

# **MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY**

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## **ROWLAND GARDENS 72-UNIT TOWNHOMES AND CONDOMINIUMS 4127 AND 4143 ROWLAND AVENUE EL MONTE, CALIFORNIA**



**LEAD AGENCY:**

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

**SEPTEMBER 23, 2015**

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## MITIGATED NEGATIVE DECLARATION

- NAME:** Rowland Gardens (72-Unit Townhomes and Condominiums).
- ADDRESS:** 4127 and 4143 Rowland Avenue. El Monte, California 91731. Assessors Parcel Numbers (APNs) include: 8577-008-062, 8577-008-047, and 8577-009-042.
- CITY/COUNTY:** City of El Monte, Los Angeles County.
- APPLICANT:** Henry Chiao. 16035 Robin Way. Industry, California 91745.
- PROJECT:** The City of El Monte Economic Development Department, in its capacity as the Lead Agency, is reviewing an application that would allow for the development of 72 three-story townhouse and condominium units within a 3.09-acre (134,725 square foot) site. The project site is located in the western portion of the City of El Monte and is currently vacant. The proposed project will consist of 72 townhome and condominium units. Of the total number of units, 22 units will be townhomes and will include an attached two-car garage. The remaining 50 units will be stacked flats located in the central portion of the project site. The 50 stacked flat units will be provided with subterranean parking. In addition, a total of 28,677 square feet of open space will be provided. A total of 189 parking spaces will be provided. Discretionary approvals that would be required as part of the proposed project's implementation include the following:
- Tentative Tract Map to subdivide the proposed project into 72 townhomes and condominium units;
  - A Conditional Use Permit to establish a PRD (Planned Residential Development) within a residential zone;
  - A second Conditional Use Permit to allow Multiple-family residential development (three or more units on a site/attached or detached/single-family or multiple-family);
  - A Variance to reduce the amount of required open space from 43,000 square feet to 28,677 square feet;
  - Development Plan Approval; and,
  - Approval of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

**MITIGATED NEGATIVE DECLARATION (CONTINUED)**

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

**FINDINGS:**

The environmental analysis provided in the attached Initial Study indicates that the proposed project would not result in any significant adverse unmitigable impacts. For this reason, the City of El Monte has determined that a *Mitigated Negative Declaration* is the appropriate 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 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 \_\_\_\_\_

City of El Monte Economic Development Department

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Date



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## SECTION 1 - INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

The City of El Monte Economic Development Department, in its capacity as the Lead Agency, is reviewing an application to allow for the development of 72 three-story townhome and condominium units within a 3.09-acre (134,725 square foot) site. The project site is located in the western portion of the City of El Monte and is currently vacant, though the northwestern portion of the site was occupied by an industrial use (a foundry) until 2003. The building remained vacant until it was demolished in 2007.<sup>1</sup> Of the total number of housing units, 22 of the units will consist of townhomes while the remaining 50 units will be stacked flats located in the central portion of the project site. The 50 stacked flat units will be provided with subterranean parking. In addition, a total of 28,677 square feet of open space will be provided. Lastly, a total of 189 parking spaces will be provided.<sup>2</sup> The project site's legal address is 4127 and 4143 Rowland Avenue. The Assessor Parcel Numbers (APNs) applicable to the project site include 8577-008-062, 8577-008-047, and 8577-009-042. The Applicant is Henry Chiao, 16035 Robin Way, Industry, California 91745.

The City of El Monte is the designated Lead Agency that is responsible for the environmental review of the entire project pursuant to the California Environmental Quality Act (CEQA).<sup>3</sup> 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.

The City determined, as a result of this Initial Study, 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

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<sup>1</sup> Google Earth. *Historic Imagery*. Site accessed July 9, 2015.

<sup>2</sup> Twen Ma Architects. *Title Sheet*. Plans dated March 30, 2015.

<sup>3</sup> 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.

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.<sup>4</sup> Questions and/or comments should be submitted to the following contact person:

Mr. Fernando Solis, Assistant Planner  
City of El Monte, Economic Development Department, Planning Division  
11333 Valley Boulevard  
El Monte, California 91731

## 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.
- *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 adverse unmitigable impacts on the environment. For this reason, 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.
- 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.

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<sup>4</sup> 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 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)**

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Section 3.1 Aesthetic Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Have a substantial adverse affect on a scenic vista?			<b>X</b>	
<b>b)</b> Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				<b>X</b>
<b>c)</b> Would the project substantially degrade the existing visual character or quality of the site and its surroundings?				<b>X</b>
<b>d)</b> Create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?		<b>X</b>		
<b>Section 3.2 Agriculture &amp; Forestry Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
<b>b)</b> Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<b>X</b>
<b>c)</b> Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				<b>X</b>
<b>d)</b> Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				<b>X</b>
<b>e)</b> Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				<b>X</b>
<b>Section 3.3 Air Quality Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Conflict with or obstruct the implementation of the applicable air quality plan?				<b>X</b>
<b>b)</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		<b>X</b>		

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>c)</b> Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			<b>X</b>	
<b>d)</b> Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
<b>e)</b> Create objectionable odors affecting a substantial number of people?		<b>X</b>		
<b>Section 3.4 Biological Resources Impacts.</b> <i>Would the project have a substantial adverse effect:</i>				
<b>a)</b> Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				<b>X</b>
<b>b)</b> 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?				<b>X</b>
<b>c)</b> 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?				<b>X</b>
<b>d)</b> In interfering 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?				<b>X</b>
<b>e)</b> In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
<b>f)</b> By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				<b>X</b>
<b>Section 3.5 Cultural Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				<b>X</b>
<b>b)</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		<b>X</b>		

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>c)</b> Directly or indirectly destroy a unique paleontological resource site, or unique geologic feature?			<b>X</b>	
<b>d)</b> Disturb any human remains, including those interred outside of formal cemeteries?			<b>X</b>	
<b>Section 3.6 Geology &amp; Soils Impacts.</b> <i>Would the project result in or expose people to potential impacts involving:</i>				
<b>a)</b> 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 (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), ground-shaking, liquefaction, or landslides?		<b>X</b>		
<b>b)</b> Substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>c)</b> Location 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?			<b>X</b>	
<b>d)</b> Location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property?				<b>X</b>
<b>e)</b> 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?				<b>X</b>
<b>Section 3.7 Greenhouse Gas Emissions Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	
<b>b)</b> Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				<b>X</b>
<b>Section 3.8 Hazards &amp; Hazardous Materials Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
<b>b)</b> Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<b>X</b>	

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>c)</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		<b>X</b>		
<b>d)</b> Be located on a site, which 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?			<b>X</b>	
<b>e)</b> Be 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?				<b>X</b>
<b>f)</b> Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				<b>X</b>
<b>g)</b> Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				<b>X</b>
<b>h)</b> Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				<b>X</b>
<b>Section 3.9 Hydrology &amp; Water Quality Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Violate any water quality standards or waste discharge requirements?		<b>X</b>		
<b>b)</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				<b>X</b>
<b>c)</b> Substantially alter the existing drainage pattern of the site or area, including 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?				<b>X</b>
<b>d)</b> Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				<b>X</b>
<b>e)</b> Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		<b>X</b>		
<b>f)</b> Substantially degrade water quality?				<b>X</b>

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>g)</b> 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?				<b>X</b>
<b>h)</b> Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				<b>X</b>
<b>i)</b> Expose people or structures to a significant risk of flooding because of dam or levee failure?			<b>X</b>	
<b>j)</b> Result in inundation by seiche, tsunami, or mudflow?				<b>X</b>
<b>Section 3.10 Land Use Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Physically divide an established community, or otherwise result in an incompatible land use?				<b>X</b>
<b>b)</b> 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, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			<b>X</b>	
<b>c)</b> Conflict with any applicable habitat conservation or natural community conservation plan?				<b>X</b>
<b>Section 3.11 Mineral Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				<b>X</b>
<b>b)</b> Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan?				<b>X</b>
<b>Section 3.12 Noise Impacts.</b> <i>Would the project result in:</i>				
<b>a)</b> Exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		<b>X</b>		
<b>b)</b> Exposure of people to, or the generation of, excessive ground-borne noise levels?			<b>X</b>	
<b>c)</b> Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			<b>X</b>	

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>d)</b> Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		<b>X</b>		
<b>e)</b> 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?				<b>X</b>
<b>f)</b> 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?				<b>X</b>
<b>Section 3.13 Population &amp; Housing Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			<b>X</b>	
<b>b)</b> Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>c)</b> Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		<b>X</b>		
<b>Section 3.14 Public Services Impacts.</b> <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 in any of the following areas:</i>				
<b>a)</b> Fire protection services?		<b>X</b>		
<b>b)</b> Police protection services?		<b>X</b>		
<b>c)</b> School services?			<b>X</b>	
<b>d)</b> Other governmental services?			<b>X</b>	
<b>Section 3.15 Recreation Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
<b>b)</b> Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			<b>X</b>	

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

Environmental Issues Area Examined	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.16 Transportation &amp; Circulation Impacts.</b> <i>Would the project:</i>				
<p><b>a)</b> Cause 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?</p>			<b>X</b>	
<p><b>b)</b> Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?</p>				<b>X</b>
<p><b>c)</b> 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?</p>				<b>X</b>
<p><b>d)</b> Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>				<b>X</b>
<p><b>e)</b> Result in inadequate emergency access?</p>			<b>X</b>	
<p><b>f)</b> Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?</p>		<b>X</b>		
<b>Section 3.17 Utilities Impacts.</b> <i>Would the project:</i>				
<p><b>a)</b> Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>			<b>X</b>	
<p><b>b)</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 impacts?</p>			<b>X</b>	
<p><b>c)</b> 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?</p>			<b>X</b>	
<p><b>d)</b> Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>		<b>X</b>		

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

Environmental Issues Area Examined	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?				<b>X</b>
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			<b>X</b>	
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				<b>X</b>
<b>Section 3.18 Mandatory Findings of Significance.</b> <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.				<b>X</b>
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.				<b>X</b>
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.				<b>X</b>
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.				<b>X</b>
e) This Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				<b>X</b>



## SECTION 2 - PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

The City of El Monte Economic Development Department, in its capacity as the Lead Agency, is reviewing an application to allow for the development of 72 townhome and condominium units within a 3.09-acre (134,725 square foot) site. The project site is located in the western portion of the City of El Monte and is currently vacant though the northwestern portion of the site was occupied by an industrial use (a foundry) until 2003. This industrial building remained vacant until it was demolished in 2007.<sup>5</sup> Of the total number of units, 22 of the units will be three-story townhomes that will have an attached two-car garage, while the remaining 50 units (also three-story) will be stacked flats located in the central portion of the project site. The 50 stacked flat condominium units will be provided with subterranean parking.<sup>6</sup>

Access to the proposed project will be provided by a single curb cut located along the western side of Rowland Avenue. Access to the individual units will be provided by a 26-foot wide internal roadway that will connect to Rowland Avenue. This driveway will extend through the central portion of the project site in an east-west orientation where it will lead to a T-intersection in the center of the project site. The internal roadway then extends along the eastern portion of the site in a north-south orientation. In addition, a total of 28,677 square feet of open space will be provided.<sup>7</sup> Lastly, a total of 189 parking spaces will be provided. A project's site plan is provided later within this section in Exhibit 2-12.

### 2.2 PROJECT LOCATION

The proposed project site is located in the western portion of the City of El Monte. The City of Rosemead is located to the west of the project site, on the west side of Eaton Wash. The City of 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.<sup>8</sup> The City's location in a regional context is illustrated in Exhibit 2-1. The City's location in relation to the surrounding communities is illustrated in Exhibit 2-2. In addition, a local map is provided in Exhibit 2-3.

The City of El Monte is located in the west San Gabriel Valley approximately 13.0 miles east of downtown Los Angeles. Major physiographic features in the area include the concrete lined Eaton Wash, located adjacent to the project site to the west; the Puente Hills, located approximately 5.97 miles to the southeast; and the San Gabriel Mountains, located approximately 6.81 miles to the north of the project site.<sup>9</sup> Regional access to the City of El Monte is provided by two area freeways: the San Bernardino Freeway (I-10) and the San Gabriel River Freeway (I-605).

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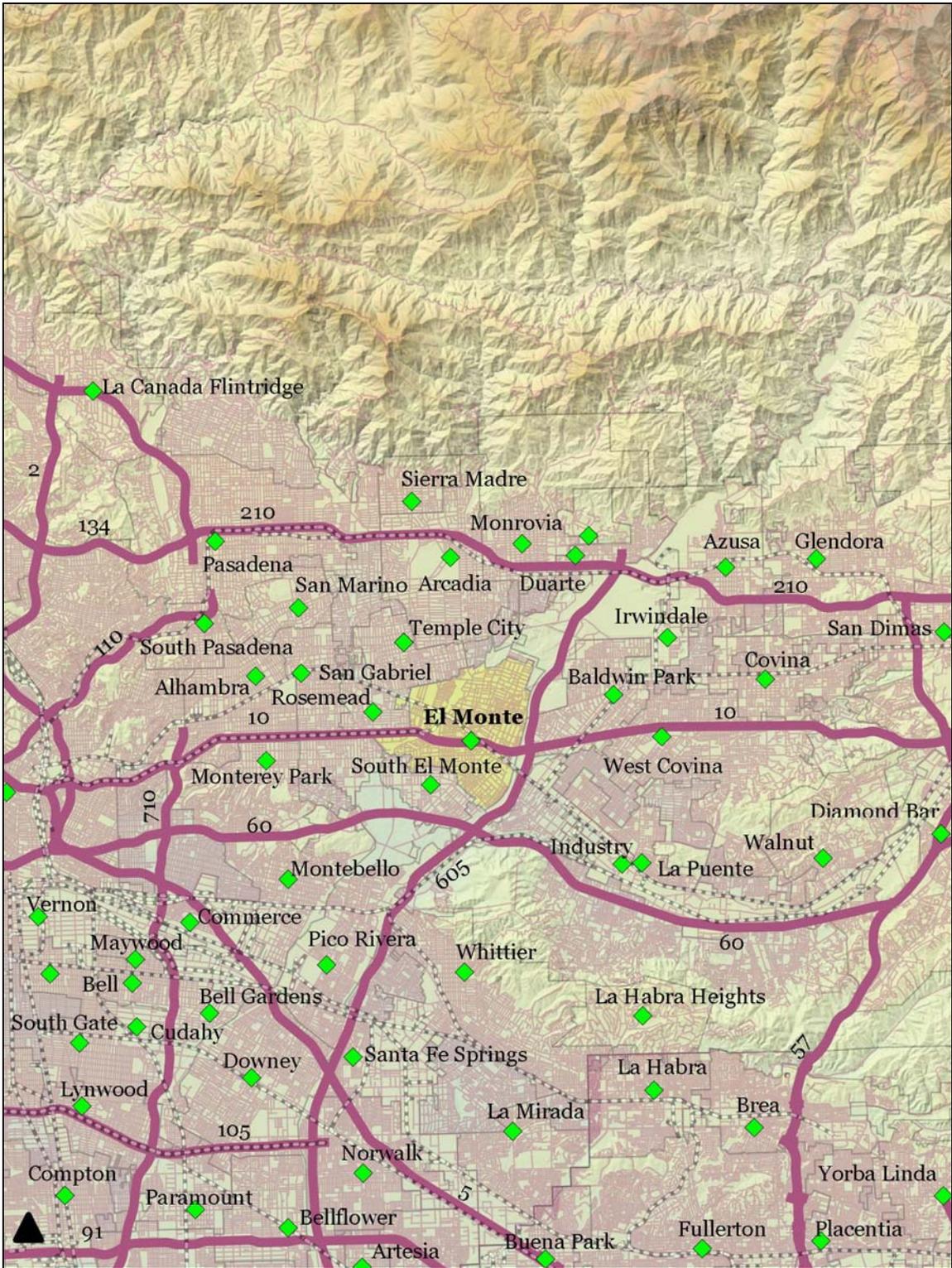
<sup>5</sup> Google Earth. *Historic Imagery*. Site accessed July 9, 2015.

<sup>6</sup> Twen Ma Architects. *Title Sheet*. Plans dated March 30, 2015.

<sup>7</sup> Ibid.

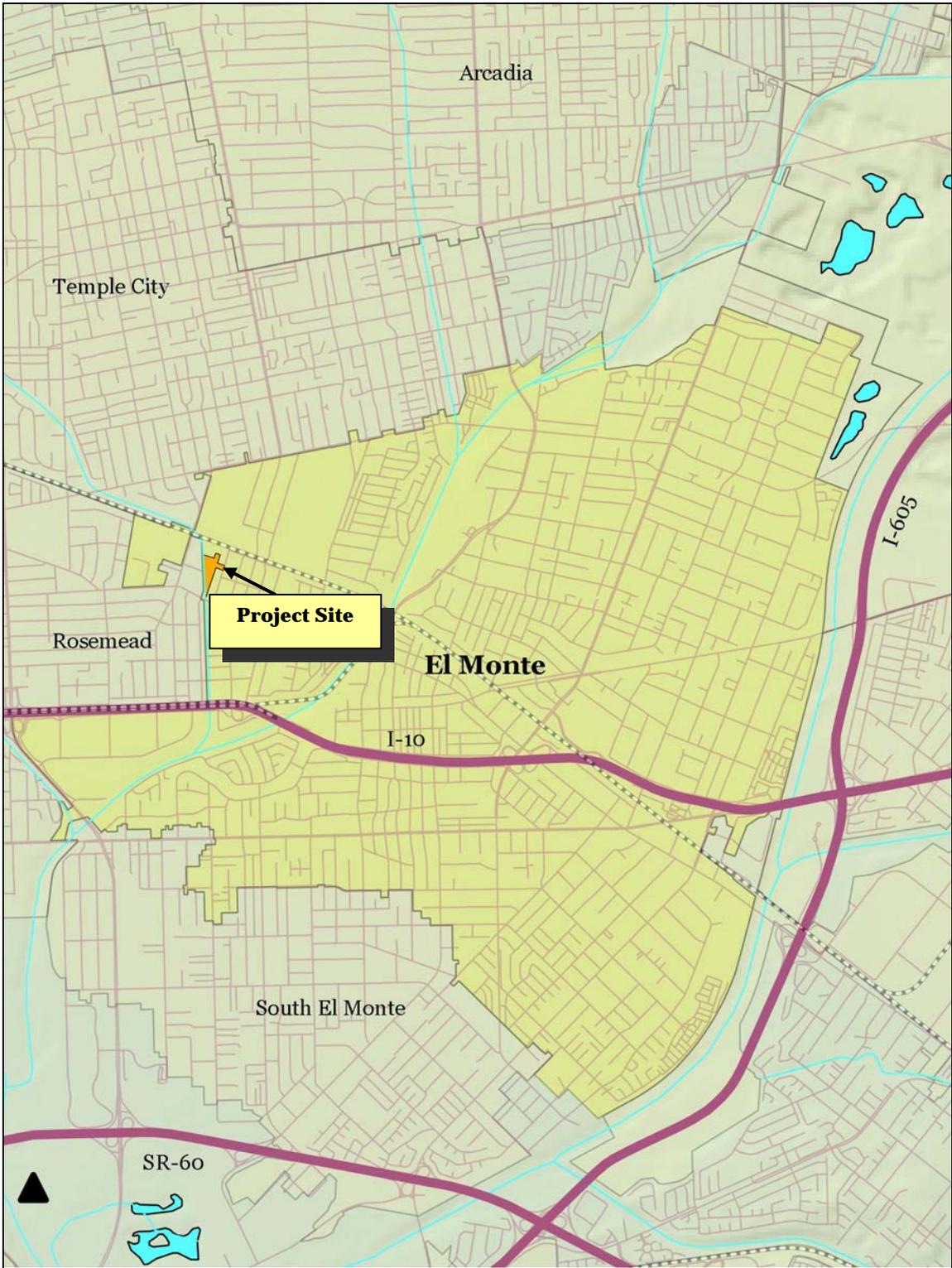
<sup>8</sup> Quantum GIS. City boundary shapefile layer provided by the Southern California Association of Governments.

