour		
			IN	OUT	Total	IN	OUT	Total
Related Project 1: E/O Arden Dr and N/O Valley Bl (Walmart)								
813	182.50 KSF	Free-Standing Discount Superstore	189	149	338	389	405	794
		Less Pass-by (18% AM, 28% PM)	-34	-27	-61	-109	-113	-222
		Net Total	155	122	277	280	292	572
Related Project 2: 3527 Santa Anita Ave								
411	1.5 Acre	City Park	6	5	11	11	11	22
565	20 KSF	Day Care/Preschool	114	92	206	93	115	208
232	1203 DU	Condominium	42	230	272	165	82	247
820	262.14 KSF	Retail	112	70	182	334	329	663
		Less Pass-by	22	-14	-36	-67	-6	-133
933	11.7 KSF	Restaurant (Counter Service)	249	10	408	107	89	196
		Less Pass-by	-50	-32	-82	-21	-18	-39
932	153.9 KSF	Restaurant (Table Service)	745	663	1408	702	391	1093
		Less Pass-by	-149	-133	-282	-140	-78	-219
220	647 DU	Apartment	35	184	210	152	66	218
310	200 Room	Hotel	47	39	86	47	33	81
710	41.5 KSF	Conference Center	47	6	53	8	42	50
710	500 KSF	Office	570	71	641	96	508	604
445	80 KSF	Theater	0	0	0	127	68	195
		Net Total	1745	1341	3086	1613	1572	3185
Related Project 3: 4102-4165 Baldwin Avenue & 9960 Bessie Avenue – 55 Affordable Units								
232	55 DU	Condominium	4	20	24	19	9	28
Related Project 4: 11127 Ramona Bl – 62 Townhomes including 4 live work Units								
232	62 DU	Townhomes	5	23	28	22	10	32
Related Project 5: 10620 Hickson Street								
150	67.111 KSF	Warehouse	29	8	37	10	29	39
Related Project 6: 10620 Valley Bl (Norms Restaurant)								
931	6.8 KSF	Restaurant	3	3	6	34	17	51
Related Project 7: 10460 Hickson Street								
150	93.927 KSF	Warehouse	30	8	38	11	30	41
Related Project 8: 4200 Baldwin Ave								
150	22.963 KSF	Warehouse	7	2	9	3	7	10
Related Project 9: 4127-4143 Rowland Ave								
220	72 DU	Apartment	7	29	36	29	16	45
Related Project 10: 9933 Valley Bl								
814	17.222 KSF	Retail	57	61	118	21	26	47
		TOTAL	2,072	1,617	3,689	2,042	2,008	4,050

[Per Consultation with City Staff and Cumulative Project List. Trip Generation rates are from Institute of Transportation Engineers (ITE)'s "Trip Generation", 9th Edition, 2010]

FIGURE 6: DISTRIBUTION OF RELATED PROJECTS' TRAFFIC

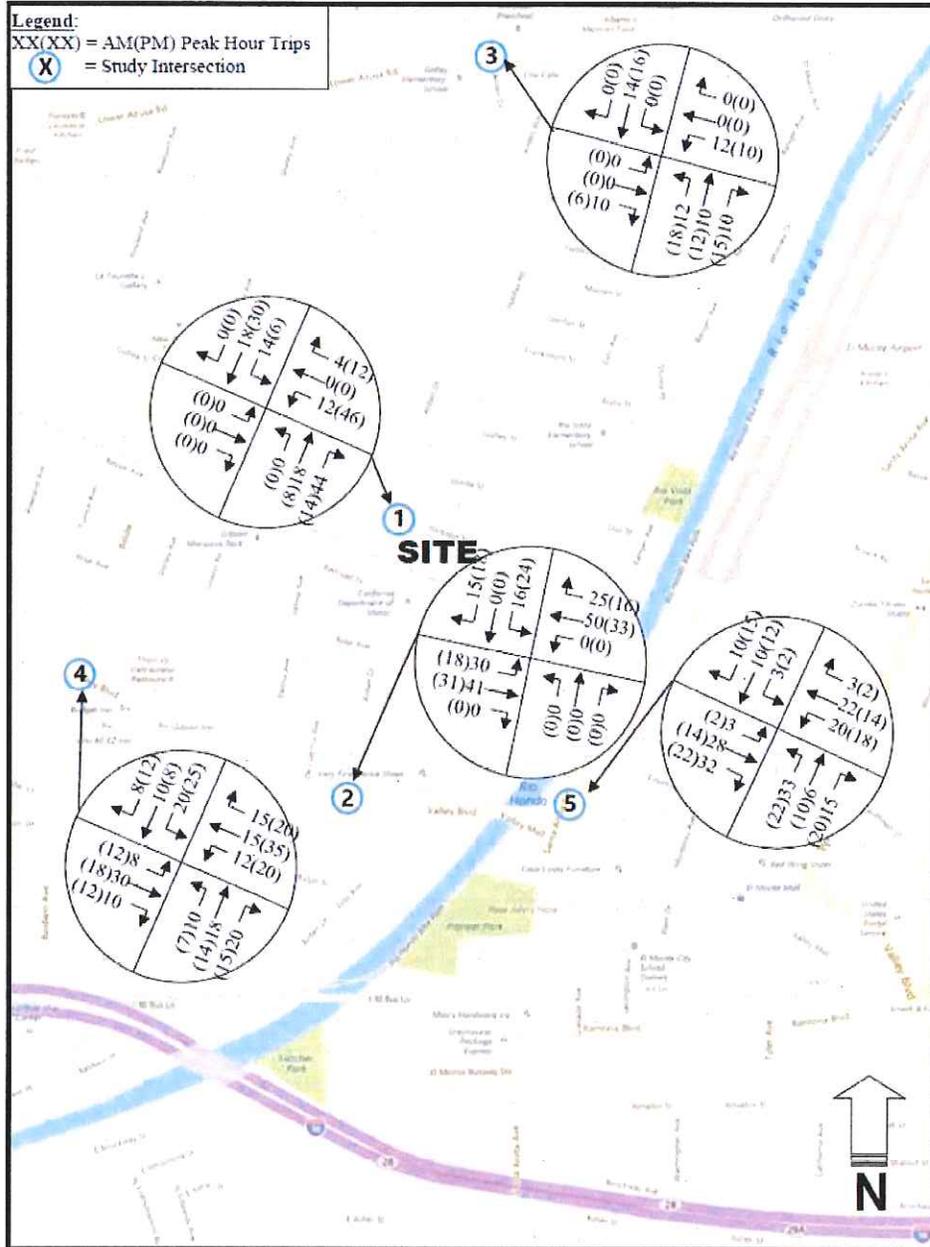
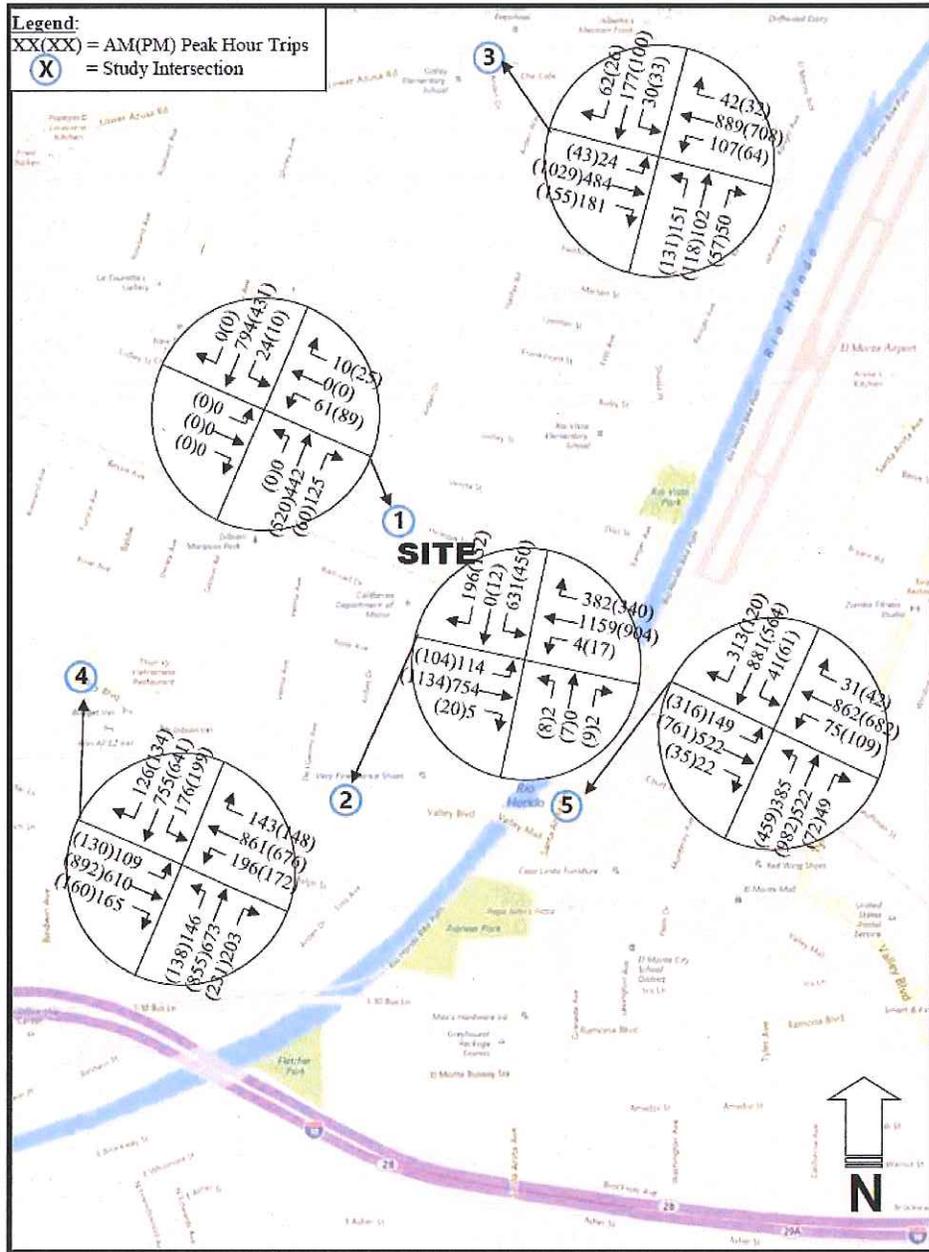