<sup>9</sup> Google Earth. Site accessed April 3, 2015.



**EXHIBIT 2-1**  
**REGIONAL LOCATION MAP**

Source: Quantum GIS



**EXHIBIT 2-2**  
**CITYWIDE MAP**

Source: Quantum GIS



**EXHIBIT 2-3**  
**LOCAL MAP**  
Source: Quantum GIS

The I-10 freeway traverses the central-south portion of the City in an east-west orientation while the I-605 freeway extends along the City's easterly side in a north-south orientation. Primary access to the project site is provided by Rowland Avenue, which extends along the project site's eastern side. The project site's legal addresses are 4147 and 4143 Rowland Avenue. The Assessor's Parcels Numbers (APNs) that are applicable to the two parcels that comprise the project site include 8577-008-062, 8577-008-047, and 8577-009-042.<sup>10</sup>

## 2.3 ENVIRONMENTAL SETTING

The project site is located in an urban area and is surrounded by a mix of uses that include industrial uses to the north and west, and residential uses on the east. The project site is currently zoned as *R-4 (High Density Residential)* and is one of the few undeveloped parcels in this area of the City. An aerial photograph of the project site is shown in Exhibit 2-4. Photographs of the project site are depicted in Exhibits 2-5 through 2-11. Surrounding land uses in the vicinity of the project site include the following:

- *North of the project site.* A mix of residential and industrial uses abut the project site to the north. These uses include both single family residential units; Uni-Source Textile, a fabric manufacturer and distributor; and GSW, a restaurant equipment and supplies manufacturing distributor.<sup>11</sup> Views of this area are shown in Exhibit 2-8.
- *South of the project site.* Townhome units are located adjacent to the project site's east branch to the south. Vacant open space, Eaton Wash, and Valley Boulevard are located along the southernmost point of the project site. Valley Boulevard, a major commercial corridor, extends in an east-west orientation to the south of the project site. A mix of residential and commercial uses occupy frontage along Valley Boulevard, though commercial development is the most prevalent use.<sup>12</sup> Views of this area are shown in Exhibit 2-9.
- *East of the project site.* Various residential uses occupy frontage along both sides of Rowland Avenue. The residential development that occupies frontage along the west side of Rowland Avenue abut the project site to the east.<sup>13</sup> Views of this area are shown in Exhibit 2-10.
- *West of the project site.* The Eaton Wash extends along the project site's westerly property line in a north-south orientation. A mix of uses, including residential and industrial, are located further west along both sides of Temple City Boulevard.<sup>14</sup> Views of this area are shown in Exhibit 2-11.

As indicated previously, the entire project site is currently vacant. The site is covered over in barren earth, ruderal vegetation, piles of concrete, gravel, debris, rocks, garbage, and sand. A deteriorated concrete driveway extends within the site's eastern segment that connects to Rowland Avenue.

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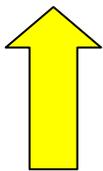
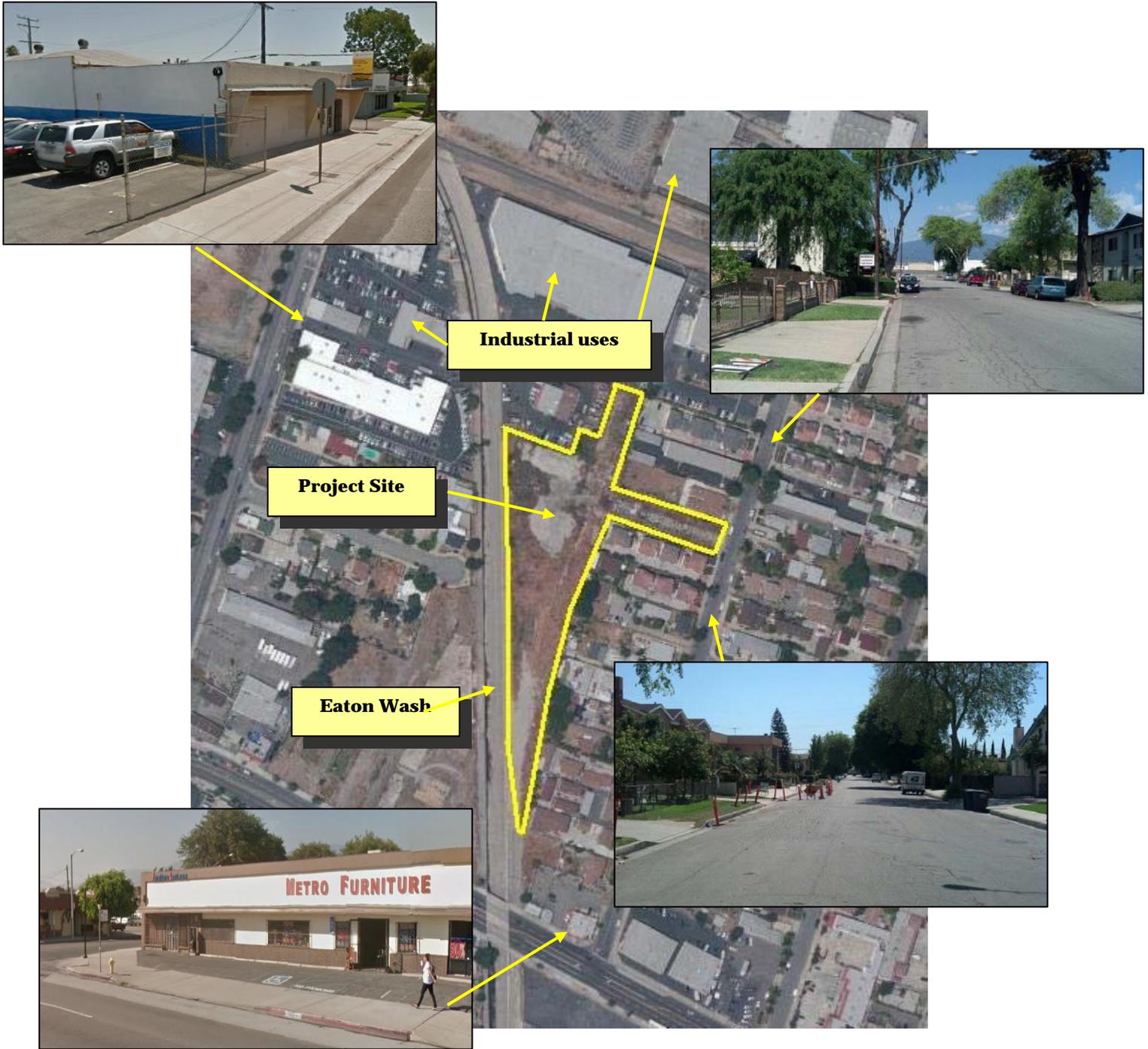
<sup>10</sup> Los Angeles County Tax Assessor. Parcel Viewer. <http://maps.assessor.lacounty.gov/mapping/viewer.asp>

<sup>11</sup> Blodgett/Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 8, 2015.

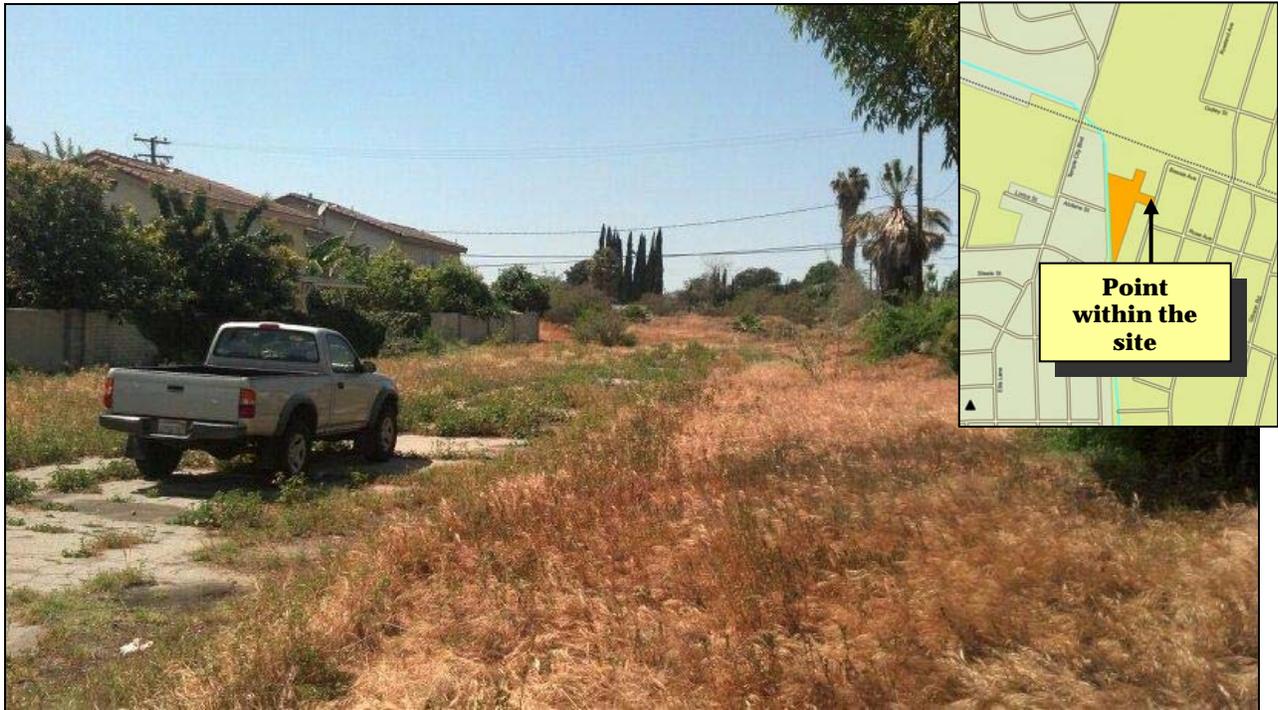
<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

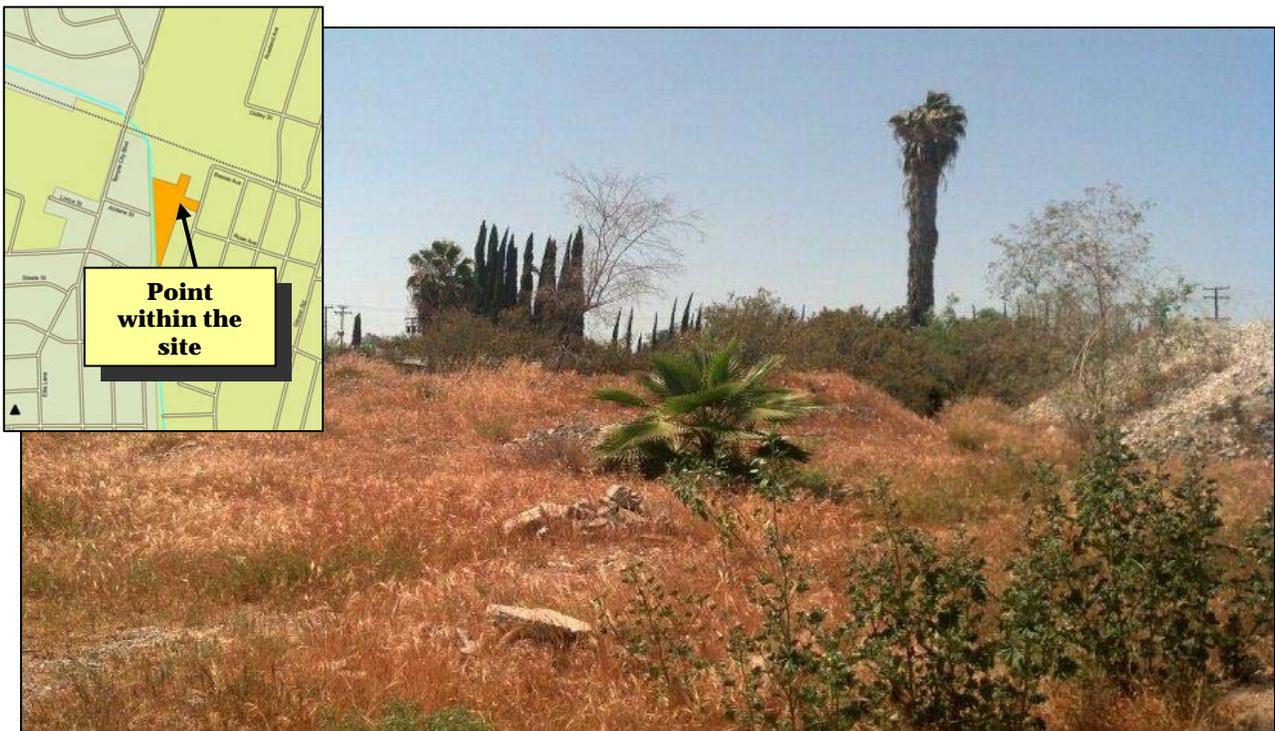
<sup>14</sup> Ibid.