FIGURE 7: FUTURE 2019 PRE-PROJECT TRAFFIC VOLUMES AT INTERSECTIONS



**TABLE 5
 2019 PRE-PROJECT FUTURE CONDITIONS LEVEL OF SERVICE SUMMARY**

Intersection	Peak Hour	Future 2019 Conditions Without Project	
		LOS	V/C (Delay)
1. Arden Drive and Hickson Street (Unsignalized)	AM	E	39.6 sec
	PM	C	21.0 sec
2. Arden Drive and Valley Boulevard (Signalized)	AM	C	0.799
	PM	B	0.674
3. Arden Drive and Lower Azusa Road (Signalized)	AM	B	0.650
	PM	B	0.670
4. Baldwin Avenue and Valley Boulevard (Signalized)	AM	D	0.848
	PM	E	0.928
5. Santa Anita Avenue and Valley Boulevard (Signalized)	AM	D	0.845
	PM	D	0.813

(For unsignalized intersections, the LOS and Delay shown are for the worst critical approach)

PROPOSED PROJECT

PROJECT DESCRIPTION

The proposed industrial warehouse project consists of demolishing all existing structures on-site and constructing a new building to provide a total of 61,163 square feet of warehouse uses. The proposed project will be located at 4144 Arden Drive within a 2.6-acre parcel of land (106,262 square feet) in the City's industrial (M-2) Zoning District.

Non-truck vehicular access to the project site will be provided by a full access 30-foot driveway on Arden Drive. A separate 40-foot driveway will be provided on Hickson Street. This driveway will accommodate both ingress and egress of vehicles, including trucks.

Surface parking will consist of 72 parking spaces. Of the total, 4 parking spaces will be ADA-compatible spaces (3 regular accessible spaces and 1 van accessible space).

Figure 8 shows the proposed site plan for the project.

PROJECT TRIP GENERATION

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" manual, 10th edition, published by the Institute of Transportation Engineers (ITE) in September 2017. Additionally, information and data from City of Fontana's "Truck Trip Generation Study", 2003 were used to estimate truck percentages of all new vehicular trips associated with a Light Warehouse ($\leq 100,000$ gross square feet). The truck trips were converted into passenger car equivalents (PCE) using a 2.0 equivalence factor (i.e., 1 truck = 2 passenger cars) for intersection capacity and level of service analyses.

Table 6 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 128 vehicular trips (expressed in passenger car equivalents) per average day (64 inbound and 64 outbound). The average weekday new peak hour trips (expressed in passenger car equivalents) will be approximately 12 trips during the AM peak hour (9 inbound and 3 outbound), and 14 trips during the PM peak hour (4 inbound and 10 outbound).

TRIP DISTRIBUTION AND ASSIGNMENT

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics, and in consultation with City staff.

Figure 9 depicts the regional trip distribution percentages to and from the site.

Figure 10 depicts project traffic volumes at key circulation locations during the AM and PM peak hours.

Year 2017 post-project (i.e., existing plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2017 post-project conditions (with project) are summarized in **Table 7**. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

The results indicate that all 5 study intersections will continue to operate at an acceptable LOS D or better during the AM and PM peak hours as shown in **Table 7**.

**TABLE 6
 TRIP GENERATION BY INDUSTRIAL WAREHOUSE PROJECT**

ITE Code	Size & Unit	Trip Generation Rate							Average Traffic Volume					
		Daily Total	AM Peak Hour		PM Peak Hour			Daily Total	AM Peak Hour		PM Peak Hour			
			Total	%IN	%OUT	Total	%IN		%OUT	IN	OUT	Total	IN	OUT

TOTAL VEHICLE TRIP GENERATION

150	61,163 GSF	1.74	0.17	77%	23%	0.19	27%	73%	106	8	2	11	3	9	12
-----	---------------	------	------	-----	-----	------	-----	-----	-----	---	---	----	---	---	----

TRUCK TRIP GENERATION (20% OF VEHICULAR TRIPS PER FONTANA STUDY)

Truck Trips	22	2	0	2	1	2	2
-------------	----	---	---	---	---	---	---

PASSENGER CAR EQUIVALENT (PCE) TRIP GENERATION

Truck in PCE (1 truck = 2 passenger cars)	44	3	1	4	1	3	4
---	----	---	---	---	---	---	---

Non-truck (Passenger Car Equivalent) Trips	84	6	2	8	3	7	10
--	----	---	---	---	---	---	----

Net New Trips in PCE	128	9	3	12	4	10	14
----------------------	-----	---	---	----	---	----	----

Note: All trip rates are average rates per Institute of Transportation Engineers (ITE)'s "Trip Generation", 10th Edition, 2017

Ref. Institute of Transportation Engineers (ITE)'s "Trip Generation". 10th Edition, 2017 (for total vehicle trip generation and enter/exit split), and City of Fontana's "Truck Trip Generation Study", 2003 (truck mix)

FIGURE 9: PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION

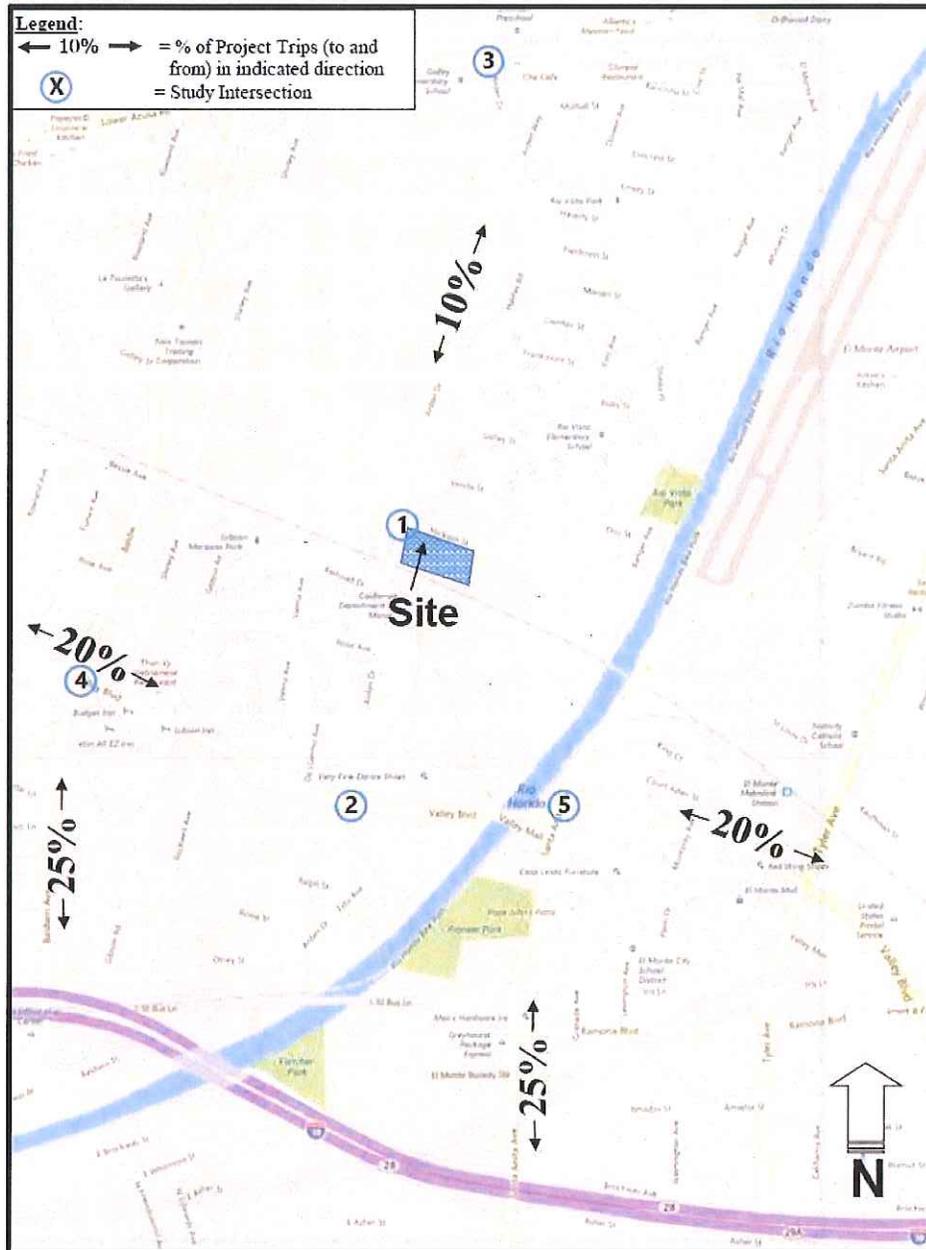
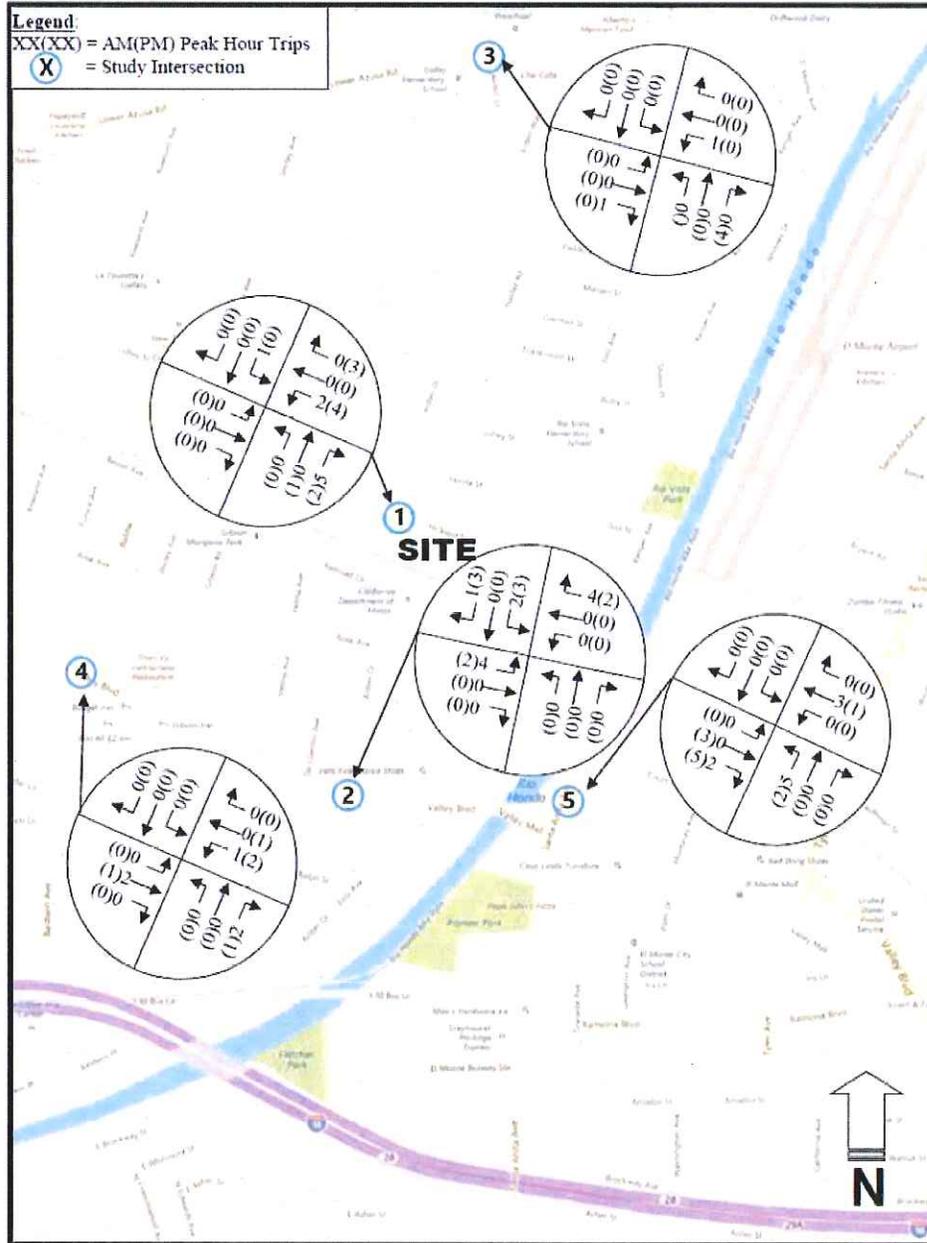