**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**  
Source: Google Earth



**View of the entrance to the site facing west**

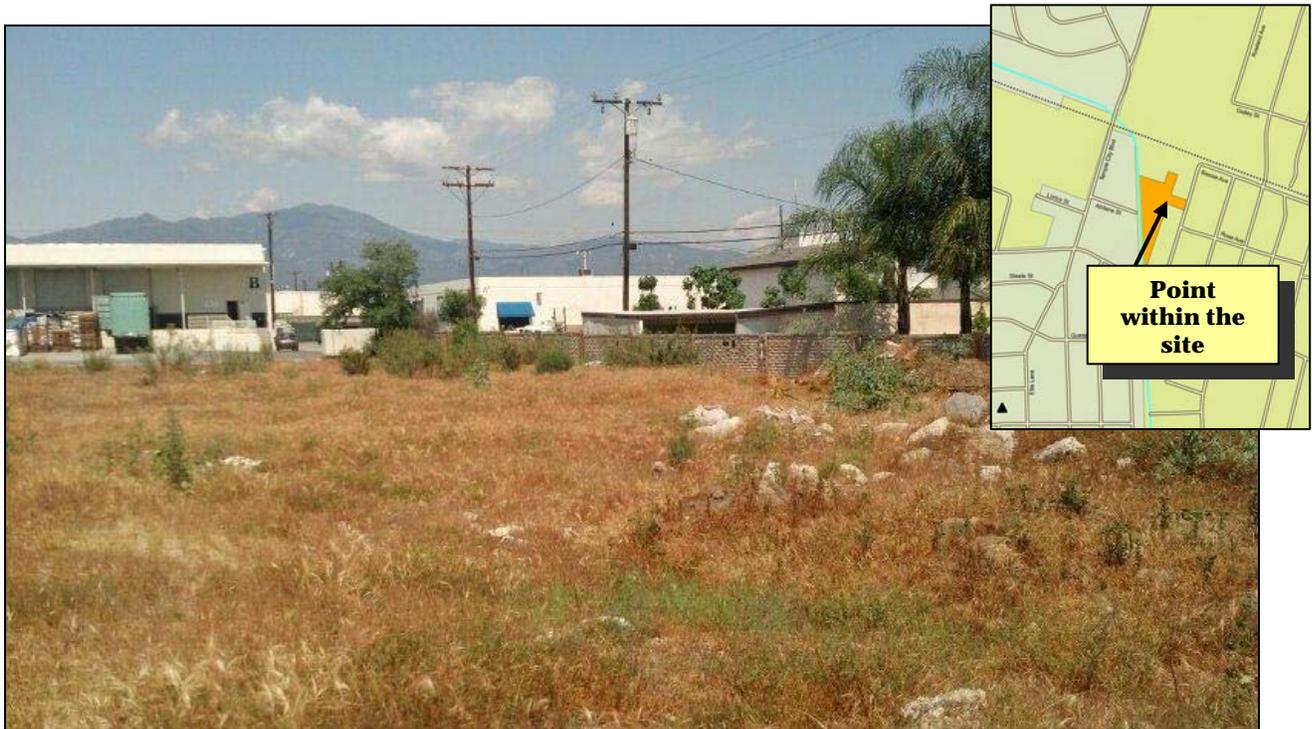


**View of the center portion of the site facing west**

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

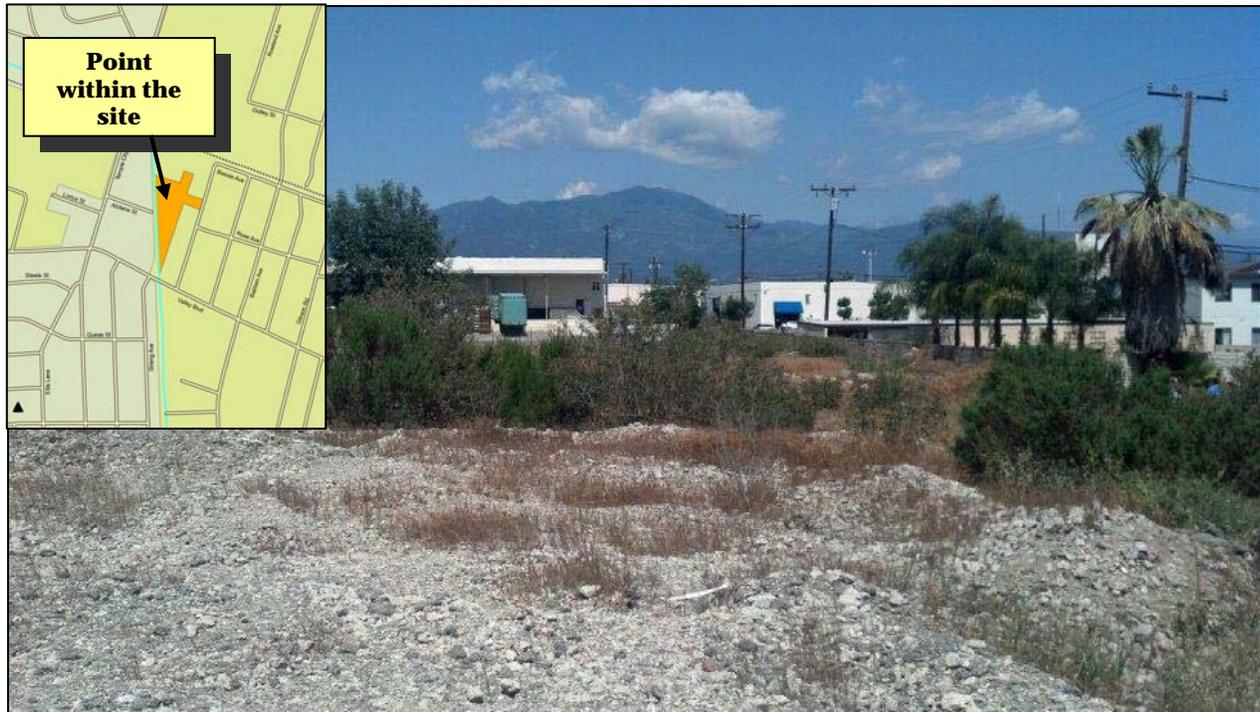


**View of the center of the project site facing northeast**



**View of the northern portion of the project site facing northeast**

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

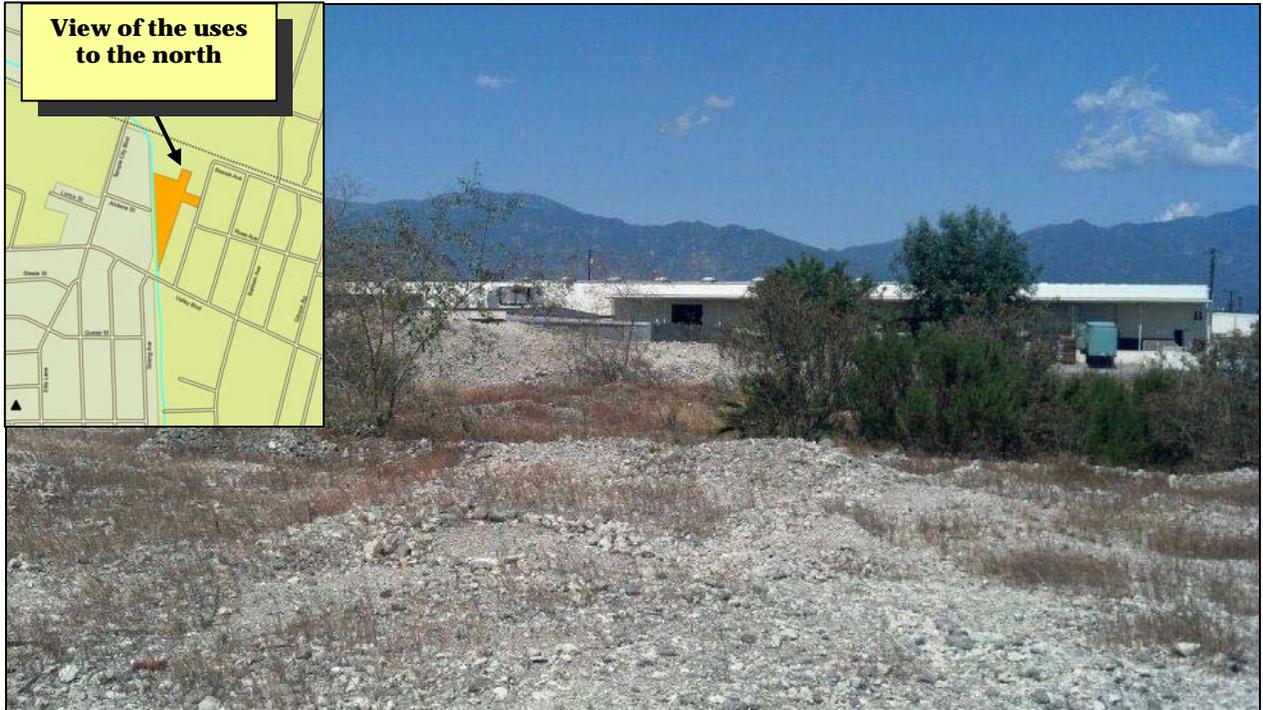


**View of the northern portion of the project site facing north**

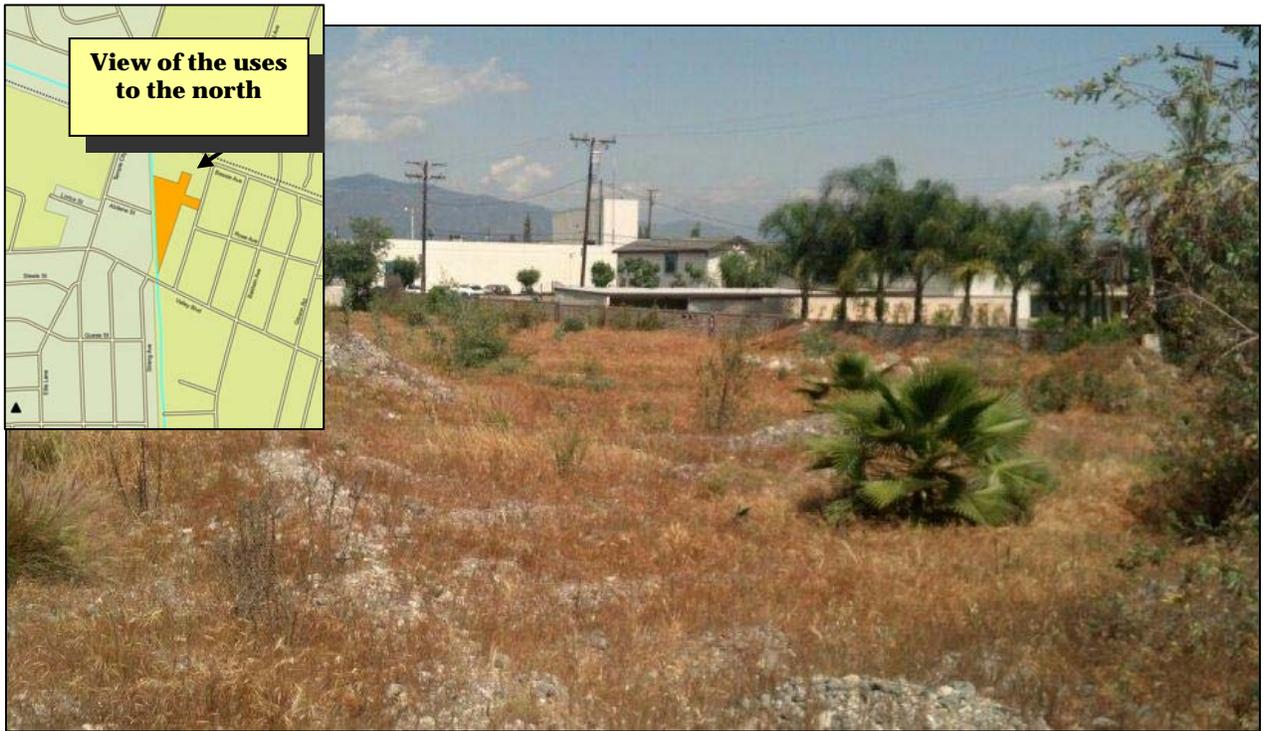


**View of the southern portion of the project site facing south**

**EXHIBIT 2-7**  
**PHOTOGRAPHS OF THE PROJECT SITE**  
Source: Blodgett/Baylosis Environmental Planning



**View of the industrial uses to the north facing north**



**View of the residential and industrial uses to the north facing northeast**

**EXHIBIT 2-8**  
**PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE NORTH**  
Source: Blodgett/Baylosis Environmental Planning



**View of the uses to the south**

**View of the uses located to the south of the project site facing southwest**



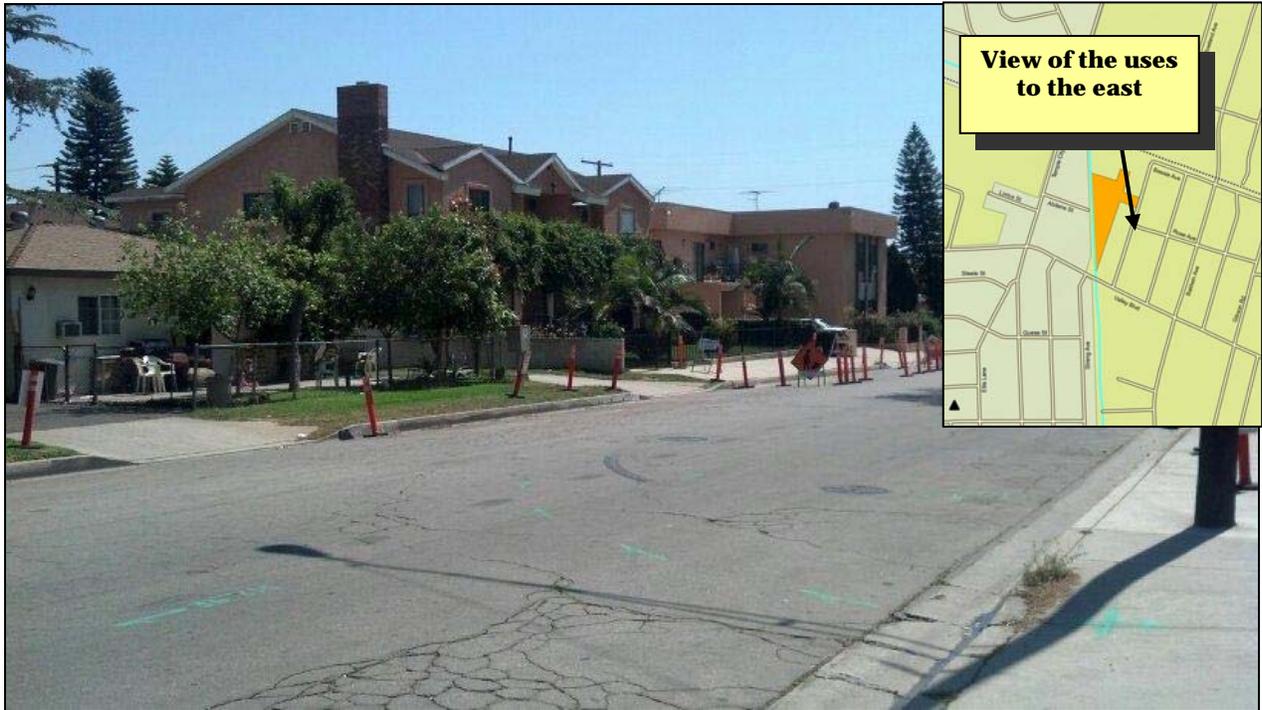
**View of the Eaton Wash**

**View of the Eaton Wash facing south**

## **EXHIBIT 2-9**

### **PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE SOUTH**

Source: Blodgett/Baylosis Environmental Planning



**View of the residential uses along the east side of Rowland Avenue facing southeast**

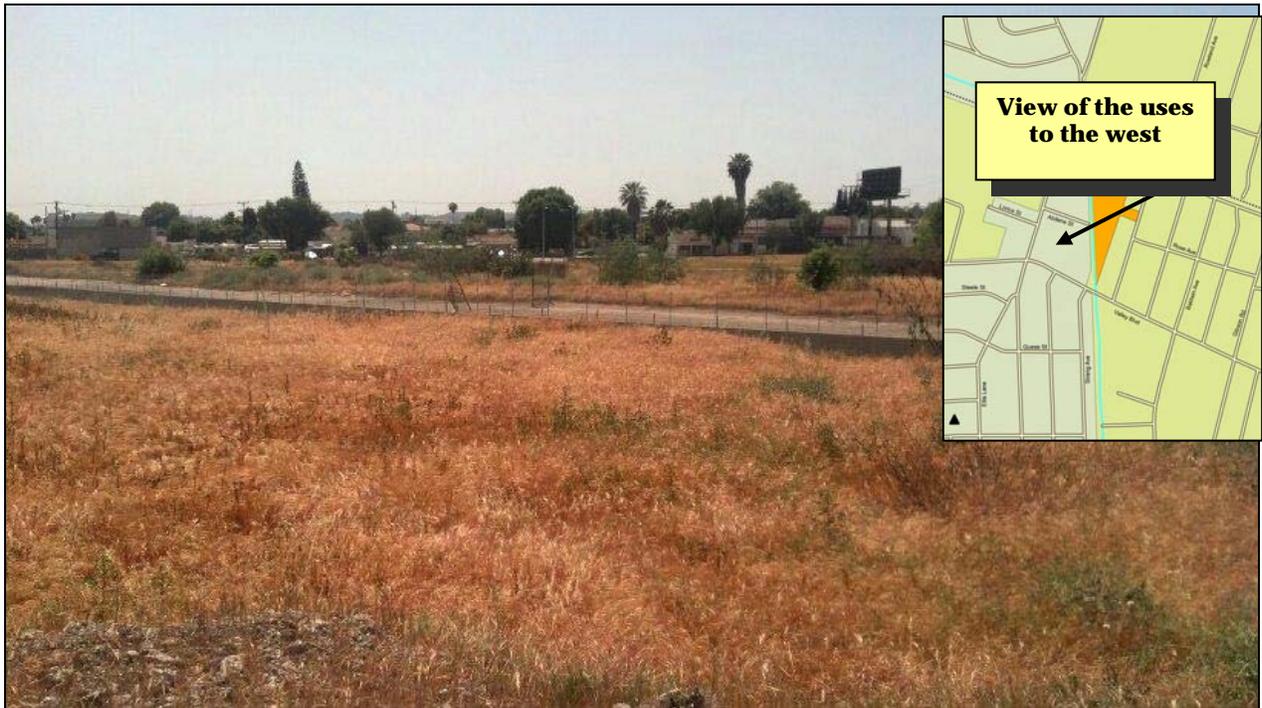


**View of the adjacent residential units to the east facing east**

**EXHIBIT 2-10**  
**PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE EAST**  
Source: Blodgett/Baylosis Environmental Planning



**View of the uses located to the west of the project site facing west**



**View of the uses located to the west of the project site facing southwest**

**EXHIBIT 2-11**  
**PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE WEST**  
Source: Blodgett/Baylosis Environmental Planning

The northern and western perimeters of the property are fenced off by a chain link fence, while the project site's eastern boundary is fenced off by a block wall. Lastly, an existing dirt trail with no public access extends along the Eaton Wash's east side. The dirt trail is not part of the proposed project nor will the project affect the aforementioned trail. The existing trail provides operation and maintenance access to the Eaton Wash.<sup>15</sup>

Other notable uses within the vicinity of the project site include Shirpser Elementary School, located approximately 1,707 feet to the southeast along Gibson Road; Rio Vista Elementary School, located approximately 0.90 miles to the east along Esto Avenue; and the El Monte Airport, located approximately 1.10 miles to the east along Santa Anita Avenue.<sup>16</sup> Major roadways in the area include Lower Azusa Road, located approximately one-half mile to the north of the project site; Valley Boulevard, located approximately 193 feet to the south of the project site; Baldwin Avenue, located approximately 871 feet to the east; and Temple City Boulevard, located approximately 546 feet to the west. Regional access to the project site is provided by the I-10 Freeway, located approximately 0.60 miles to the south of the project site.<sup>17</sup>

## **2.4 PROJECT DESCRIPTION**

### **2.4.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT**

The proposed project will involve the construction of 72 townhome and condominium units within a 3.09-acre vacant lot. The proposed project will consist of the following elements described below and in the remainder of the section:

- A total of 72 new townhome and stacked flat units will be constructed. Of this total, 22 of these units will be townhomes with attached two-car garages. The remaining 50 units will consist of stacked flats with basement garage parking. The units will have a maximum height of 40 feet and will be up to three stories in height.<sup>18</sup>
- All 22 townhome units will contain four bedrooms and three bathrooms. These units will range in size from 1,676 to 1,978 square feet. Units 1-5 (refer to Exhibit 2-12) will be two stories in height, while the remaining units will be three stories high. In addition, all 22 townhome units will be provided with 200 square feet of private open space and a 400-square foot two car garage.<sup>19</sup> The 22 townhome units will be located throughout the northern, southern, and eastern branches of the project site. The eastern branch will be occupied by Units 1-5, Units 6-12 will be located within the northern branch, and Units 13-22 will be located in the southern branch.<sup>20</sup>

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<sup>15</sup> Blodgett/Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 8, 2015.

<sup>16</sup> Google Earth. Site accessed April 6, 2015.

<sup>17</sup> Ibid.

<sup>18</sup> Twen Ma Architects. *Title Sheet*. Plans dated June 30, 2015.

<sup>19</sup> Ibid.

<sup>20</sup> Ibid.

- The remaining 50 units will consist of stacked flats, or individual condominium units located on a designated floor. The 50 stacked flat units will be distributed over three floors and will be provided with approximately 125 subterranean parking spaces. All 50 units will contain three bedrooms and two bathrooms. Approximately 47 of the 50 units will have a total living area of 1,208 square feet, whereas the remaining three units will have a total living area of 1,416 square feet. Each unit is required to provide 200 square feet of open space. Each unit will be provided between 200 to 260 square feet of private open space.<sup>21</sup> The aforementioned units will be located in the center of the project site.<sup>22</sup>
- Ingress and egress to the proposed project will be provided by a driveway located on the western side of Rowland Avenue. Access to the townhome and condominium units will be provided by a 26-foot wide internal roadway. The new roadway will extend east to west from Rowland Avenue to the base of the ramp for the subterranean parking garage. From there the roadway will branch off and extend along the eastern portion of the project site in a north-south orientation. Pedestrian access within the project site will be provided by a five-foot wide concrete side walk.<sup>23</sup>
- As indicated previously, approximately 189 parking spaces will be provided. A total of 44 parking spaces will be provided with the attached two-car garages next to the 22 townhomes. A subterranean parking garage will accommodate 125 parking stalls for the 50 stacked flat units that will be located above the garage. Lastly, an additional 20 uncovered surface parking stalls will be installed throughout the northern, southern, and eastern branches of the project site.<sup>24</sup> The proposed project is in conformance with the City of El Monte's off-street parking requirements. The project will provide 189 parking spaces while 188 parking spaces are required pursuant to the City's off-street parking requirements.
- Approximately 42,313 square feet of landscaping will be provided with 28,677 square feet dedicated for common open space. The remaining 14,220 square feet will be allocated as private open space within the individual yard areas.<sup>25</sup> Additional recreation equipment and areas will be located throughout the site. The above-mentioned recreational improvements include a sand pit/children's playground, a 600-square foot concrete pad barbeque area, a badminton field, and a larger, 800-square foot concrete pad barbeque area.<sup>26</sup>

A conceptual site plan for the proposed project is provided in Exhibit 2-12. Conceptual floor plans are provided in Exhibits 2-13 through 2-18. Plans for the subterranean parking garage are shown in Exhibit 2-19. Lastly, conceptual elevations for the proposed project are shown in Exhibits 2-20 through 2-24.

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<sup>21</sup> Twen Ma Architects. *Title Sheet*. Plans dated June 30, 2015.

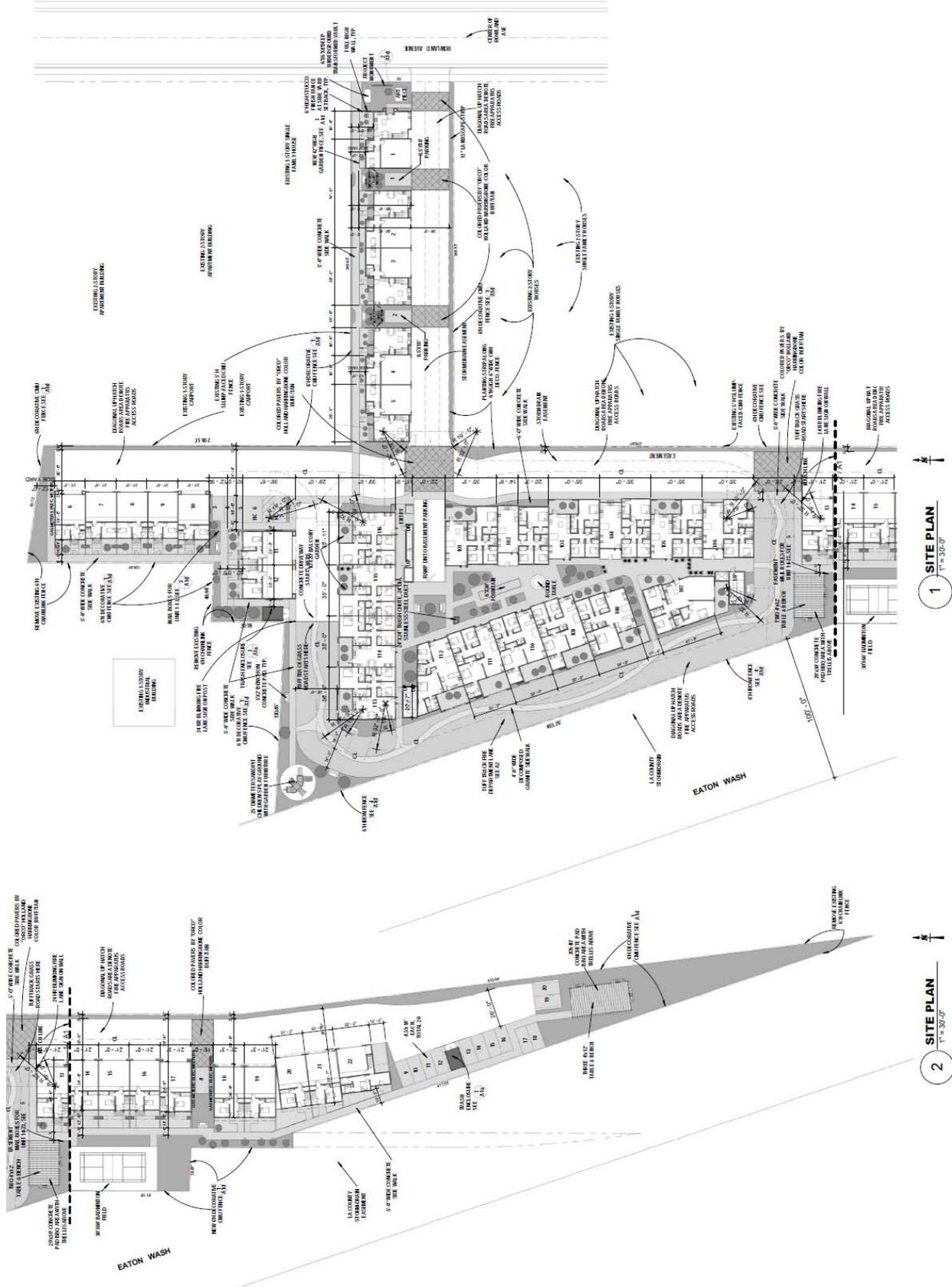
<sup>22</sup> Twen Ma Architects. *Site Plan*. Plans dated June 30, 2015.