FIGURE 10: DISTRIBUTION OF PROJECT TRAFFIC



**TABLE 7
 EXISTING 2017 LEVEL OF SERVICE SUMMARY WITH PROJECT**

Intersection	Peak Hour	Existing 2017 Conditions With Project	
		LOS	V/C (Delay)
1. Arden Drive and Hickson Street (Unsignalized)	AM	D	28.4 sec
	PM	C	16.3 sec
2. Arden Drive and Valley Boulevard (Signalized)	AM	C	0.748
	PM	B	0.645
3. Arden Drive and Lower Azusa Road (Signalized)	AM	B	0.617
	PM	B	0.632
4. Baldwin Avenue and Valley Boulevard (Signalized)	AM	D	0.808
	PM	D	0.872
5. Santa Anita Avenue and Valley Boulevard (Signalized)	AM	D	0.807
	PM	C	0.781

(For unsignalized intersections, the LOS and Delay shown are for the worst critical approach)

2019 CUMULATIVE CONDITIONS WITH PROJECT TRAFFIC

2019 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES WITH PROJECT

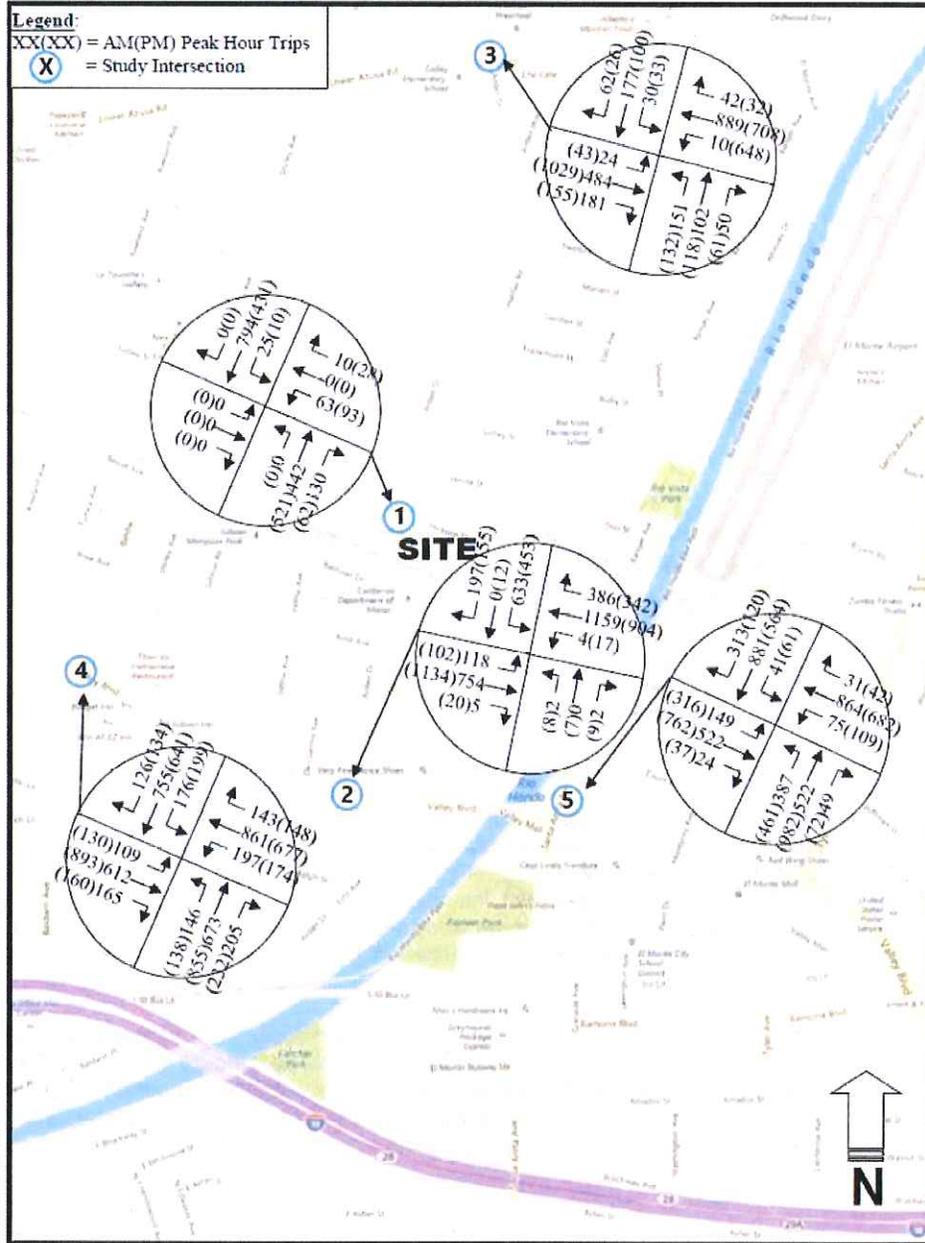
The 2019 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2019 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic.

Figure 11 shows Year 2019 post-project cumulative volumes for AM and PM peak hours.

Year 2019 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method (or HCM delay method for unsignalized intersections) of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios (or delay for unsignalized intersections) for the study intersections under 2019 post-project cumulative conditions (with project) are summarized in Table 8. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

The results indicate that 3 of the 5 study intersections will continue to operate at an acceptable LOS D or better during the AM and PM peak hours as shown in Table 8. The intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour, and the critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be operating at LOS E during the AM peak hour.

FIGURE 11: FUTURE 2019 POST-PROJECT TRAFFIC VOLUMES



**TABLE 8
 FUTURE 2019 LEVEL OF SERVICE SUMMARY WITH PROJECT**

Intersection	Peak Hour	Future 2019 Conditions With Project	
		LOS	V/C (Delay)
1. Arden Drive and Hickson Street (Unsignalized)	AM	E	41.3 sec
	PM	C	21.4 sec
2. Arden Drive and Valley Boulevard (Signalized)	AM	C	0.802
	PM	B	0.676
3. Arden Drive and Lower Azusa Road (Signalized)	AM	B	0.650
	PM	B	0.670
4. Baldwin Avenue and Valley Boulevard (Signalized)	AM	D	0.848
	PM	E	0.930
5. Santa Anita Avenue and Valley Boulevard (Signalized)	AM	D	0.846
	PM	D	0.813

(For unsignalized intersections, the LOS and Delay shown are for the worst critical approach)

PROJECT IMPACT AND MITIGATION MEASURES

As indicated in the previous section, 3 of the 5 study intersections will continue to operate at an acceptable LOS D or better during the AM and PM peak hours. The intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour. Note that this intersection would be operating at LOS E without the project traffic due to ambient growth and other related projects.

The critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will be operating at LOS E during the AM peak hour. This intersection also would be operating at LOS E without the project traffic due to ambient growth and other related projects.

The project's off-site traffic impact would not be considered significant at any of the study intersections based on volume to capacity ratio (or average delay for unsignalized intersections) and level of service expected after the project. A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios (or average delay for unsignalized intersections) at key intersections under the future pre-project conditions with future post-project conditions. An LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is unacceptable. A project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F at signalized intersections. For unsignalized intersections, a significant impact is an increase in delay of 2.0 seconds or more at LOS E, or 1.0 second or more at LOS F.

The LOS, V/C ratio (or ICU) for the study intersections under 2019 cumulative conditions (with project as well as without project) are summarized in **Table 9** to compare Project's traffic impact at key intersections. As the results indicate, the increase in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts at any of the signalized intersections.

The critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will not be significantly impacted since project traffic will increase delay by 1.7 seconds at LOS E (less than the threshold value of 2.0 seconds) during the AM peak hour. Also, the PM peak hour LOS and delay will remain at an acceptable level with the project. The overall LOS at this intersection would be at an acceptable LOS C during both AM and PM peak hours.

Since the project's impact is not significant at any of the signalized intersections, no additional mitigation measures would be necessary for the development of this project.

**TABLE 9
 FUTURE 2019 LEVEL OF SERVICE SUMMARY WITH AND WITHOUT PROJECT**

Intersection	Peak Hour	Future 2019 Conditions				Increase in V/C (or Delay) by Project
		Without Project		With Project		
		LOS	V/C (Delay)	LOS	V/C (Delay)	
1. Arden Drive and Hickson Street (Unsignalized)	AM	E	39.6 sec	E	41.3 sec	1.7 sec
	PM	C	21.0 sec	C	21.4 sec	0.4 sec
2. Arden Drive and Valley Boulevard (Signalized)	AM	C	0.799	C	0.802	0.003
	PM	B	0.674	B	0.676	0.002
3. Arden Drive and Lower Azusa Road (Signalized)	AM	B	0.650	B	0.650	0.000
	PM	B	0.670	B	0.671	0.001
4. Baldwin Avenue and Valley Boulevard (Signalized)	AM	D	0.848	D	0.848	0.000
	PM	E	0.928	E	0.930	0.002
5. Santa Anita Avenue and Valley Boulevard (Signalized)	AM	D	0.845	D	0.846	0.001
	PM	D	0.813	D	0.813	0.000

(For unsignalized intersections, the LOS and Delay shown are for the worst critical approach)

SITE ACCESS ANALYSIS

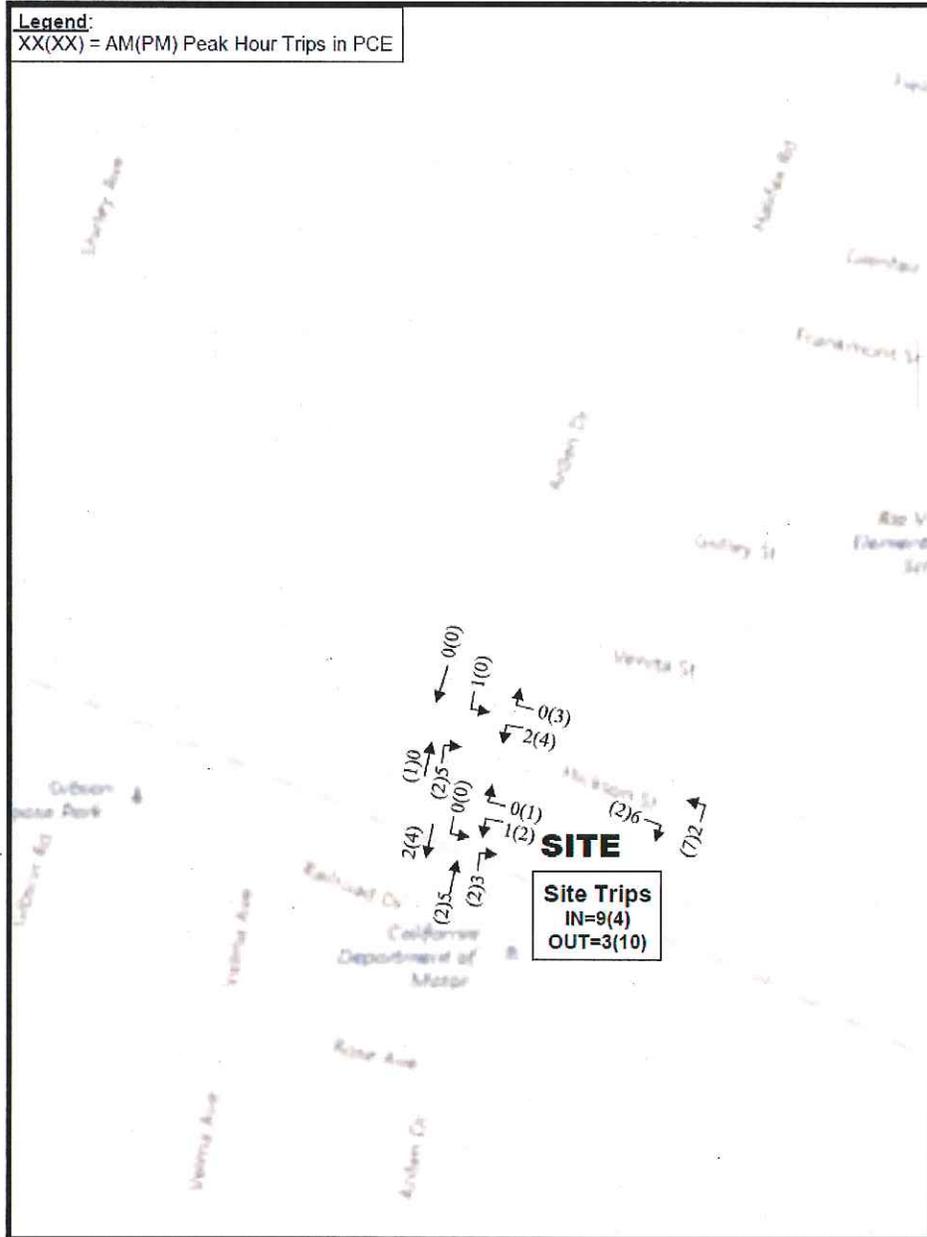
The project will provide one 30-foot full-access driveway on Arden Drive and one 40-foot full-access driveway on Hickson Street. The driveway on Arden Drive will be restricted for passenger cars only. The driveways will accommodate both ingress and egress of vehicles. Figure 12 shows total trips in passenger car equivalent (PCE) from the site.