<sup>23</sup> Ibid.

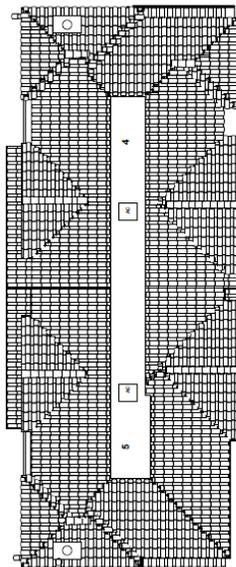
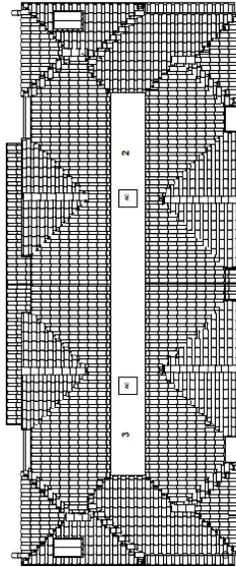
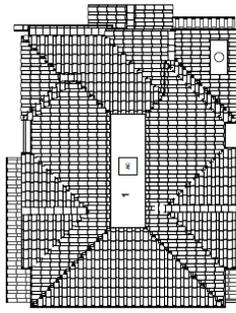
<sup>24</sup> Ibid.

<sup>25</sup> Ibid.

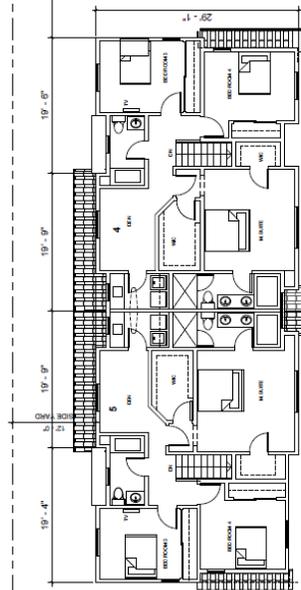
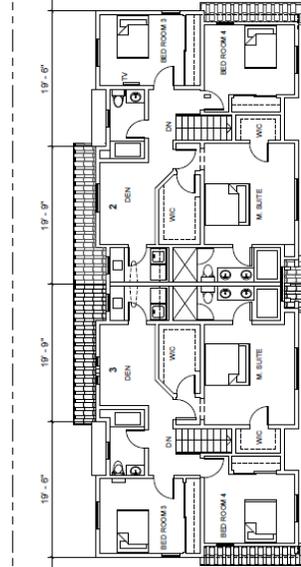
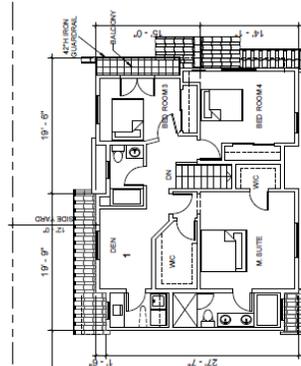
<sup>26</sup> Ibid.



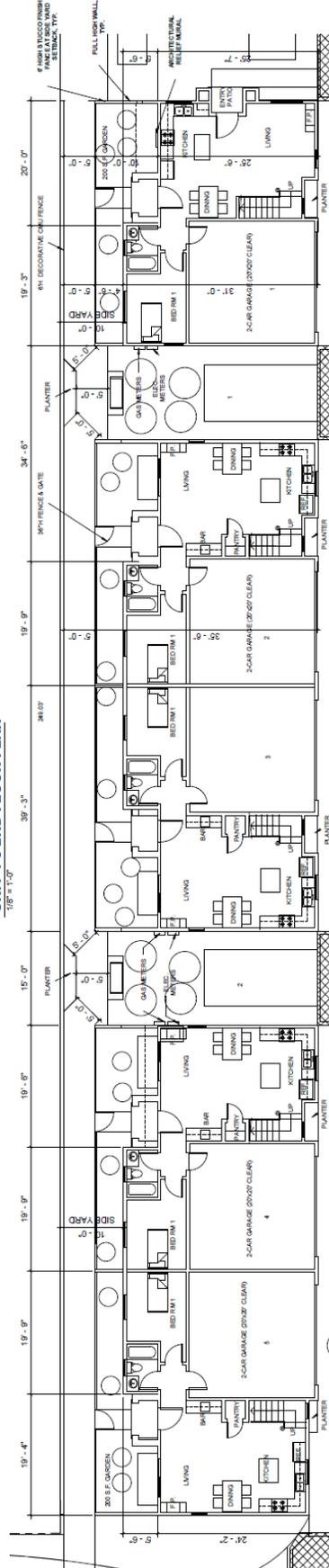
**EXHIBIT 2-12**  
**SITE PLAN**  
 Source: Twen Ma Architects



UNIT 1-5 ROOF PLAN  
 1/8" = 1'-0"

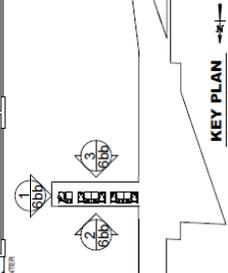
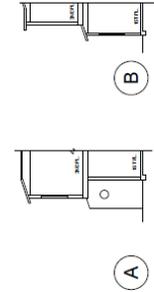


UNIT 1-5 2ND FLOOR PLAN  
 1/8" = 1'-0"



UNIT 1-5 1ST FLOOR AREA: 678 S.F.  
 2ND FLOOR AREA: 1,022 S.F.  
 TOTAL FLOOR AREA: 1,778 S.F.  
 GARAGE AREA: 1,000 S.F.  
 UNIT 1-5 1ST FLOOR AREA: 640 S.F.  
 2ND FLOOR AREA: 1,008 S.F.  
 TOTAL FLOOR AREA: 1,758 S.F.  
 GARAGE AREA: 460 S.F.

UNIT 1-5 1ST FLOOR PLAN  
 1/8" = 1'-0"

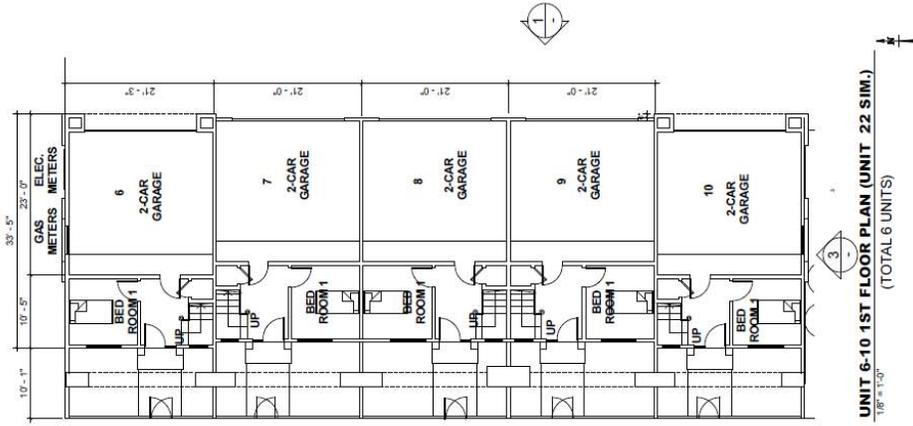


KEY PLAN  
 1" = 100'-0"

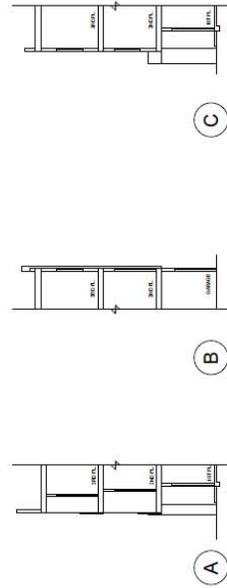
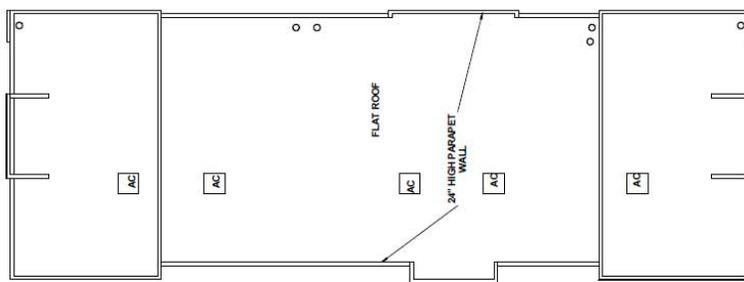
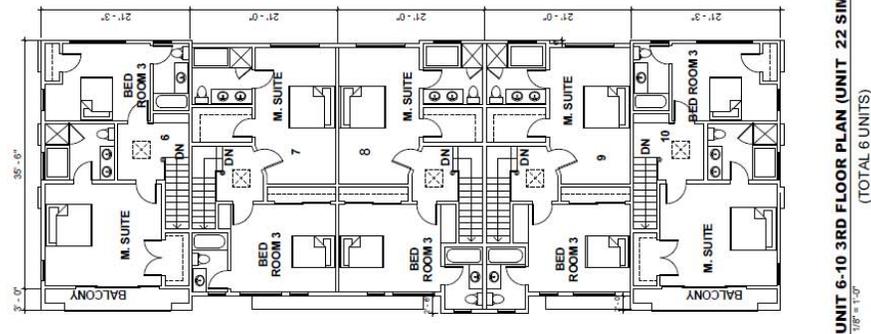
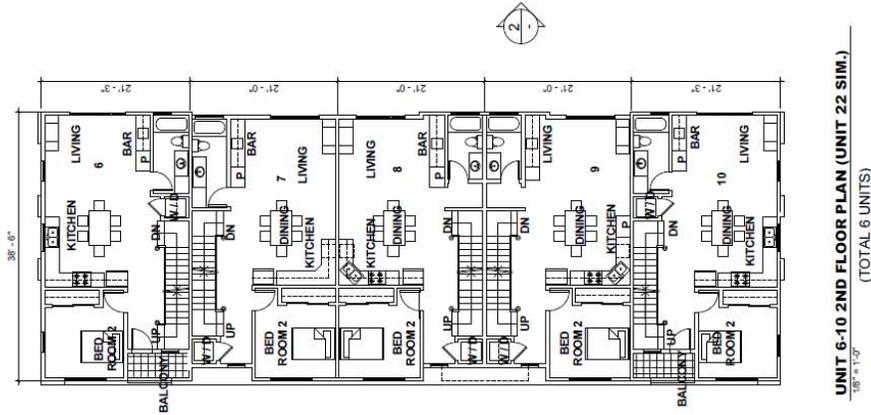
# EXHIBIT 2-13

## UNITS 1-5 FLOOR PLAN

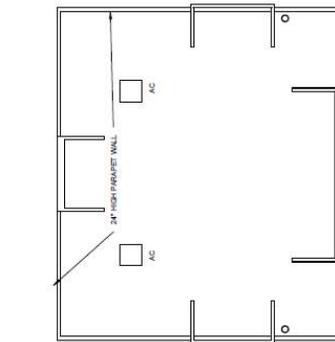
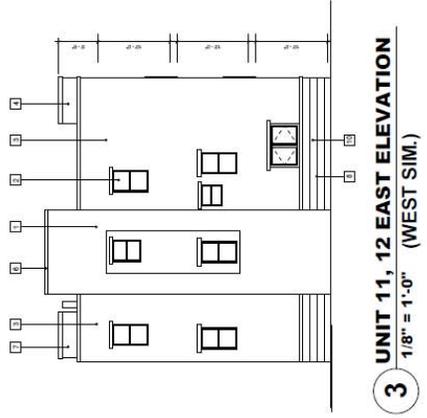
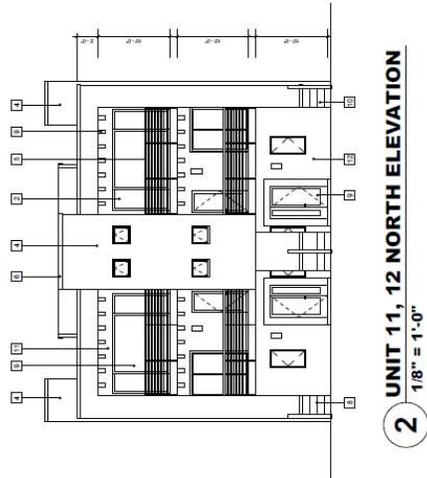
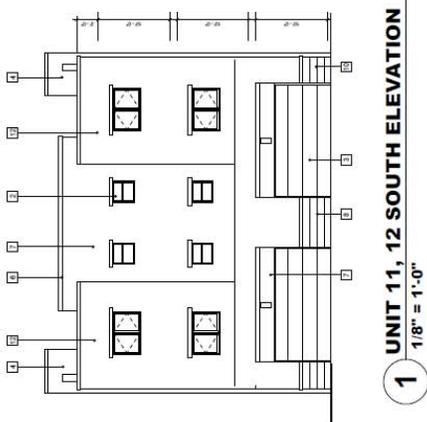
Source: Twen Ma Architects



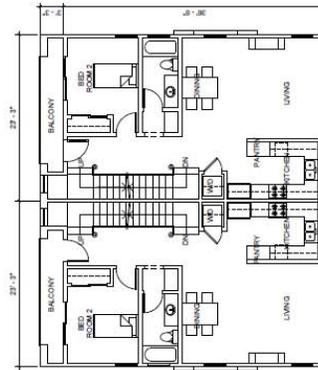
1ST FLOOR AREA: 212 S.F.  
 2ND FLOOR AREA: 728 S.F.  
 3RD FLOOR AREA: 728 S.F.  
 TOTAL FLOOR AREA: 1,768 S.F.  
 GARAGE AREA: 400 S.F.



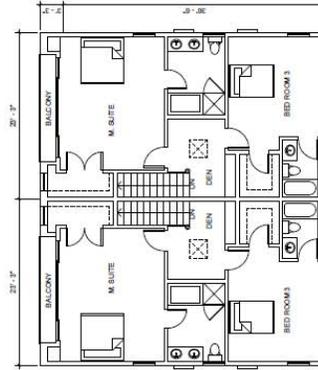
**EXHIBIT 2-14**  
**UNITS 6-10 (22) FLOOR PLAN**  
 Source: Twen Ma Architects



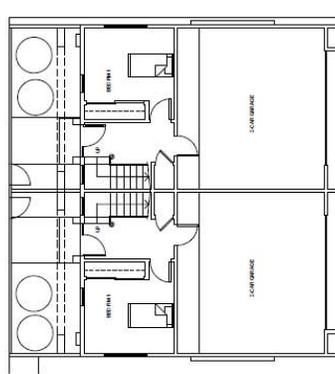
UNIT 11 12 ROOF PLAN  
 1/8" = 1'-0"



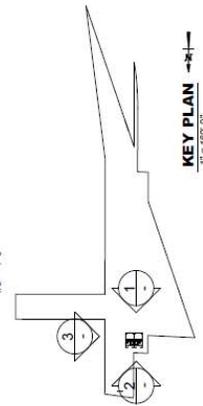
UNIT 11 12 2ND FL  
 1/8" = 1'-0"



UNIT 11 12 3RD FL  
 1/8" = 1'-0"



UNIT 11 12 1ST FLOOR PLAN  
 1/8" = 1'-0"



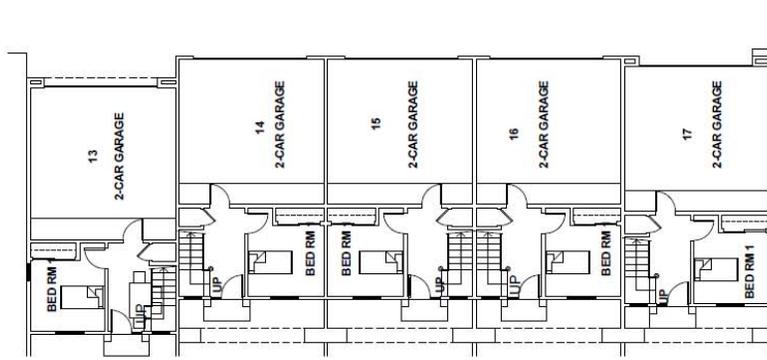
KEY PLAN  
 1" = 100'-0"

1ST FLOOR AREA: 312 S.F.  
 2ND FLOOR AREA: 903 S.F.  
 3RD FLOOR AREA: 813 S.F.  
 TOTAL FLOOR AREA: 1,928 S.F.  
 GARAGE AREA: 400 S.F.

# EXHIBIT 2-15

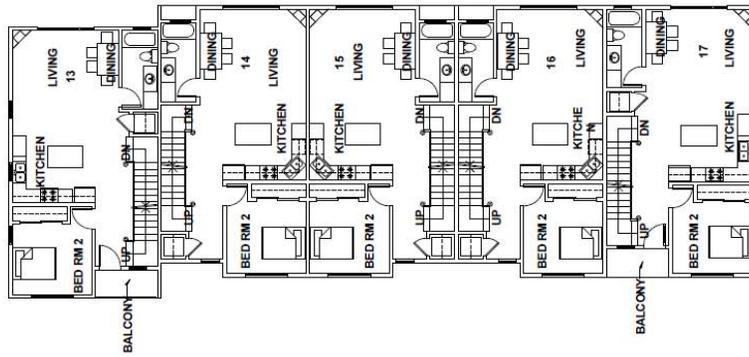
## UNITS 11-12 FLOOR PLANS AND ELEVATIONS

Source: Twen Ma Architects

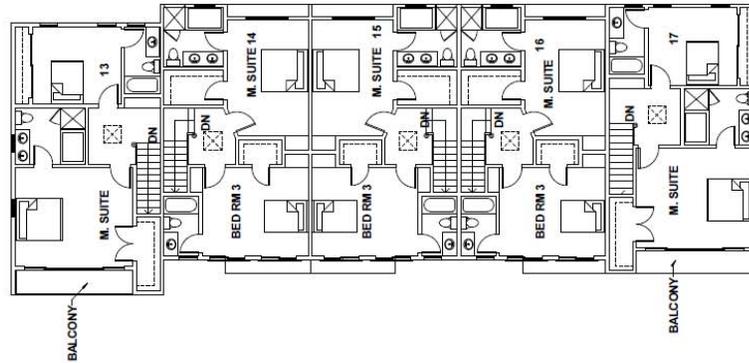


**UNIT 13-17 1ST FL ( UNIT 18-21 SIM.)**  
 1/8" = 1'-0"  
 (TOTAL 11 UNITS)

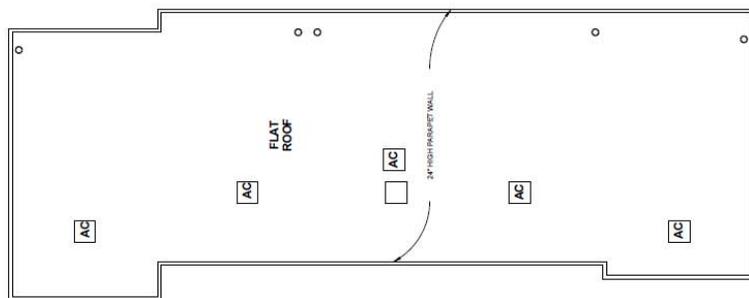
1ST FLOOR AREA: 286 S.F.  
 2ND FLOOR AREA: 726 S.F.  
 3RD FLOOR AREA: 736 S.F.  
 TOTAL FLOOR AREA: 1,748 S.F.  
 GARAGE AREA: 400 S.F.