A maximum of 6 vehicles (in PCE) or 2 trucks and 1 car will enter the site during the AM peak hour from the west by making a right-turn movement from Hickson Street. A maximum of 7 vehicles (in PCE) or 2 trucks and 3 cars will exit the site during the PM peak hour to the west by making a left-turn movement.

Considering existing Hickson Street low traffic volumes (i.e., 89 eastbound and 54 westbound during the AM peak hour, and 49 eastbound and 55 westbound during the PM peak hour), the ingress/egress of trucks at the project driveway on Hickson Street will not be impacted.

Hickson Street is on a straight and flat alignment at the project's truck driveway. Therefore, adequate sight distance is available for the entering and exiting vehicles via the driveway.

FIGURE 12: PROJECT TRAFFIC AT DRIVEWAYS



The site plan shows the use of truck turning template for interstate semitrailer (W-20 [W-65 and W-67]) design vehicles based on "A Policy on Geometric Design of Highway and Street". The developer will implement necessary modifications to the curb at the intersection of Arden Drive and Hickson Street, as shown in the Site Plan (Figure 8), to accommodate safe turns for trucks. Also, to facilitate inbound movements of cars from the north to the driveway on Arden Drive, a southbound left-turn bay (in the form of a 30 feet long, 10 feet wide two-way left-turn lane) may be constructed in the median area of Arden Drive at the driveway. This may be necessary as a minimum of 1 car is expected to use this turn bay during the peak hours, as shown on Figure 12.

Adequate visibility is available for the vehicles exiting Hickson Street onto Arden Drive. However, parking restriction for vehicles is recommended along the east side of Arden Drive and south side of Hickson Street for a distance of 50 feet on each street to facilitate turning of trucks from northbound Arden Drive to eastbound Hickson Street. Only a minimal number of trucks are (no more than 1 during the peak hours) expected to turn right from Hickson Street onto Arden Drive to travel north under normal operation of the project. To minimize encroachment onto southbound lanes and maintain visibility and adequate stopping sight distance from Hickson Street to the north on Arden Drive, approximately 50 feet of curb on east side of Arden Drive should be painted red to prohibit parking in this area. This prohibition of parking is not expected to significantly impact neighborhood parking conditions.

PARKING DEMAND ANALYSIS

Adequate parking spaces will be provided on-site for the proposed industrial warehouse project in accordance with the parking code requirements of the City of El Monte.

The City's parking code requires 1 space per 400 sq. ft. of up to 5,000 sq. ft. of warehouse uses, 1 space per 500 sq. ft. of next 5,000 sq. ft. (i.e., up to 10,000 sq. ft.) of warehouse uses, 1 space per 750 sq. ft. of next 15,000 sq. ft. (i.e., up to 25,000 sq. ft.) of warehouse uses and 1 space per 1,500 sq. ft. of above 25,000 sq. ft. of warehouse uses. Accordingly, 13 spaces will be required for first 5,000 sq. ft. (i. e., $5,000/400 = 13$), 10 spaces will be required for next 5,000 sq. ft. (i. e., $5,000/500 = 10$), 20 spaces will be required for next 15,000 sq. ft. (i. e., $15,000/750 = 20$) and 25 spaces will be required for the remaining 36,163 sq. ft. (i. e., $36,163/1,500 = 25$) of warehouse uses of the project. The total number of parking spaces required will be 68 (i. e., $13 + 10 + 20 + 25 = 68$). Additionally, 3 spaces will be required for accessible parking.

Surface parking to be provided on-site will consist of 72 parking spaces. Of the total, 4 parking spaces will be ADA-compatible spaces (3 will be 14'X19' regular accessible, 1 will be 17'X19' van accessible). Therefore, the project's parking demand will be adequately satisfied by on-site parking spaces, and the project will not have any parking impacts on the neighborhood residential streets.

CONCLUSION

Based on the results of the traffic impact analysis, the proposed industrial warehouse project would not have significant impact at any of the 5 key intersections analyzed in the surrounding roadway system. Three of the 5 study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Baldwin Avenue and Valley Boulevard will be operating at LOS E during the PM peak hour. This intersection would be operating at LOS E without the project traffic due to existing traffic, ambient growth and other related projects. The addition of project traffic will not increase the volume to capacity (V/C) ratios at any signalized intersection beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines.

The critical approach (Hickson Street) of the intersection of Arden Drive and Hickson Street will not be significantly impacted since project traffic will increase delay by 1.7 seconds at LOS E (less than the threshold value of 2.0 seconds) during the AM peak hour. Also, the PM peak hour LOS and delay will remain at an acceptable level with the project. The overall LOS at this intersection would be at an acceptable LOS C during both AM and PM peak hours.

Since the project's impact is not significant at any of the intersections, no additional mitigation measures would be necessary for the development of this project.

Adequate parking spaces will be provided on-site for the proposed industrial warehouse project in accordance with the parking code requirements of the City of El Monte. The total number of parking spaces required for the proposed warehouse uses will be 68 (plus 3 accessible spaces), and the project will provide a total of 72 parking spaces (including 3 regular accessible and 1 van accessible) in the on-site surface parking areas. Therefore, the project will not have any parking impacts on the neighborhood residential streets.

APPENDIX C – NO FURTHER ACTION LETTER

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

Refer reply to:
Health Hazardous Materials Division
3825 Rickoverhacker Rd.
Commerce CA 90040-302

September 1, 2015

David L. Sipple, PE
Neevah Enterprises Inc.
2121 Brooks Avenue
Neevah, WI 54956

Dear Mr. Sipple:

**FORMER GREGG INDUSTRIES FOUNDRY, 10460 HICKSON STREET, EL MONTE, CA 91731
(SMU FILE #11-840/RO0001354)**

This Department has completed a review of the reports entitled, "Remediation Report for the Removal of Lead and TPH Impacted Soils and PCB Impacted Asphalt, Concrete, Metal, and Soils, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731," dated February 2015, "Soil Management and Due Diligence Report, Site Remediation, Hardscape Removal, and Rough Grading, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731," dated June, 2015; "Guard Shack Remediation, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731," dated August 2015, and, "SMP 7-15 Remediation, Gregg Industries, Inc., 10460 Hickson Street, El Monte, California 91731" dated August 2015, submitted by your consultant AECOM Technical Services, Inc (AECOM). This Department also reviewed the "Notice of Environmental Condition and Environmental Restriction, Regarding Assessors Parcel Numbers 8576-025-037, 8576-027-030 and 8576-027-031," recorded at the Los Angeles County Recorder's Office on August 28, 2015. This notice restricts the site to commercial/industrial use due to the presence of contaminants in the onsite soil and soil vapor that exceed residential environmental screening levels.