**UNIT 13-17 2ND FL ( UNIT 18-21 SIM.)**  
 1/8" = 1'-0"  
 (TOTAL 11 UNITS)



**UNIT 13-17 3RD FL ( UNIT 18-21 SIM.)**  
 1/8" = 1'-0"  
 (TOTAL 11 UNITS)

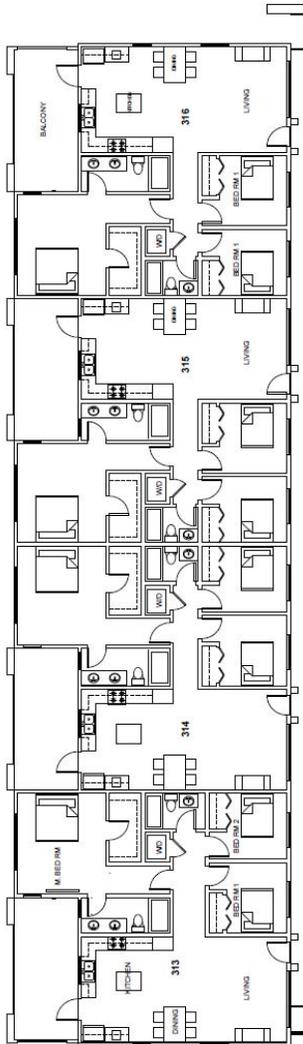


**UNIT 14-18 ROOF PLAN ( UNIT 19-22 SIM.)**  
 1/8" = 1'-0"  
 (TOTAL 11 UNITS)

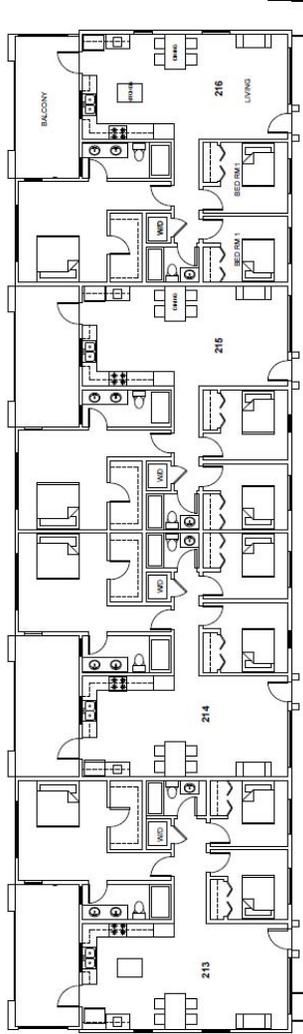
## EXHIBIT 2-16 UNITS 13-17 (18-21) FLOOR PLAN

Source: Twen Ma Architects

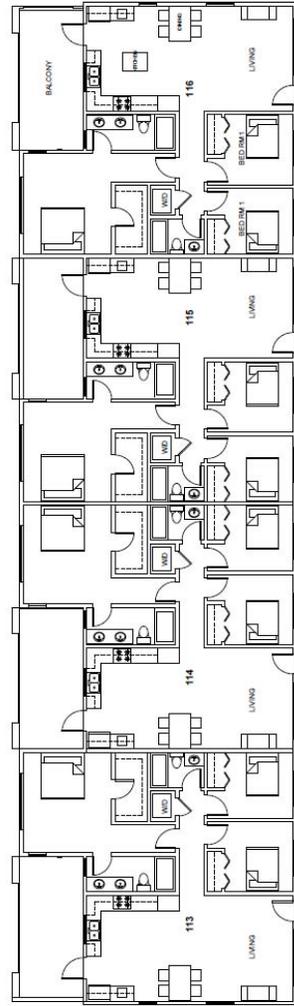




UNIT 113-116 3RD FLOOR PLAN (UNIT 301 - 306, 309 - 311 SIM.)  
 1/8" = 1'-0"

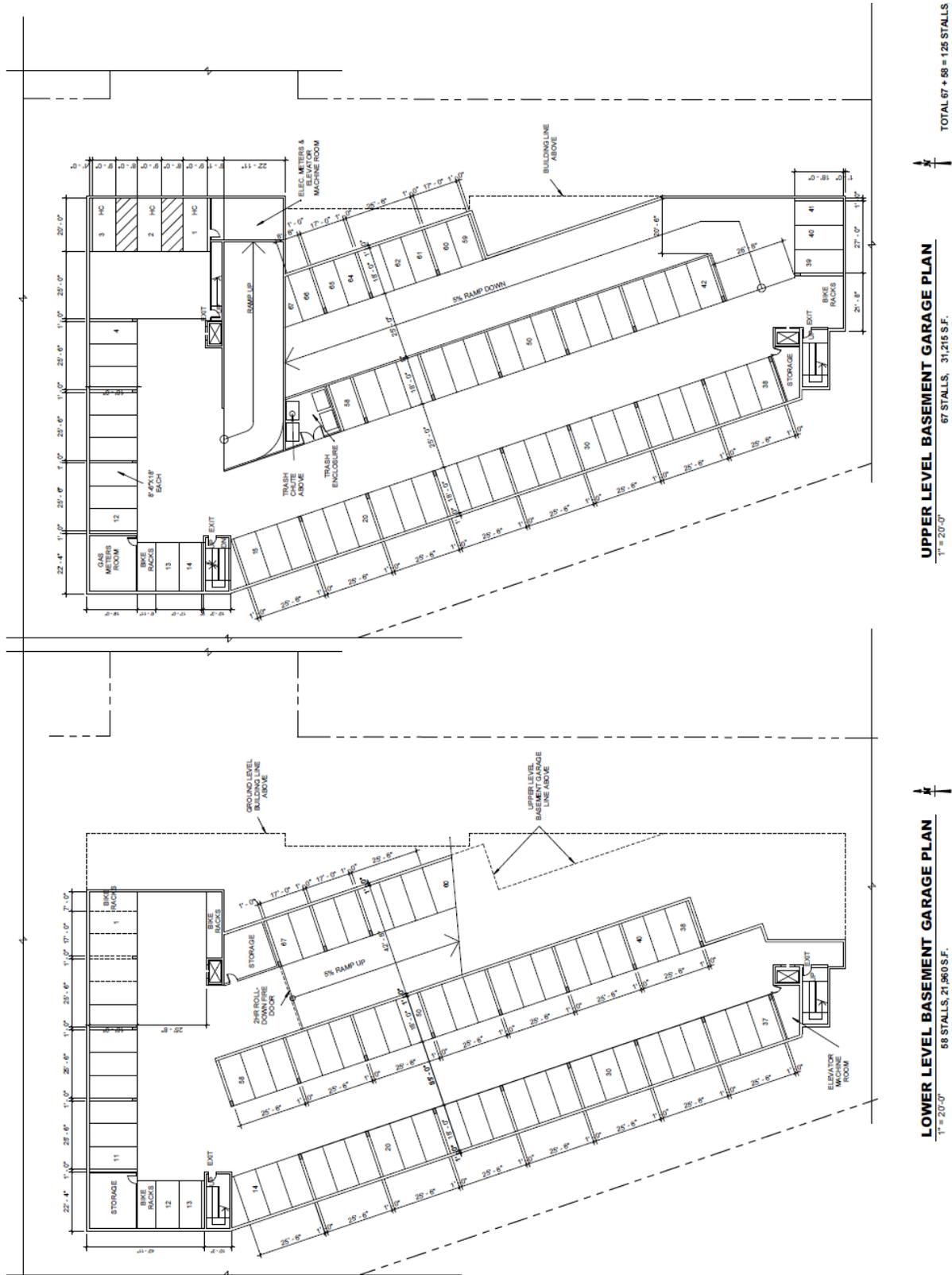


UNIT 113-116 2ND FLOOR PLAN (UNIT 201 - 206, 209 - 211 SIM.)  
 1/8" = 1'-0"



UNIT 113-116 1ST FLOOR PLAN (UNIT 101 - 106, 109 - 111 SIM.)  
 1/8" = 1'-0"  
 EACH UNIT FLOOR AREA: 1,198 S.F.

**EXHIBIT 2-18**  
**STACKED FLAT UNITS FLOOR PLAN**  
 Source: Twen Ma Architects



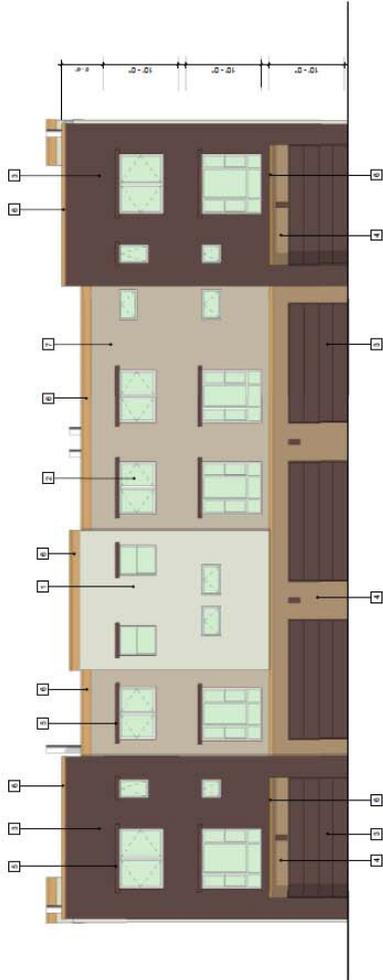
UPPER LEVEL BASEMENT GARAGE PLAN  
 1" = 20'-0"  
 67 STALLS, 31,215 S.F.  
 TOTAL 67 + 58 = 125 STALLS

LOWER LEVEL BASEMENT GARAGE PLAN  
 1" = 20'-0"  
 58 STALLS, 21,960 S.F.

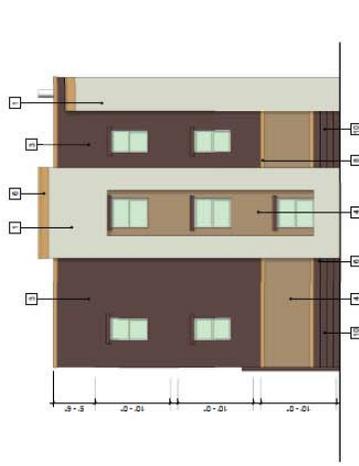
**EXHIBIT 2-19**  
**SUBTERRANEAN PARKING GARAGE PARKING PLAN**  
 Source: Twen Ma Architects



**EXHIBIT 2-20**  
**UNITS 1-5 NORTH AND SOUTH ELEVATIONS**  
 Source: Twen Ma Architects



1 UNIT 6-10 EAST / REAR ELEVATION

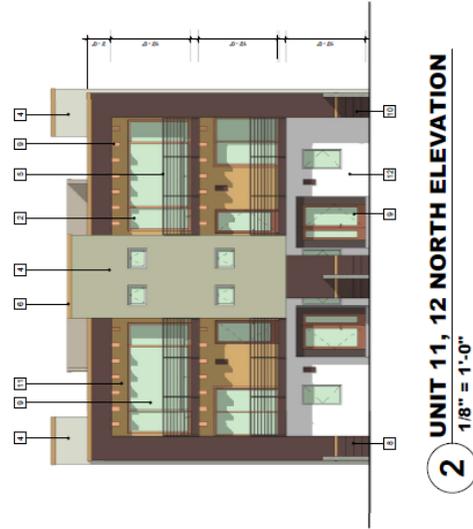
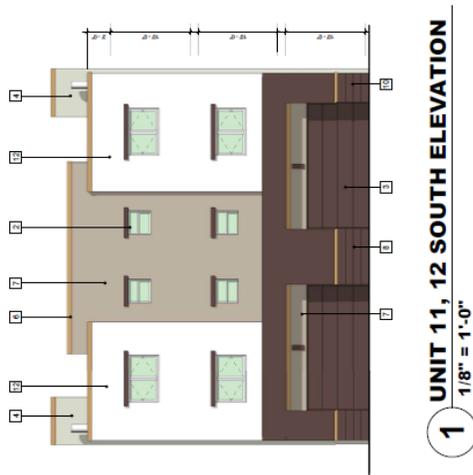


3 UNIT 6-10 SOUTH / SIDE ELEVATION  
(NORTH SIM.)  
1/8" = 1'-0"



2 UNIT 6-10 WEST / FRONT ELEVATION

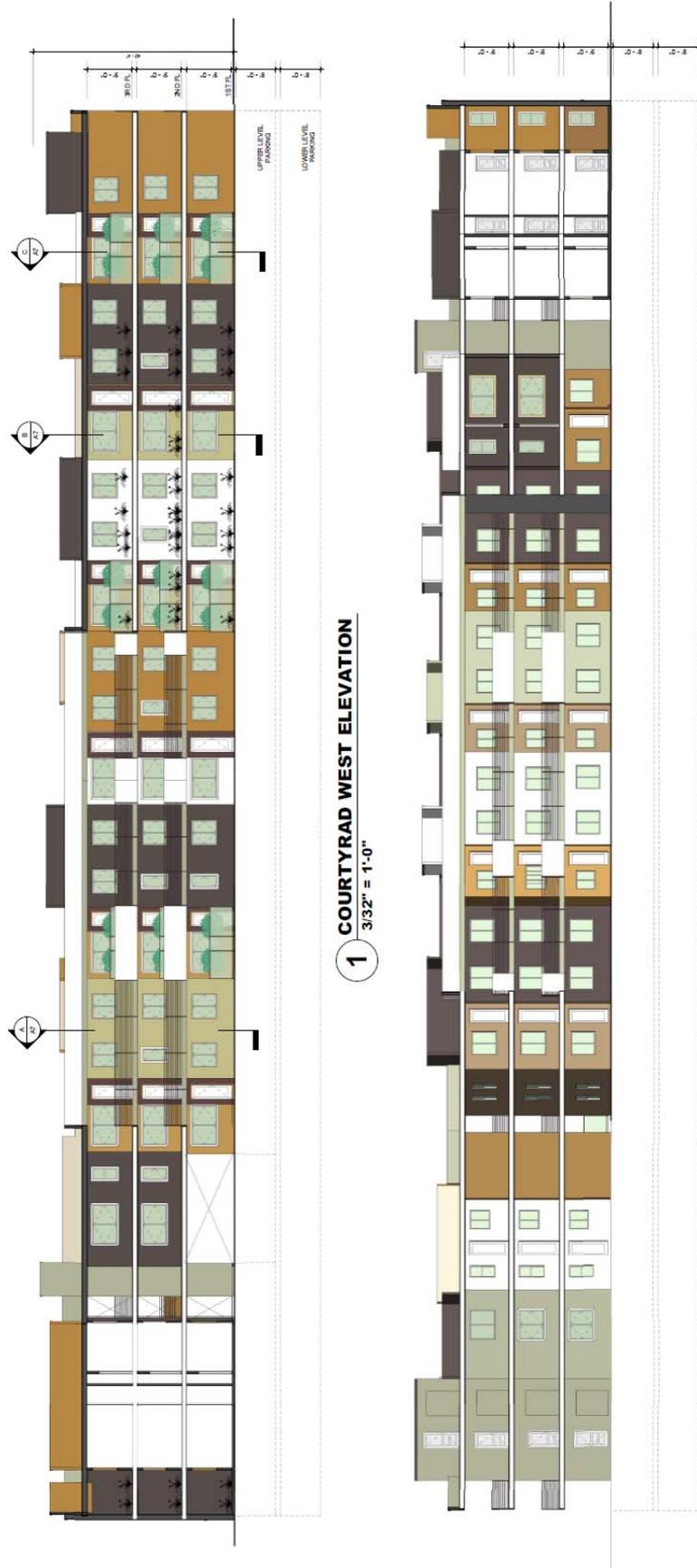
**EXHIBIT 2-21**  
**UNITS 6-10 NORTH, SOUTH, EAST, AND WEST ELEVATIONS**  
Source: Twen Ma Architects



**EXHIBIT 2-22**  
**UNITS 11 AND 12 NORTH, SOUTH, EAST, AND WEST ELEVATIONS**  
Source: Twen Ma Architects



**EXHIBIT 2-23**  
**CONDOMINIUM TOWER NORTH, SOUTH, EAST, AND WEST ELEVATIONS**  
Source: Twen Ma Architects



**EXHIBIT 2-24**  
**CONDOMINIUM TOWER NORTH, SOUTH, EAST, AND WEST ELEVATIONS**  
Source: Twen Ma Architects

A summary of the proposed project is provided below in Table 2-1.

**Table 2-1  
 Summary of the Proposed Project**

<b>Project Element</b>	<b>Total</b>
Project Site Area	3.093-acres (134,725 square feet)
Common Open Space	28,677 square feet
Private Open Space	14,220 square feet
Landscaping	42,313 square feet
Subterranean Parking	125 spaces
Garage Parking	44 parking spaces (22, two car garages)
Uncovered Surface Parking	20 parking spaces
Total Parking Provided	189 spaces
Townhomes (Units 1-22) Living Area per Unit	1,676 square feet-1,978 square feet
Townhomes (Units 1-22) Bedrooms/Bathrooms per Unit	4 bed/3 bath
Stacked Flats (Units 23-72) Living Area per Unit	1,208 square feet
Stacked Flats (Units 23-72) Bedrooms/Bathrooms per Unit	3 bed/2 bath
Total Living Area	100,044 square feet
Total Floor Area Ratio (F.A.R.)	74.2%
Total Lot Coverage	37.7%

Source: Twen Ma Architects. Site Plan.

## **2.4.2 CONSTRUCTION CHARACTERISTICS**

The proposed project will take approximately 11 to 14 months to complete. The proposed project's construction will consist of the following phases:

- *Grading.* During this phase, the project site will be graded to accommodate the subterranean parking structure. Approximately 25,000 cubic yards will be removed during the grading phase. Equipment on-site during this phase would include excavators, graders, rubber tire dozers, tractors, backhoes, and loaders. This phase will take approximately two months to complete.
- *Site Preparation.* The project site will be prepared for the construction of the new townhomes and condominiums. Equipment on-site during this phase will include graders, tractors, backhoes, and loaders. The average number of off-road equipment will total three pieces. During this

phase, the average number of daily worker trips will be eight trips. This phase will take approximately one month to complete.

- *Construction and Installation.* The 72 residential units will be constructed during this phase. Equipment on-site during this phase will include cranes, generators, forklifts, tractors, backhoes, and loaders. The average number of off-road equipment will total seven pieces. This phase will take approximately five months to complete.
- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, and the completion of the on-site improvements. Equipment on-site during this phase will include cement and motor mixers, pavers, rollers, other paving equipment, tractors, backhoes, and loaders. The average number of off-road equipment will total five pieces. This phase will last approximately three months.

## **2.5 OBJECTIVES OF THE PROJECT**

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

- To facilitate the integration of land uses and development;
- To minimize conflicts between non-residential and residential uses and/or other sensitive receptors such as schools, parks, and homes;
- To facilitate the revitalization of vacant parcels in the City;
- To ensure that the project is in conformance with the development policies included in the City of El Monte General Plan; and,
- To promote new residential infill development along with the more efficient use of underutilized properties in the City.

## **2.6 DISCRETIONARY ACTIONS**

A Discretionary Decision 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. Discretionary approvals for this project include the following:

- Tentative Tract Map to subdivide the proposed project into 72 townhomes and condominium units;
- A Conditional Use Permit to establish a PRD (Planned Residential Development) within a residential zone;
- A second Conditional Use Permit to allow Multiple-family residential development (three or more units on a site/attached or detached/single-family or multiple-family);

- A Variance to reduce the amount of required open space from 43,000 square feet to 28,677 square feet;
- Development Plan Approval; and,
- The review of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

The project Applicant will also need a demolition permit to demolish the existing on-site improvements, a grading permit, a building permit to allow for the construction of the proposed improvements, permits for utility connections, and an occupancy permit.



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## 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:

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>● Aesthetic Impacts (Section 3.1);</li><li>● Agricultural &amp; Forestry Resources Impacts (Section 3.2);</li><li>● Air Quality Impacts (Section 3.3);</li><li>● Biological Resources Impacts (Section 3.4);</li><li>● Cultural Resources Impacts (Section 3.5);</li><li>● Geology &amp; Soils Impacts (Section 3.6);</li><li>● Greenhouse Gas Emissions Impacts (Section 3.7);</li><li>● Hazards &amp; Hazardous Materials Impacts (Section 3.8);</li><li>● Hydrology &amp; Water Quality Impacts (Section 3.9);</li></ul> | <ul style="list-style-type: none"><li>● Land Use &amp; Planning Impacts (Section 3.10);</li><li>● Mineral Resources Impacts (Section 3.11);</li><li>● Noise Impacts (Section 3.12);</li><li>● Population &amp; Housing Impacts (Section 3.13);</li><li>● Public Services Impacts (Section 3.14);</li><li>● Recreation Impacts (Section 3.15);</li><li>● Transportation &amp; Circulation Impacts (Section 3.16);</li><li>● Utilities Impacts (Section 3.17); and,</li><li>● Mandatory Findings of Significance (Section 3.18).</li></ul> |
|---|--|

The environmental analysis contained in this section reflects the Initial Study Checklist format used by the City of El Monte Economic Development Department, Planning Division in its environmental review process pursuant to and consistent with the CEQA Guidelines as amended. Under each issue area, an assessment of impacts is provided in the form of questions and answers. The analysis contained herein serves as 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 approval and subsequent implementation of the proposed project *would not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The approval and subsequent implementation of 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 approval and subsequent implementation of 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.
- *Significant and Unavoidable Impact.* The approval and subsequent implementation of the proposed project may result in environmental impacts that are significant.

### **3.1 AESTHETIC IMPACTS**

#### **3.1.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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;
- The potential of the project to substantially degrade the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day-time or night-time views in the area.

#### **3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project affect a scenic vista? • Less than Significant Impact.*

Scenic view sheds in and around the project site is limited to the San Gabriel Mountains, located approximately 6.81 miles to the north.<sup>27</sup> The proposed project will not obstruct views of the San Gabriel Mountains from Valley Boulevard because the new residential units will have a maximum height of 40 feet. In addition, the project is not located within the line of sight for any uses that are sensitive to the loss in scenic vistas because there are no such uses located along the southern portion of Valley Boulevard. Furthermore, the project will not obstruct views of the San Gabriel Mountains from the uses along Rowland Avenue because the project is located along the western portion of the street and is not within the line of sight of the aforementioned views. Likewise the new development will not restrict scenic views from the homes located along Abilene Street because the homes are located approximately 129 feet to the northeast of the project site.

The site, in its current state, contains unmaintained vegetation and piles of debris (concrete, gravel, glass, etc). This debris will be removed as part of the proposed project. Once complete, the proposed project will significantly improve the site's visual appearance. The unmaintained vegetation and piles of rocks, gravel, and debris will be replaced with new landscaping, paving, and residential units. The property following development will be maintained pursuant to the Homeowner's Association (HOA). As a result, the impacts regarding scenic vistas are anticipated to be less than significant.

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<sup>27</sup> Google Earth. Site accessed April 6, 2015.

*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.*

There are no designated State scenic highways located in the vicinity of the project site.<sup>28</sup> The trees that are found on-site are species that are typically found in an urban environment. In addition, the site is currently vacant and there are no natural rock outcroppings or historic structures located within the project site (the nature and extent of historic resources within the project area are discussed herein in Section 3.5).<sup>29</sup> As a result, the proposed project will not result in any impacts on natural scenic resources.

*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 vacant and covered over in ruderal vegetation, garbage, concrete debris, gravel, and dirt. The proposed project will not degrade the existing visual character or quality of the site and the surrounding neighborhood since the 72-unit residential development will represent a substantial visual improvement over the site's current state (refer to Section 2 for a description of the project site and the environmental setting). In addition, the proposed project will improve the overall visual appearance along the highly traveled Valley Boulevard corridor. As a result, no impacts will occur.

*D. Would the project create a new source of substantial light or glare that would adversely affect day-or night-time 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* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Light sensitive uses abut the project site to the east. Additional light sensitive receptors are located across the Eaton Wash to the west. Moreover, the proposed project will be a light sensitive receptor. The following mitigation measures will be effective in further reducing the potential light and glare impacts:

- 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 zoning code that pertains to the proposed project is 17.40.020.P, lighting systems, which states that for all sites serving three (3) or more dwelling units, the developer shall install an on-site lighting system in all parking areas, vehicular access ways and along major walkways. Such lighting shall be directed onto driveways and walkways within the project and away from dwelling units and adjacent properties. Such 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 prior to the issuance of building permits.

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<sup>28</sup> California Department of Transportation. *Official Designated Scenic Highways*. [www.dot.ca.gov](http://www.dot.ca.gov)

<sup>29</sup> Blodgett/Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 8, 2015.

- The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. In addition, light standards must be low (no more than nine feet in height) and shielded to eliminate the potential for light trespass.

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

### **3.1.3 CUMULATIVE IMPACTS**

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. The mitigation measures identified for aesthetic impacts are consistent with those that would likely be required for any new development in the City. The analysis determined that the proposed project would not result in any significant adverse aesthetic impacts with adherence to the required mitigation. As a result, no cumulative aesthetic impacts are anticipated.

### **3.1.4 MITIGATION MEASURES**

The following mitigation measures would be effective in reducing the potential light and glare impacts from these above off-site locations:

*Mitigation Measure No. 1 (Aesthetic Impacts).* 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 zoning code that pertains to the proposed project is 17.40.020.P, lighting systems, which states that for all sites serving three (3) or more dwelling units, the developer shall install an on-site lighting system in all parking areas, vehicular access ways and along major walkways. Such lighting shall be directed onto driveways and walkways within the project and away from dwelling units and adjacent properties. Such 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 prior to the issuance of building permits.

*Mitigation Measure No. 2 (Aesthetic Impacts).* The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. In addition, light standards must be low (no more than 15 feet in height) to eliminate the potential for light trespass.

## 3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

### 3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, 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;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses.

### 3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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.*

According to the California Department of Conservation, the City of El Monte does not contain any designated areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>30</sup> No agricultural activities are located within the project site or in the surrounding area (refer to Exhibit 3-1). As a result, no impacts on any farmland of importance will occur with the implementation of the proposed project.

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

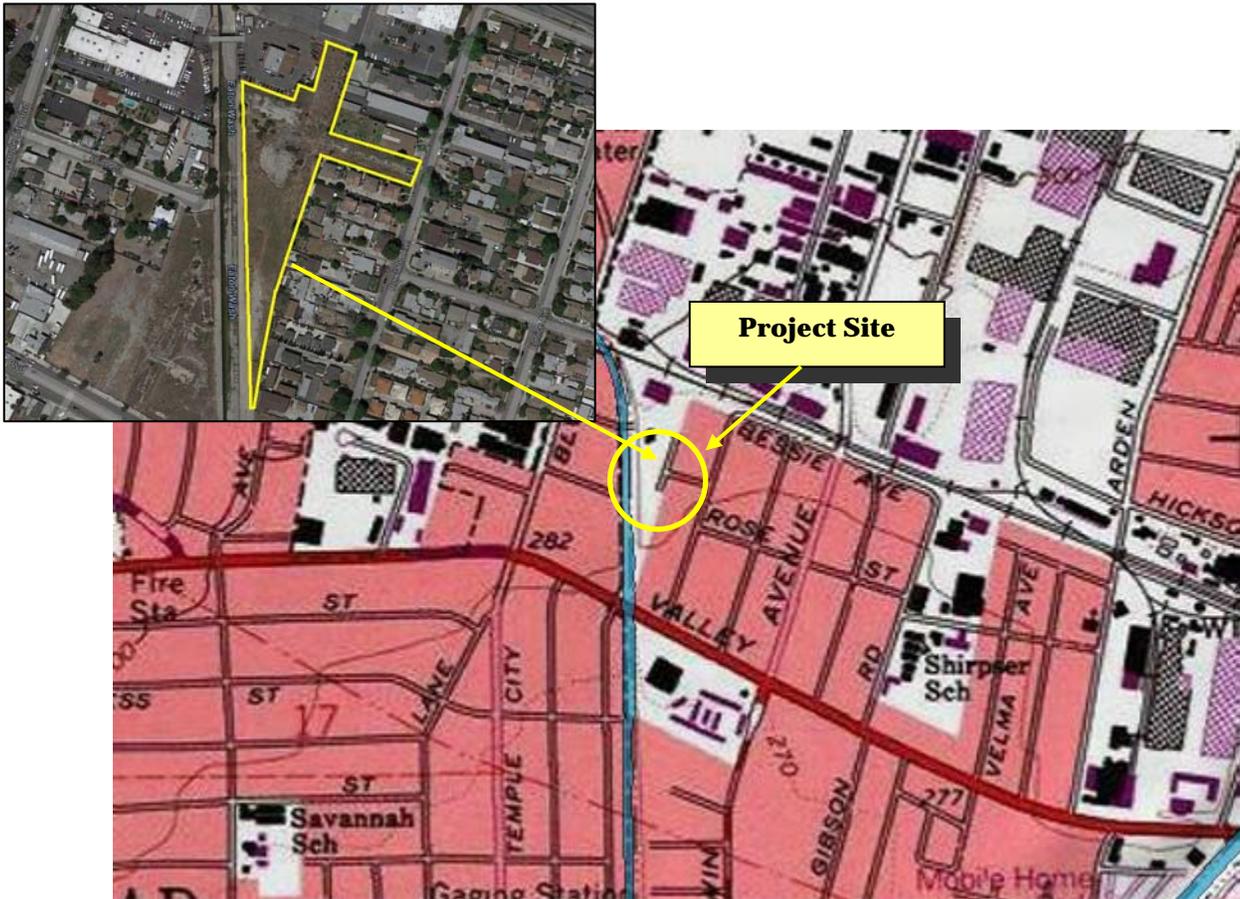
Agricultural uses are not permitted within the R-4, the zone district in which the project is located.<sup>31</sup> In addition, the California Department of Conservation Division of Land Resource Protection indicated the project site is not subject to a Williamson Act Contract.<sup>32</sup> As a result, no impacts on existing or future Williamson Act Contracts would result from the proposed project's implementation.

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<sup>30</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010\\_08\\_11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf).

<sup>31</sup> City of El Monte Municipal Code. Title 17 Zoning. Chapter 17.42.010 – Uses permitted for the R-4.

<sup>32</sup> California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf)



**EXHIBIT 3-1**  
**LAND COVER AROUND THE PROJECT SITE**  
Source: United States Geological Survey

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

The City of El Monte is located in the midst of a larger urban area and no forest lands are found within the City or in the surrounding area.<sup>33</sup> In addition, the City of El Monte General Plan does not provide for any forest land protection since it is not required. As a result, no impacts on forest land or timber resources would result from the implementation of the proposed project.

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

The project site is located in the midst of an urban area. No forest land is located within the City nor does the City of El Monte General Plan provide for any forest land protection.<sup>34</sup> As a result, no loss or conversion of forest lands would result from the implementation of the proposed project.

E. *Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? • No Impact.*

As indicated previously, the site is currently vacant and no agricultural activities are located within the project site or in the surrounding area (refer to Exhibit 3-1). As a result, the implementation of the proposed project would not involve the conversion of any existing farmland area to urban uses.

### **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. 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.

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<sup>33</sup> Blodgett/Baylosis Environmental Planning. *Site Survey*. Survey was conducted on April 8, 2015.

<sup>34</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

### 3.3 AIR QUALITY IMPACTS

#### 3.3.1 THRESHOLDS OF SIGNIFICANCE

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

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in 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 both short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O<sub>3</sub> is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) is designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.<sup>35</sup>
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an *attainment area* for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO<sub>2</sub>)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO<sub>2</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO<sub>2</sub> concentrations have not exceeded National standards since 1991, NO<sub>2</sub> emissions remain a concern because of their contribution to the formation of ozone (O<sub>3</sub>) and particulate matter. The SCAB is designated as an *attainment area* for NO<sub>2</sub> by the EPA.
- *Sulfur dioxide (SO<sub>2</sub>)* 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. Though SO<sub>2</sub> concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO<sub>2</sub> emissions are desirable since SO<sub>2</sub> is a precursor to sulfate and PM<sub>10</sub>. The SCAB is designated as an *attainment area* for SO<sub>2</sub> by the EPA.

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<sup>35</sup> 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.

- $PM_{10}$  refers to particulate matter less than ten microns in diameter.  $PM_{10}$  particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for  $PM_{10}$  have been met in most areas within the SCAB, though standards were exceeded in portions of Riverside County.
- $PM_{2.5}$  refers to particulate matter less than 2.5 microns in diameter.  $PM_{2.5}$  also represents a significant health risk because particulate matter of this size may be more easily inhaled causing respiratory irritation. The annual average concentrations of  $PM_{2.5}$  exceeded Federal standards in some areas of the SCAB. As a result, the SCAB continues to be designated non-attainment for  $PM_{2.5}$ .

Projects in the SCAB generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of  $PM_{10}$ ;
- 55 pounds per day of  $PM_{2.5}$ ; or,
- 150 pounds per day 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  $PM_{10}$ ;
- 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 the implementation of the applicable air quality plan?* •  
*No Impact.*

The City of El Monte is located within the SCAB which covers a 6,600-square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the basin is monitored by the SCAQMD at various monitoring stations located throughout the area.<sup>36</sup> The most recent AQMP was adopted in 2012 and was jointly prepared with the CARB and the Southern California Association of Governments (SCAG).

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<sup>36</sup> South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

The AQMP would aid the SCAQMD to maintain a focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM<sub>2.5</sub> Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM<sub>2.5</sub> and ozone. 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:<sup>37</sup>

- *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 would be below levels that the SCAQMD considers as 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). According to the Growth Forecast released by SCAG in conjunction with the Regional Transportation Plan for 2012-2035, the City of El Monte is projected to have 140,100 residents by 2035.<sup>38</sup> The City has a total population of 113,475 according to the 2010 U. S. Census Bureau for the 2010 Census. The most recent California Department of Finance Estimates indicate the City's population is 115,774 persons as of January 1, 2015.

The proposed project is anticipated to add approximately 281 residents to the City based upon the number of units being constructed and the average household size for the City taken from the United States Census Bureau website (the average household size according to the United States Census Bureau is 3.90 persons per household). The population increase from the proposed project's implementation is within the expected population projection provided by SCAG. Therefore, the proposed project would also conform to Consistency Criteria 2 since it would not significantly affect any regional population, housing, and employment projections prepared for the City of El Monte by the Southern California Association of Governments (SCAG). As a result, the proposed project would not be in conflict with or result in an obstruction of an applicable air quality plan and no impacts would 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 potential construction and operational emissions from the proposed project were estimated using the computer model CalEEMod (v.2013.2.2) developed for the SCAQMD (the worksheets are included in

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<sup>37</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

<sup>38</sup> Southern California Association of Governments Regional Transportation Plan 2012-2035, Growth Forecast Appendix. Adopted April 2012.

Appendix A). For the purpose of this analysis, 11 months was used. The 11 month time frame represents the most aggressive and the worst case scenario emissions generated during the construction period. Construction related activities include grading and site preparation, the construction of the 72 residential units, and the finishing of the project (paving, painting, and installation of landscaping). As shown in Table 3-1, the daily construction emissions will not exceed the SCAQMD significance thresholds. Therefore, the daily construction emissions associated with the proposed project would be less than significant.

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

<b>Construction Phase</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation (on-site)	5.26	56.88	42.63	0.03	21.15	12.77
Site Preparation (off-site)	0.08	0.10	1.29	--	0.20	0.05
<b>Total Site Preparation</b>	<b>5.34</b>	<b>56.98</b>	<b>43.92</b>	<b>0.03</b>	<b>21.35</b>	<b>12.82</b>
Grading (on-site)	3.83	40.41	26.67	0.02	8.88	5.50
Grading (off-site)	0.06	0.08	1.07	--	0.16	0.04
<b>Total Grading</b>	<b>3.89</b>	<b>40.49</b>	<b>27.74</b>	<b>0.02</b>	<b>9.04</b>	<b>5.54</b>
Building Construction 2016 (on-site)	3.65	30.02	18.74	0.02	2.11	1.99
Building Construction 2016 (off-site)	0.51	2.10	7.29	0.01	0.99	0.28
<b>Total Building Construction 2016</b>	<b>4.16</b>	<b>32.12</b>	<b>26.03</b>	<b>0.03</b>	<b>3.10</b>	<b>2.27</b>
Building Construction 2017 (on-site)	3.40	28.50	18.50	0.02	1.96	1.84
Building Construction 2017 (off-site)	0.45	1.86	6.63	0.01	0.98	0.28
<b>Total Building Construction 2017</b>	<b>3.85</b>	<b>30.36</b>	<b>25.13</b>	<b>0.03</b>	<b>2.94</b>	<b>2.12</b>
Paving (on-site)	2.10	22.38	14.81	0.02	1.26	1.16
Paving (off-site)	0.06	0.07	0.97	--	0.16	0.04
<b>Total Paving</b>	<b>2.16</b>	<b>22.45</b>	<b>15.78</b>	<b>0.02</b>	<b>1.42</b>	<b>1.20</b>
Architectural Coatings (on-site)	32.15	2.37	1.88	--	0.19	0.19
Architectural Coatings (off-site)	0.06	0.07	0.97	--	0.16	0.04
<b>Total Architectural Coatings</b>	<b>32.21</b>	<b>2.44</b>	<b>2.85</b>	<b>--</b>	<b>0.35</b>	<b>0.23</b>
<b>Maximum Daily Emissions</b>	<b>32.22</b>	<b>56.99</b>	<b>43.92</b>	<b>0.04</b>	<b>9.98</b>	<b>12.82</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Source: California Air Resources Board CalEEMod V.2013.2.2 [computer program].

Long-term emissions refer to those air quality impacts that would occur once the proposed project is operational and would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project once it is occupied include mobile emissions associated with vehicular traffic, on-site emissions related to vehicles idling and starting, and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts also used the CalEEMod computer model. The assumptions used in the model relied on those default

variables that are included in the model. Table 3-2 (shown on the following page), indicates the estimated operational emissions generated by the proposed project.