Based on information provided in the reports and with the provision that the information was accurate and representative of existing conditions, we concur with your consultant that the known site contamination has been satisfactorily mitigated for commercial/industrial site use and no further action is required at the subject site. The Site Mitigation Unit of this Department has no further requirement or restriction relating to this site at this time.

This letter, however, does not relieve you of any liability under the California Health and Safety Code, the State Water Code, or other applicable laws and regulations, nor does it relieve you of responsibility for any unidentified conditions or future operations that could pose an environmental concern.

If you have any questions, please feel free to call Richard Clark at (323) 890-4108.

Respectfully submitted,

RICHARD CLARK, SUPERVISOR
SITE MITIGATION UNIT
HEALTH HAZARDOUS MATERIALS DIVISION

RC:rc

cc: D. Koch, AECOM

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

MITIGATION MONITORING AND REPORTING PROGRAM

**ARDEN INDUSTRIAL DEVELOPMENT
4144 ARDEN DRIVE
EL MONTE, CALIFORNIA 91731**



LEAD AGENCY:

**CITY OF EL MONTE
ECONOMIC DEVELOPMENT DEPARTMENT,
PLANNING DIVISION
11333 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91731**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

JULY 25, 2018

ELMT 015

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1. Overview of the Project.....	3
2. Findings of the Environmental Assessment.....	3
3. Findings Related to Mitigation Monitoring	3
4. Mitigation Measures.....	4
5. Mitigation Monitoring.....	8

1. OVERVIEW OF THE PROJECT

The City of El Monte, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial development within a 2.75-acre site (before project dedication) located on the southeast corner of Arden Drive and Hickson Street. The proposed project, if approved, will consist of a concrete tilt-up industrial building that will have a total floor area of 61,163 square feet. The proposed building will accommodate two tenants (referred to as Tenant A and Tenant B herein). Tenant A will occupy the northern portion of the warehouse, which has a total floor area of 40,105 square feet. Of that total, 6,313 square feet will be dedicated for the mezzanine area and 33,792 square feet will be dedicated for the ground floor area. Tenant B will occupy the southern portion of the warehouse, which has a total floor area of 21,058 square feet. Of that total, 2,733 square feet will be dedicated for the mezzanine area and 18,325 square feet will be dedicated for the ground floor area.

The new building will have five dock high loading truck doors and two grade level truck doors located on the eastern elevation of the building. Parking for the proposed project will be provided by surface parking areas and will include 72 parking stalls. Access to the proposed development will be provided by two driveway connections: one will be located on the northern boundary of the project site along Hickson Street and one will be located on the western boundary of the project site along Arden Drive. Lastly, 13,838 square feet will be dedicated for landscaping.

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project will not result in significant adverse environmental impacts upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4. MITIGATION MEASURES

The following mitigation measures would be effective in reducing the potential light and glare impacts from the residential neighborhood located on the north side of Hickson Street:

Mitigation Measure No. 1 (Aesthetics). The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such a lighting system shall be automated using either an electronic timer switches or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department and Public Works prior to the issuance of building permits.

Mitigation Measure No. 2 (Aesthetics). Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.

The proposed project would not result in any significant adverse operational air quality impacts. However, the following mitigation measures would be effective in further reducing potential air emissions related to construction activities:

Mitigation Measure No. 3 (Air Quality). The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

Mitigation Measure No. 4 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The analysis indicated that the proposed project is located in an area of potential liquefaction. As a result, the following mitigation is required:

Mitigation Measure No. 5 (Geology & Soils). The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey. The developer will be required to implement the design engineering measures required to reduce the potential liquefaction risks to levels that are less than significant for human occupation.

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the demolition and land clearance phases of development. As a result, the following mitigation measure is required:

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

In order to ensure that all construction staging occurs on-site and that the proposed project does not impair or interfere with any emergency response or evacuation plan, the following mitigation is required:

Mitigation Measure No. 7 (Hazards & Hazardous Materials). The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity.

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 8 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Mitigation Measure No. 10 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project, the Applicant shall submit and obtain approval of a Low Impact Development (LID) Plan in accordance with City of El Monte Ordinance No. 2840 and Los Angeles County guidelines and requirements.

Mitigation Measure No. 11 (Hydrology & Water Quality). During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

Mitigation Measure No. 12 (Hydrology & Water Quality). Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.

Mitigation Measure No. 13 (Hydrology & Water Quality). Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities, or adjacent properties via runoff, vehicle tracking, or wind.

Mitigation Measure No. 14 (Hydrology & Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 15 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Construction and operational activities must conform to the City of El Monte Noise Control Ordinance. In addition, the following mitigation measures are required to mitigate potential construction and operational noise impacts:

Mitigation Measure No. 16 (Noise). The developer shall install roll-up door equipment that will be effective in reducing noise impacts.

Mitigation Measure No. 17 (Noise). Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings or behind the buildings adjacent to the railroad. Potential sources of stationary noise must also comply with the City's ambient noise standards (El Monte Municipal Code, Section 8.36.040).

Mitigation Measure No. 18 (Noise). Trucks will not be permitted to idle or maneuver onto the site from Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.

Mitigation Measure No. 19 (Noise). All alarm equipment must be silent. In the event of an intrusion onto the project site, the silent alarm will not emit a loud, blaring noise but will simply notify the El Monte Police Department of the intrusion. The silent alarm equipment will ensure that the neighboring residential uses are not disturbed by excessive noise.

Mitigation Measure No. 20 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 21 (Noise). The Applicant shall notify the nearby residents along Hickson Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project site's Hickson Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City. The abatement of noise disturbances, the manner of enforcement of noise regulations, and the violations and penalties for noncompliance are outlined within Chapter 8.36 (Noise Control) of the City of El Monte Municipal Code.

Mitigation Measure No. 22 (Noise). All truck deliveries must be made during the daytime hours (in between 8:00 AM and 5:00 PM) Monday to Saturday. Truck deliveries must not be made on Sundays and all federal holidays.

Mitigation Measure No. 23 (Noise). Truck loading doors must have built-in noise dampening in order to reduce noise emanating from the truck loading doors.

The following mitigation measures are required as a means to facilitate ingress and egress to the project site once it is operational:

Mitigation Measure No. 24 (Transportation & Circulation). All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queuing will be permitted within the Arden Drive and Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.

Mitigation Measure No. 25 (Transportation & Circulation). No on-street parking along the proposed project's Arden Drive and Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.

Mitigation Measure No. 26 (Transportation & Circulation). The line-of-sight at the project's two driveways must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.

Mitigation Measure No. 27 (Transportation & Circulation). At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curbs need to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.

Mitigation Measure No. 28 (Transportation & Circulation). The Applicant will be required to install and maintain a sign at the site's Hickson Street exit driveway that states "Left Turn Only." Trucks exiting the project site at Hickson Street will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.

The following measure has been provided to reduce potential impacts to levels that are less than significant:

Mitigation Measure No. 29 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site manufacturing the construction phases that involve any ground-disturbing activities.

5. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified below in Table 1.