**Table 3-2**  
**Estimated Operational Emissions in lbs/day**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area-wide (lbs/day)	20.52	0.54	42.22	0.05	5.53	5.53
Energy (lbs/day)	0.03	0.26	0.11	--	0.02	0.02
Mobile (lbs/day)	1.97	5.73	23.51	0.05	3.81	1.07
<b>Total (lbs/day)</b>	<b>22.53</b>	<b>6.54</b>	<b>65.85</b>	<b>0.11</b>	<b>9.37</b>	<b>6.62</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Source: California Air Resources Board CalEEMod [computer program].

While the projected short-term and long-term emissions are below thresholds considered to represent a significant adverse impact, mitigation has been recommended since the project area is located in a non-attainment area for ozone and particulates. The following measures would be applicable to the proposed project as a means to mitigate potential construction emissions:

- All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering will reduce fugitive dust by as much as 55 percent. The water used in the control of fugitive dust shall be recycled water.
- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure that the grading and building contractors must 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 would reduce the potential 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 in 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.*

As indicated in the previous section, the proposed project would result in short-term (construction-related) impacts and long-term (operational) impacts. 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 would not exceed the SCAQMD's daily thresholds of significance. The proposed project would contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation. The SCAB is currently non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The major local sources for long-term emissions associated with the occupancy of the proposed project would be associated with vehicle trips to and from the residences. 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's sustainable growth objectives. Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection 3.3.2.A). The potential cumulative air quality impacts are deemed to be less than significant.

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.<sup>39</sup> 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 units that abut the project site along the east side.<sup>40</sup> The location and extent of the aforementioned sensitive receptors are shown in Exhibit 3-2.

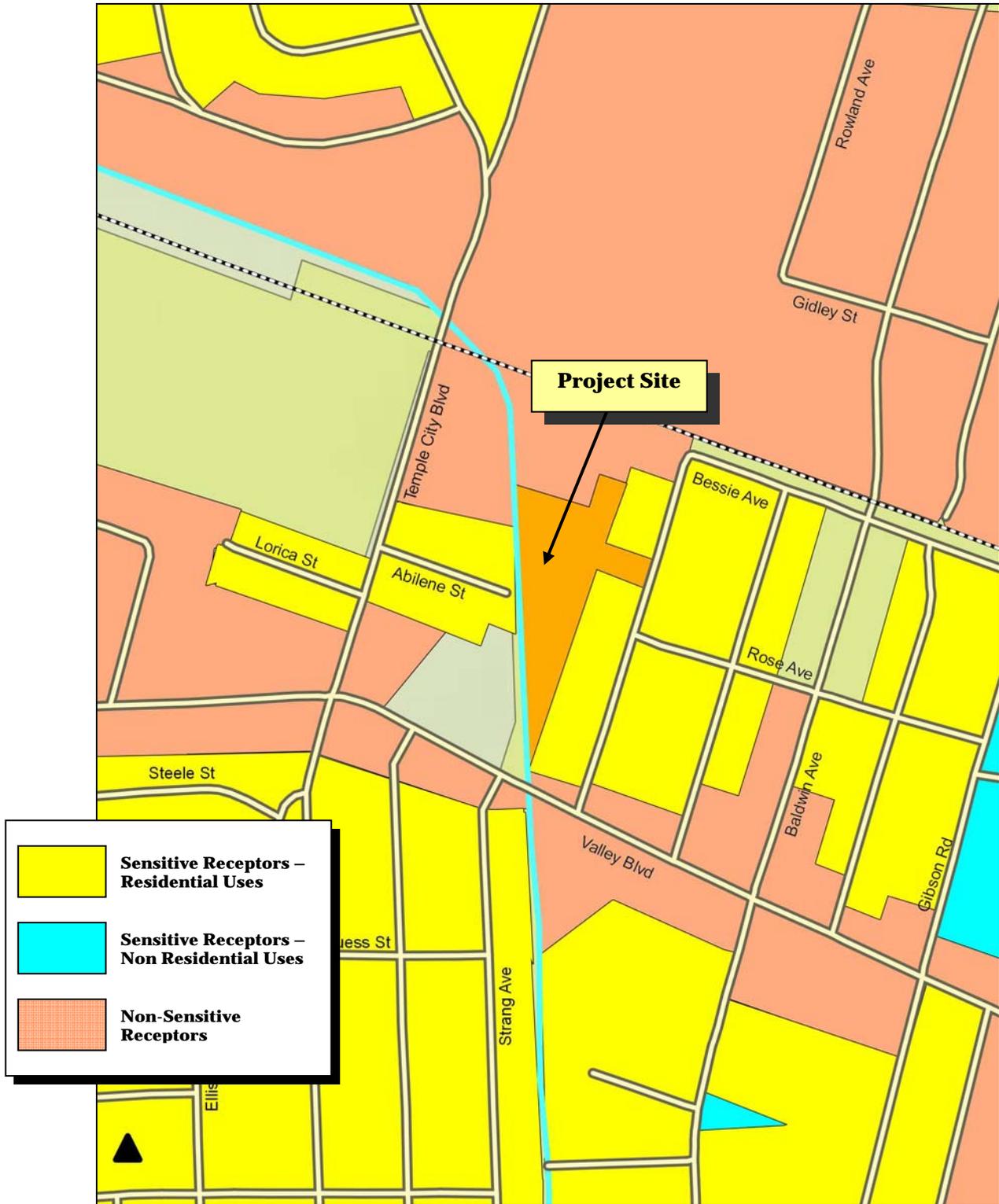
The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide 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<sub>x</sub> to NO<sub>2</sub>; carbon monoxide (CO) emissions from construction and operations; PM<sub>10</sub> emissions from construction and operations; and PM<sub>2.5</sub> emissions from construction and operations.<sup>41</sup>

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<sup>39</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

<sup>40</sup> Blodgett/Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 8, 2015.

<sup>41</sup> South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology*. Revised 2008.



**EXHIBIT 3-2**  
**SENSITIVE RECEPTORS**  
Source: Blodgett/Baylosis Environmental Planning

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. As indicated in the table, the proposed project will exceed the LSTs for both operational PM<sub>10</sub> and PM<sub>2.5</sub> based on the information included in the Mass Rate LST Look-up Tables. When broken down into Area, Energy, and Mobile PM Emissions, area source emissions are the only aforementioned source that will produce emissions exceeding LSTs (refer to Appendix A for the computer worksheets). According to the AQMD, area emissions are generated from hearths, consumer products, architectural coatings, and landscape equipment.<sup>42</sup> The use of area sources will vary between the individual units and the emissions below represent the worst case scenario, or the simultaneous use of area sources (fireplaces, over the counter cleaning products, and landscape equipment) by multiple units. PM emissions generated from mobile sources will not exceed LSTs under normal circumstances.

**Table 3-3  
 Local Significance Thresholds Exceedance SRA 9**

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 <sub>2</sub>	56.99	Construction	<b>203</b>	227	286	368	584
NO <sub>2</sub>	6.54	Operations	<b>203</b>	227	286	368	584
CO	43.92	Construction	<b>733</b>	2,299	3,689	7,600	25,558
CO	65.85	Operations	<b>733</b>	2,299	3,689	7,600	25,558
PM <sub>10</sub>	9.37	Operations	<b>4</b>	11	16	26	55
PM <sub>10</sub>	24.31/12.15*	Construction	<b>14</b>	43	63	105	229
PM <sub>2.5</sub>	6.62	Operations	<b>2</b>	3	5	9	28
PM <sub>2.5</sub>	14.95/6.41*	Construction	<b>8</b>	11	17	35	116

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003. \* Note: Second number denotes emissions after the use of watering. Watering can control and reduce fugitive dust as much as 55%.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and 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).

The SCAQMD stated in its CEQA Handbook that a CO hotspot 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

<sup>42</sup> Air Quality Management District. *CalEEMod Appendix A, Calculation Details for CalEEMod*. <http://www.aqmd.gov/docs/default-source/calemod/calemod-appendixa.pdf>

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. When considering the traffic generated by the existing use, the net increase in traffic will be 418 daily trip ends, 32 AM peak hour trips, and 37 PM peak hour trips. This additional peak hour traffic will not result in any significant impact on 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, the impacts are expected to be less than significant.

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

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering, and businesses involved in fiberglass molding.<sup>43</sup> In addition, construction activities may involve the use of diesel equipment which may result in odors. As a result, the following 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 recommendation will reduce 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 the implementation of the proposed project would not result in any significant adverse air quality impacts. As a result, no significant adverse cumulative impacts would occur.

### **3.3.4 MITIGATION MEASURES**

As indicated previously, 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 Impacts).* All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering will reduce fugitive dust by as much as 55 percent. The water used in the control of fugitive dust shall be recycled water.

*Mitigation Measure No. 4 (Air Quality Impacts).* All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

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<sup>43</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

*Mitigation Measure No. 5 (Air Quality Impacts).* All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

*Mitigation Measure No. 6 (Air Quality Impacts).* The Applicant shall ensure that the grading and building contractors must 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. 7 (Air Quality Impacts).* 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 IMPACTS**

#### **3.4.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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 State Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the State Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference 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;
- 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.*

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer indicated that there are six threatened or endangered species located within the El Monte Quadrangle.<sup>44</sup> These species the Southwestern Willow Flycatcher, Least Bell's Vireo, Light-footed Clapper Rail, the Willow Flycatcher, Western Yellow-Billed Cuckoo, and Nevins Barberry.<sup>45</sup> The EIR prepared for the City's General Plan does not identify any protected species within the vicinity of the project site. In addition, the project site contains no natural marsh/riparian habitat and the project site is

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<sup>44</sup> California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

<sup>45</sup> Ibid.

surrounded by development.<sup>46</sup> As indicated previously, the site is currently vacant and is covered over in barren earth, ruderal vegetation, piles of concrete, gravel, debris, rocks, garbage, and sand. The site was formerly occupied and has been disturbed to accommodate the previous use, thus altering the native landscape and eliminating any habitat that could support the aforementioned special status species. Furthermore, the site is not conducive for the survival and occupation of burrowing owl populations because the site is located in the midst of a disturbed property area with no natural open space remaining. A deteriorated concrete driveway extends within the site's eastern segment that connects to Rowland Avenue. The aforementioned conditions further reduce the likelihood of encountering special status species. As a result, no impacts are anticipated to occur.

*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.*

The project site is located in the midst of an urban area and there are no natural areas of open space remaining in the vicinity of the project site. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there is no riparian habitat present on-site.<sup>47</sup> In addition, there are no designated natural channels located within, or in the vicinity of the project site (refer to Exhibit 3-3). Eaton Wash that extends along the project site's east side is concrete-lined. As a result, no impacts on natural or riparian habitats would 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; however, the adjacent Eaton Wash is classified as a Riverine habitat, which includes all wetlands and deepwater habitats contained in natural or artificial channels.<sup>48</sup> The Eaton Wash at this location is fully channelized. Further review of the National Wetlands Inventory affirmed that the Eaton Wash "lies within a basin or channel that have been dug, gouged, blasted, or suctioned through artificial means by man".<sup>49</sup> The project site and surrounding areas underwent extensive disturbance in order to accommodate the Eaton Wash, consequently removing any native habitat that existed prior to the area's development. In addition, the proposed development will be restricted to the project site and will not remove, fill, or disturb the Eaton Wash, which is separated from the project site by a trail and fence. As a result, the implementation of the proposed project would not result in any impact on any protected wetland area.

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<sup>46</sup> Blodgett/Baylosis Environmental Planning. Site survey. Survey was conducted on April 8, 2015.

<sup>47</sup> U.S. Fish and Wildlife Service. National Wetlands Inventory. *Wetlands Mapper*.  
<http://www.fws.gov/wetlands/data/mapper.HTML>

<sup>48</sup> U.S. Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/decoders/wetlands.aspx>

<sup>49</sup> U.S. Fish and Wildlife Service. National Wetlands Inventory. *Wetlands Code Interpreter*.  
<http://107.20.228.18/decoders/wetlands.aspx>

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.*

The Los Angeles County Department of Regional Planning defines a wildlife corridor as:

*“Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as “wildlife corridors.” Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food, and water.”<sup>50</sup>*

The site is located to the north of a heavily traveled arterial route (Valley Boulevard) and is exposed to noise generated from vehicular traffic. As indicated earlier, the project site is located in the midst of an urban area and there are no natural bodies of water located in the vicinity of the project site. The aforementioned conditions restrict the site’s utility as a migration corridor because the site lacks adequate suitable habitat for migratory species. As a result, no impacts are anticipated.

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact.*

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.” The demolition activities would be required to conform to pertinent sections of the City’s Tree Preservation Ordinance, which calls for a replacement ratio of 2:1 (two trees must be placed for every one tree that is removed). A minimum of two, 36-inch box trees must be planted on the project site or adjacent to the public right-of-way.<sup>51</sup> There are a total of three trees located on-site that will need to be removed in order to accommodate the proposed project. The trees present on-site are those typically found in an urban setting (including one palm tree located in the eastern segment of the project site). In addition, there are no heritage trees, native trees, or protected trees located within the project site.<sup>52</sup> The Applicant also intends to install approximately 28,677 square feet of open space, thus compensating for the removal of the site’s existing trees, shrubs, and other vegetation. As a result, the impacts are considered to be less than significant.

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 proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area.

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<sup>50</sup> Los Angeles County Department of Regional Planning. *Significant Ecological Areas*.  
[http://planning.lacounty.gov/sea/local\\_and\\_site\\_specific\\_habitat\\_linkages\\_and\\_wildlife\\_corridors](http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors)

<sup>51</sup> City of El Monte Municipal Code. Title 14, Chapter 14.03-Tree Protection and Preservation, Code 14.03.090-Tree replacement policy.

<sup>52</sup> Blodgett/Baylosis Environmental Planning. Site survey. Survey was conducted on April 8, 2015.



**EXHIBIT 3-3**  
**LAND COVER AROUND THE PROJECT SITE**  
Source: United States Geological Survey

In addition, the closest County designated Significant Ecological Area (SEA) to the project site is the Whittier Narrows Dam County Recreation Area (SEA #42), located approximately 2.43 miles to the south.<sup>53</sup> The proposed project will be restricted to the project site and will not impact the aforementioned SEA. As a result, no impacts are anticipated to occur with 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. 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 at this time.

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<sup>53</sup> Google Earth. Site accessed May 15, 2015

## 3.5 CULTURAL RESOURCES IMPACTS

### 3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, a project would normally 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 State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The destruction of a unique paleontological resource, site, or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal 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 State 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 also 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.<sup>54</sup> 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 or 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,

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<sup>54</sup> U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

- 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 is 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.<sup>55</sup>

A search of the California Office of Historic Preservation online list of California Historical Landmarks yielded the following State-designated landmarks in the City:

- *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 the San Gabriel River and it played a significant role in California's early pioneer history and was initially an encampment along the Old Spanish Trail, an extension of the trail from Missouri to Santa Fe. The State of California designated the Santa Fe Trail Historic Park as a Historical Landmark in 1989.

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<sup>55</sup> U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010

- *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.<sup>56</sup>

A review of the City's Cultural Resources Element was conducted to ensure that the development of the project site does not conflict with any of the goals and policies established in the General Plan. The project site is identified as having any historical significance. The site is currently vacant and does not contain any structures that meet the aforementioned criteria. In addition, the site is not listed in the State registrar.<sup>57</sup> A review of the U.S. National Park Service's National Register of Historic Places indicated that there are no Federally recognized historic structures located within the project site.<sup>58</sup> As a result, no impacts on historic resources are anticipated to occur.

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

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission.<sup>59</sup> The Gabrielino-Tongva tribe has lived in this region for around 7,000 years.<sup>60</sup> Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin.<sup>61</sup> Villages were typically located near major rivers such as the San Gabriel River, Rio Hondo River, or Los Angeles River. As indicated previously, the project site is located adjacent to the Eaton Wash. The Eaton Wash was formerly known as Rubio Wash, which was a major trading route for the Gabrielino people.<sup>62</sup> Since then the wash was channelized and the area was disturbed to facilitate the existing and previous development. In addition, the northwestern portion of the project site was previously occupied by a building as recently as 2007.<sup>63</sup> Even though the project site has been disturbed to accommodate the former development, the following mitigation is required due to the site's proximity to the Eaton (Rubio) Wash and the area's high sensitivity for archeological resources:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring,

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<sup>56</sup> California Office of Historic Preservation. *California Historical Resources*.  
<http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>

<sup>57</sup> Ibid.

<sup>58</sup> United States Department of the Interior. *National Register of Historic Places*.  
<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<sup>59</sup> Tongva People of Sunland-Tujunga. *Introduction*. [http://www.lausd.k12.ca.us/Verdugo\\_HS/classes/multimedia/intro.html](http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html)

<sup>60</sup> Ibid.

<sup>61</sup> Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>

<sup>62</sup> Phone call with the City of El Monte and representatives of the Gabrielino tribe. Phone call dated September 3, 2015.

<sup>63</sup> Google Earth. Site accessed April 16, 2015.

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 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. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

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

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

As stated in Section 3.5.2.B, the project site is located in an area that has been significantly altered by previous construction activities. In addition, a portion of the project site was developed until 2007. As a result, the likelihood of discovering a unique paleontological resource, site, or unique geological feature is considered to be low. Therefore, the impacts are expected to be less than significant.

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

The closest cemetery to the project site is Savannah Memorial Park, located approximately 0.65 miles to the west at 9263 Valley Boulevard in the neighboring City of Rosemead.<sup>64</sup> The proposed project will be confined to the project site and will not affect Savannah Memorial Park. However, should human remains be uncovered during grading activities, the Applicant will need to follow the protocols set forth in Section 15064.5 (e)(1) of the *CEQA Guidelines* and Health and Safety Code Section 7050.5, subdivision (c). Adherence to above-mentioned codes and guidelines will reduce impacts to levels that are less than significant. As a result, the potential impacts will be less than significant.

### **3.5.3 CUMULATIVE IMPACTS**

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

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<sup>64</sup> Google Earth. Site accessed April 16, 2015.

### **3.5.4 MITIGATION MEASURES**

The analysis of potential cultural resources impacts indicated that the proposed project could potentially impact an archaeological or paleontological resource. Therefore, the following measures have been provided to reduce potential impacts to levels that are less than significant:

*Mitigation Measure No. 8 (Cultural Resource Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino 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 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. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

## 3.6 GEOLOGY & SOILS IMPACTS

### 3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, a project may be deemed to have a significant adverse impact on the environment if it results in 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 (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), ground-shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location 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 the California Building Code (2012), creating substantial risks to life or property; or,
- Locating a project in, or exposing people to potential impacts, including 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), ground-shaking, liquefaction, or landslides? • Less than Significant Impact with Mitigation.*

The City of El Monte is located in a seismically active region as is the entire Los Angeles Basin. 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. 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.<sup>65</sup> 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.<sup>66</sup> A list of cities

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<sup>65</sup> California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

<sup>66</sup> Ibid.

and counties subject to the 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.<sup>67</sup> Since the City is not located within an area designated as an Alquist-Priolo Special Studies Zone, there are no known *fault rupture* hazards that are anticipated to impact the project site.

The Montebello Hills Blind Thrust Fault, a segment of the Whittier Fault, is located just south of the City (refer to Exhibit 3-4). This fault produced the 5.9 magnitude Whittier Narrows earthquake. The Puente Hills Fault was discovered in 1999. A 2003 study led by the Southern California Earthquake Center (SCEC) researchers found that this fault had ruptured at least four times in the last 11,000 years, with magnitudes ranging from 7.2 to 7.5. This fault is a blind thrust fault that extends from the Puente Hills into downtown Los Angeles. This blind thrust fault is located deep below the ground surface and, as a result, no surface expression from previous earthquakes is evident. An earthquake associated with the Puente Hills Fault would potentially generate strong ground-shaking in the project area. Ground-shaking is the motion felt on the Earth's surface caused by seismic waves generated by the earthquakes, with the damage from ground-shaking being more severe near the epicenter of the earthquake. In order to combat the potential effects of ground-shaking, new structures would be constructed to meet the current building codes and, as a result, the impacts would be less than significant.