TABLE 1 MITIGATION-MONITORING PROGRAM			
Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 1 (Aesthetics). The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such a lighting system shall be automated using either an electronic timer switches or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department and Public Works prior to the issuance of building permits.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>Prior to the issuance of any building permits</i> • Mitigation to continue over the project's operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 2 (Aesthetics). Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>Over the project's operational lifetime.</i> • Mitigation to continue over the project's operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 3 (Air Quality). The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and the SCAQMD • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>During the project's construction phase.</i> • Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 4 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and the SCAQMD • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>During the project's construction phase.</i> • Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

TABLE 1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 5 (Geology & Soils). The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey. The developer will be required to implement the design engineering measures required to reduce the potential liquefaction risks to levels that are less than significant for human occupation.</p>	<p>City of El Monte Economic Development Department, Planning Division, City Engineer, and Chief Building Official • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to the start of any construction related activities.</i> • Mitigation ends when construction is completed.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 6 (Hazards and Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.</p>	<p>City of El Monte Economic Development Department, Planning Division and Chief Building Official • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of any building permits</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 7 (Hazards and Hazardous Materials). The project contractors must submit a construction and staging plan to the City for approval before commencing any construction activity.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to the start of any construction related activities.</i> • Mitigation ends upon the submittal and approval of the construction and staging plan.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 8 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.</p>	<p>City of El Monte Economic Development Department, Planning Division, City Engineer, and Chief Building Official • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to issuance of a grading permit.</i> • Mitigation ends upon the submittal and approval of the NOI, and WDID notification or other proof of filing.</p>	<p>Date: Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

**TABLE 1
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.</p>	<p>City of El Monte Economic Development Department, Planning Division, City Engineer, and Chief Building Official • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to issuance of a grading permit.</i> • Mitigation ends upon the submittal and approval of the SWPPP.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 10 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project, the Applicant shall submit and obtain approval of a Low Impact Development (LID) Plan in accordance with City of El Monte Ordinance No. 2840 and Los Angeles County guidelines and requirements.</p>	<p>City of El Monte Economic Development Department, Planning Division, City Engineer, and Chief Building Official • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Prior to issuance of a grading permit.</i> • Mitigation ends upon the submittal and approval of the LID Plan.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 11 (Hydrology & Water Quality). During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, State, and Federal requirements.</p>	<p>City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project's construction phase.</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 12 (Hydrology & Water Quality). Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.</p>	<p>City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project's construction phase.</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

**TABLE 1
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 13 (Hydrology & Water Quality). Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities, or adjacent properties via runoff, vehicle tracking, or wind.</p>	<p>City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project's construction phase.</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 14 (Hydrology & Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project's construction phase.</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 15 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project's construction phase.</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>
<p>Mitigation Measure No. 16 (Noise). The developer shall install roll-up door equipment that will be effective in reducing noise impacts.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project's construction phase.</i> • Mitigation ends at the completion of the construction phase.</p>	<p>Date: Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

**TABLE 1
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 17 (Noise). Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings or behind the buildings adjacent to the railroad. Potential sources of stationary noise must also comply with the City’s ambient noise standards (El Monte Municipal Code, Section 8.36.040).</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project’s construction phase.</i></p> <p>•</p> <p>Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 18 (Noise). Trucks will not be permitted to idle or maneuver onto the site from Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.</p>	<p>City of Santa Fe Springs Planning and Development Department and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Over the project’s operational lifetime.</i></p> <p>•</p> <p>Mitigation to continue over the project’s operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 19 (Noise). All alarm equipment must be silent. In the event of an intrusion onto the project site, the silent alarm will not emit a loud, blaring noise but will simply notify the El Monte Police Department of the intrusion. The silent alarm equipment will ensure that the neighboring residential uses are not disturbed by excessive noise.</p>	<p>City of Santa Fe Springs Planning and Development Department and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>Over the project’s operational lifetime.</i></p> <p>•</p> <p>Mitigation to continue over the project’s operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 20 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.</p>	<p>City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project’s construction phase.</i></p> <p>•</p> <p>Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

**TABLE 1
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 21 (Noise). The Applicant shall notify the nearby residents along Hickson Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project site's Hickson Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City. The abatement of noise disturbances, the manner of enforcement of noise regulations, and the violations and penalties for noncompliance are outlined within Chapter 8.36 (Noise Control) of the City of El Monte Municipal Code.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>Prior to the start of any construction related activities.</i></p> <p style="text-align: center;">•</p> <p style="text-align: center;">Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 22 (Noise). All truck deliveries must be made during the daytime hours (in between 8:00 AM and 5:00 PM) Monday to Saturday. Truck deliveries must not be made on Sundays and all federal holidays.</p>	<p style="text-align: center;">City of Santa Fe Springs Planning and Development Department and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>Over the project's operational lifetime.</i></p> <p style="text-align: center;">•</p> <p style="text-align: center;">Mitigation to continue over the project's operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 23 (Noise). Truck loading doors must have built-in noise dampening in order to reduce noise emanating from the truck loading doors.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and City Engineer • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>During the project's construction phase.</i></p> <p style="text-align: center;">•</p> <p style="text-align: center;">Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 24 (Transportation and Circulation). All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queuing will be permitted within the Arden Drive and Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and Code Enforcement • <i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>Over the project's operational lifetime.</i></p> <p style="text-align: center;">•</p> <p style="text-align: center;">Mitigation to continue over the project's operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

**TABLE 1
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 25 (Transportation and Circulation). No on-street parking along the proposed project’s Arden Drive and Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Arden Drive and Hickson Street.</p>	<p>City of El Monte Economic Development Department, Planning Division and Code Enforcement</p> <ul style="list-style-type: none"> • <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>Over the project’s operational lifetime.</i></p> <ul style="list-style-type: none"> • <p>Mitigation to continue over the project’s operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 26 (Transportation and Circulation). The line-of-sight at the project’s two driveways must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer</p> <ul style="list-style-type: none"> • <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project’s construction phase.</i></p> <ul style="list-style-type: none"> • <p>Mitigation to continue over the project’s operational lifetime.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 27 (Transportation and Circulation). At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curbs need to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer</p> <ul style="list-style-type: none"> • <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project’s construction phase.</i></p> <ul style="list-style-type: none"> • <p>Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 28 (Transportation and Circulation). The Applicant will be required to install and maintain a sign at the site’s Hickson Street exit driveway that states “Left Turn Only.” Trucks exiting the project site at Hickson Street will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.</p>	<p>City of El Monte Economic Development Department, Planning Division and City Engineer</p> <ul style="list-style-type: none"> • <p><i>(The Applicant is responsible for implementation)</i></p>	<p><i>During the project’s construction phase.</i></p> <ul style="list-style-type: none"> • <p>Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 CITY OF EL MONTE • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
 ARDEN INDUSTRIAL DEVELOPMENT • 4144 ARDEN DRIVE

**TABLE 1
 MITIGATION-MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 29 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site manufacturing the construction phases that involve any ground-disturbing activities.</p>	<p style="text-align: center;">City of El Monte Economic Development Department, Planning Division and the Los Angeles County Natural History Museum (LACNHM)</p> <p style="text-align: center;">•</p> <p style="text-align: center;"><i>(The Applicant is responsible for implementation)</i></p>	<p style="text-align: center;"><i>Prior to the start of any construction related activities.</i></p> <p style="text-align: center;">•</p> <p style="text-align: center;">Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s).</p>	<p>Date:</p> <p>Name & Title:</p>