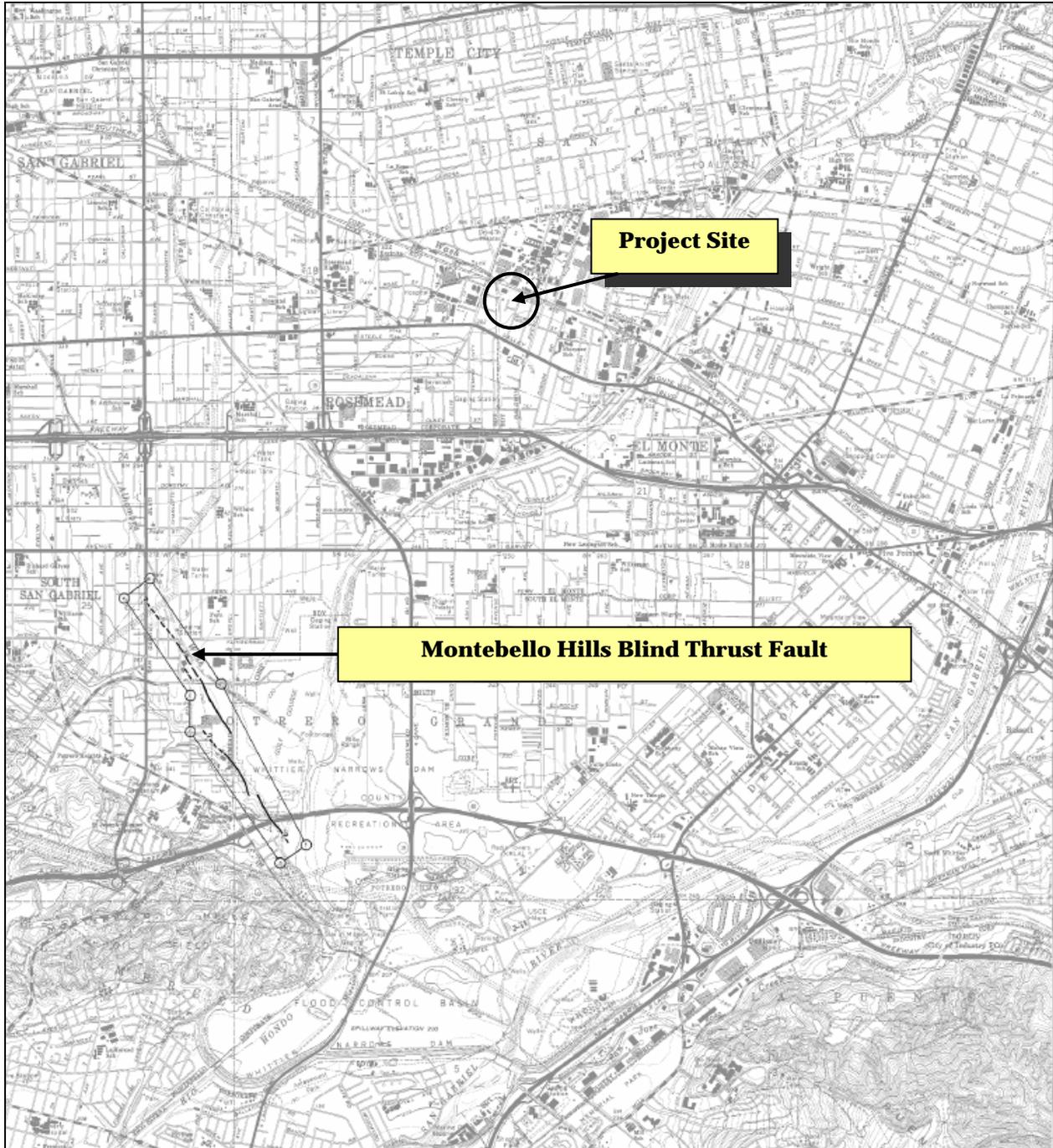
The project site is located in an area that is also subject to liquefaction (refer to Exhibit 3-5). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following an earthquake. Local jurisdictions are required by California law to implement the Seismic Hazard Mapping Act, which requires that sites within "Zones of Required Investigation" be investigated for liquefaction before structures for human occupancy are constructed. In addition, adherence to the most recent City and State building codes governing seismic safety and structural design as well as the performance standards outlined in the Seismic Hazard Mapping Act would reduce the potential impacts to levels that are less than significant. 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.

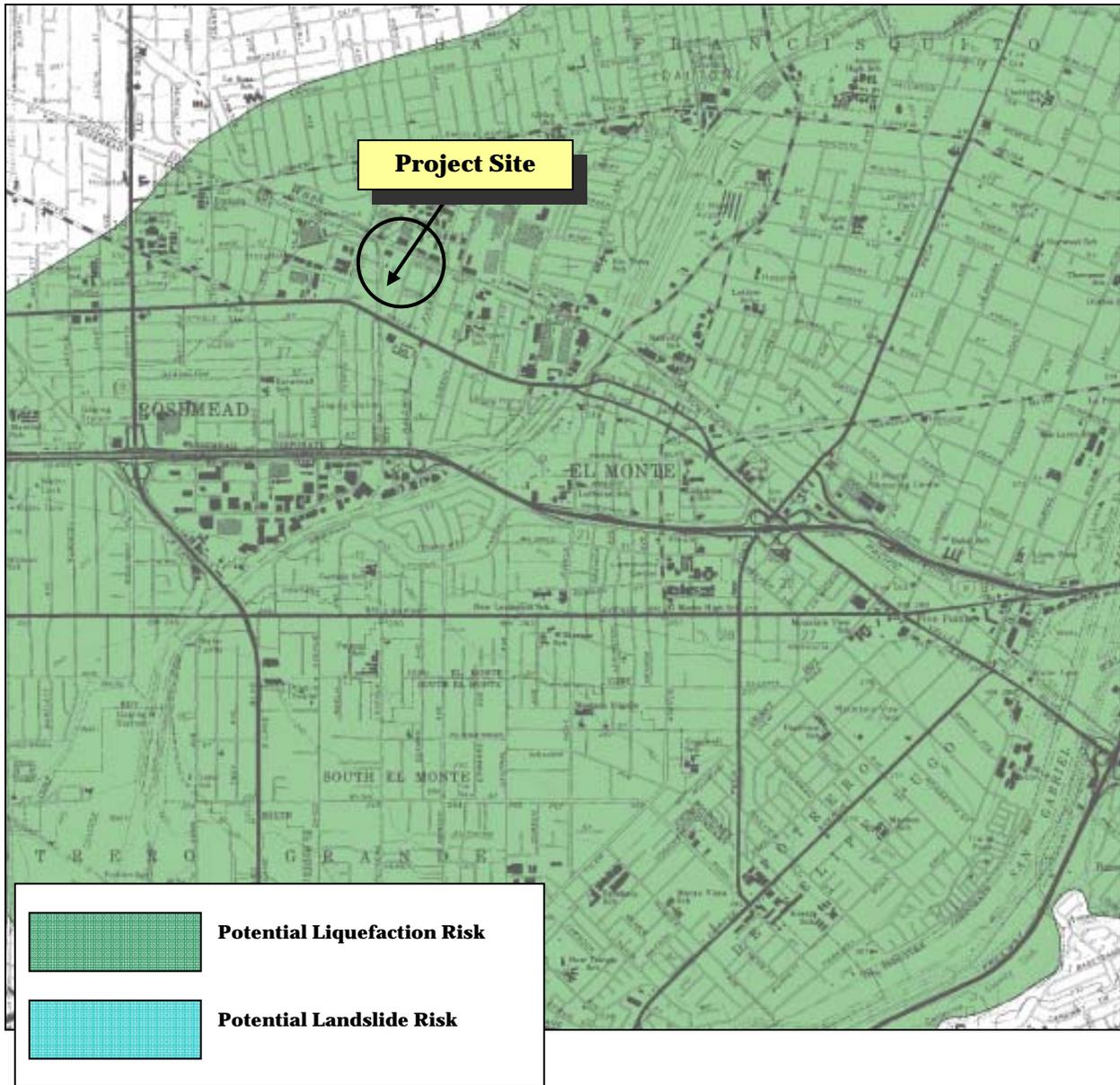
Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-5) since there are no hills or mountains located in the vicinity of the project site. As a result, the potential impacts are expected to be less than significant with adherence to the most recent California Building Codes and the mitigation provided above.

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<sup>67</sup> California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>



**EXHIBIT 3-4**  
**REGIONAL FAULT MAP**  
Source: United States Geological Survey



**EXHIBIT 3-5**  
**LIQUEFACTION POTENTIAL**  
Source: California Geological Survey

*B. Would the project expose people or structures to potential substantial adverse effects, including 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. The United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some development limitations.<sup>68</sup> Hanford soils are at a slight risk for erosion. 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 surrounding areas.<sup>69</sup> As a result, the potential impacts will be less than significant.

*C. Would the project expose people or structures to potential substantial adverse effects, including location 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? • Less than Significant Impact.*

As noted in the previous subsection, soils of the Hanford association underlie the project site and immediate area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for residential and industrial development.<sup>70</sup> The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-5). The potential for lateral spreading, subsidence, and collapse are non-existent due to the nature of the soils that underlie the project site. Lateral spreading is not anticipated to occur because prior development has compressed the native soils that underlie the project site, thus altering their native characteristics. In addition, the project site is not prone to subsidence because subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table.<sup>71</sup> The soils that underlie the project site are not prone to shrinking and swelling (refer to section 3.6.2.D), thus no impacts related to unstable soils and subsidence are expected. Furthermore, the construction of the proposed project is not anticipated to uncover or drain any underlying groundwater table. The site is located in an area that is subject to liquefaction. Since the project site is located within a liquefaction zone, mitigation has been provided in Subsection 3.6.2.A as a means to reduce potential impacts to levels that are less than significant.

*D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2012) creating substantial risks to life or property? • No Impact.*

The soils that underlie the proposed project site belong to the Hanford soils association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.<sup>72</sup> Clay is not present in the

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<sup>68</sup> United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

<sup>69</sup> Ibid.

<sup>70</sup> Ibid.

<sup>71</sup> Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.html>

<sup>72</sup> Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. [http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2\\_065083](http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083)

composition of Hanford soils.<sup>73</sup> The Hanford soils association was placed into Class II, which are soils described as having some development limitations.<sup>74</sup> 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 surrounding areas.<sup>75</sup> As a result, no impacts related to expansive soils are anticipated.

*E. Would the project result in or expose people to potential impacts, including 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. The proposed project will connect to the City's sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

### **3.6.3 CUMULATIVE IMPACTS**

The potential cumulative impacts related to earth and geology is site specific. Since the proposed project is located in an area that is subject to liquefaction, mitigation measures have been provided to mitigate potential impacts to levels that are 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. 9 (Geology & Soils Impacts).* 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.

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<sup>73</sup> United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California.* Revised 1969.

<sup>74</sup> Ibid.

<sup>75</sup> Ibid.

## **3.7 GREENHOUSE GAS EMISSIONS IMPACTS**

### **3.7.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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,
- The potential for 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 by both natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). 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.<sup>76</sup> However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes to include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO<sub>2</sub>E for commercial projects, 3,500 tons per year for residential projects, 3,000

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<sup>76</sup> California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

tons per year for mixed-use projects, and 7,000 tons per year for industrial projects.<sup>77</sup> Table 3-4 summarizes annual greenhouse gas emissions from the proposed project.

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

Source	GHG Emissions (Lbs/Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
<b>Construction Phase</b> - Site Preparation	4,111.74	1.22	--	4,137.52
<b>Construction Phase</b> - Grading	3,129.01	0.93	--	3,148.63
<b>Construction Phase</b> – Construction (2016)	2,689.57	0.67	--	2,703.74
<b>Construction Phase</b> – Construction (2017)	2,669.28	0.66	--	2,683.18
<b>Construction Phase</b> - Paving	2,316.37	0.69	--	2,331.04
<b>Construction Phase</b> - Coatings	281.44	0.03	--	282.14
<b>Long-Term</b> – Area Emissions	1,981.14	2.02	0.04	2,037.80
<b>Long-Term</b> - Energy Emissions	334.32	--	--	336.35
<b>Long-Term</b> - Mobile Emissions	4,896.39	0.19	--	4,900.45
<b>Long-Term</b> - Total Emissions	7,211.86	2.22	0.05	7,274.61

Source: CalEEMod.

As indicated in Table 3-4, the CO<sub>2</sub>E total for the project is 7,274 pounds per day or 3.29 MTCO<sub>2</sub>E per day which is below the threshold. The project will generate approximately 1,201 metric tons per year of CO<sub>2</sub>E while the threshold for GHG is 3,500 MTCO<sub>2</sub>E per year. As a result, the impacts are under the recommended thresholds. Therefore, the project's GHG impacts are less than significant.

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

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHP emissions. As a result, no impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated.

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of

<sup>77</sup> Air Quality Management District. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14, Agenda Item #2 – Proposed Residential/Commercial Thresholds-Screening Values (Tier III)*. November 19, 2009.

the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

**Table 3-5  
 Project Consistency With the Attorney General's Recommendations**

<b>Attorney General's Recommended Measures</b>	<b>Project Compliance</b>	<b>Percent Reduction</b>
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	<b>Compliant.</b> The proposed project will facilitate new infill development in an urban area.	20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives, and regional cooperation; create disincentives for auto use; and implement TDM measures.	<b>Not Compliant.</b> The proposed project does not create any off-site improvements aimed at providing alternative forms of transportation.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	<b>Compliant.</b> The new buildings will be required to comply with the City's low impact development (LID) guidelines where applicable. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts, and private entities.	<b>Compliant.</b> The project's contractors will be required to adhere to the use of sustainability practices involving solid waste disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; and heat island reduction programs.	<b>Compliant.</b> The project will involve the installation of new landscaping.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	<b>Compliant.</b> Refer to responses above.	NA
<b>Total Reduction Percentage:</b>		<b>31.0%</b>

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change*, updated January 22, 2010.

Table 3-6 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of CARB's recommended actions.

**Table 3-6  
 Recommended Actions for Climate Change**

<b>ID #</b>	<b>Sector</b>	<b>Strategy Name</b>	<b>Applicable to Project?</b>	<b>Will Project Conflict With Implementation?</b>
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	<b>Yes</b>	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	<b>Yes</b>	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	No	No

**Table 3-6  
 Recommended Actions for Climate Change (continued)**

<b>ID #</b>	<b>Sector</b>	<b>Strategy Name</b>	<b>Applicable to Project?</b>	<b>Will Project Conflict With Implementation?</b>
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Of the 39 measures identified to reduce GHG emissions, a total of two would be applicable to the proposed project. Those that would be considered to be applicable to the proposed project include actions related to electricity and natural gas use. The proposed project will be constructed to reduce its carbon footprint in regards to energy consumption and efficiency. AB-32 requires California to reduce its GHG emissions by approximately 28 to 33 percent below business as usual. As indicated in Table 3-6, the GHG reductions projected for the proposed project is projected to be 31%. The proposed project would not conflict with adopted initiatives that are designed to control GHG emissions in the coming years. As a result, the proposed project is not expected to result in any impacts related to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

### **3.7.3 CUMULATIVE IMPACTS**

The analysis herein determined that the implementation of the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gases. As a result, no significant adverse cumulative 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.

## **3.8 HAZARDS & HAZARDOUS MATERIALS IMPACTS**

### **3.8.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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 generation 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 the 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;
- Locating the 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;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- 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 wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

### **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 site was previously occupied by K.T. Designs Enterprise, Inc until 2003.<sup>78</sup> There are no hazards regarding the transportation, use, or disposal of hazardous materials related to the former use since it is no longer in operation and has been demolished. The proposed project will involve the construction of 72 residential units. Given the residential nature of the proposed use, the use of any hazardous materials will

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<sup>78</sup> California Secretary of State. *Business Entity Detail search for entity number c2386365*. <http://kepler.sos.ca.gov/>

be limited to those that are commercially available and typically used in a household setting for routine cleaning and maintenance. As a result, the impacts are expected to be less than significant.

*B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.*

As indicated previously, the site was occupied by K.T. Designs Enterprise, Inc.<sup>79</sup> There are no impacts regarding the accidental release of hazardous materials such as lead paint or asbestos containing materials since the former use has been demolished and the site is vacant. Due to the nature of the proposed project, the use of any hazardous materials will be limited to those that are commercially available and typically used in a household setting. In addition, any accidental spills involving petroleum during construction will require immediate clean up per State and/or Federal standards and protocols. Petroleum based products must be stored in proper drums pursuant to State and Federal standards. As a result, the potential impacts will be less than significant.

*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 with Mitigation.*

As indicated previously, the site was occupied by K.T. Designs Enterprise, Inc.<sup>80</sup> There are no impacts regarding the emission or handling of hazardous materials such as lead paint or asbestos containing materials near a school since the former use has been demolished and the site is vacant. The proposed project is not located within one-quarter miles of an existing school. The closest school to the project site is Shirpser Elementary School, located approximately 1,707 feet to the southeast along Gibson Road. In addition, the project's future occupants are not anticipated handle any hazardous materials or waste beyond what is typically used and generated in a household setting. As indicated previously, the project site was formerly occupied until 2007. During grading and land clearance activities, lead and/or asbestos-containing materials may be encountered and 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. 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 any building permit.

As a result, no impacts are anticipated to occur with the implementation of the proposed project.

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<sup>79</sup> California Secretary of State. *Business Entity Detail search for entity number c2386365.* <http://kepler.sos.ca.gov/>

<sup>80</sup> Ibid.

D. *Would the project be located on a site, which 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? • Less than Significant Impact.*

The EPA's Environfacts 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. The project site is not included on the list.<sup>81</sup> However, the site is listed on the California Department of Toxic Substances Control's Envirostor database as a Cortese site.<sup>82</sup> The project site is located within the El Monte Operable Unit (OU) contamination area, one of eight OUs established in the 1990s in order to divide the San Gabriel Valley Superfund Site. The San Gabriel Valley Groundwater Basin has been subject to groundwater contamination for decades, though knowledge of the aquifer's contamination surfaced in 1979.

This contamination of the local aquifer within the San Gabriel Valley originated with the dumping of synthetic organic compounds used primarily as solvents in industrial and commercial activities. Further investigation revealed that there was widespread VOC contamination of the groundwater throughout the Basin. This discovery led the EPA to place four portions of the Basin under the authority of Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program. The area of groundwater contamination underlies significant portions of Alhambra, Arcadia, Azusa, Baldwin Park, Industry, El Monte, La Puente, Monrovia, Rosemead, South El Monte, West Covina, and other areas of the San Gabriel Valley.<sup>83</sup>

The EPA and a number of local agencies have been conducting the clean-up of this contaminated groundwater by pumping groundwater from a series of wells and treating the water. To augment the EPA's effort, cities and municipal water districts within the San Gabriel Valley Superfund area established the San Gabriel Water Quality Authority in 1993 to assist in this clean-up effort. Six active Operable Units (OUs) have been established to facilitate clean-up efforts. Water from wells located within the OUs is treated and/or blended with higher quality water to meet drinking water standards before entering public water supply distribution systems.<sup>84</sup> The proposed project will be required to connect with City water and sewer lines and will not involve the extraction of contaminated groundwater. In addition, the soils that underlie the project site will be altered since the proposed project will involve the excavation and transport of soil in order to accommodate the subterranean parking structure. Excavation will reach a maximum depth of 20 feet.<sup>85</sup> Local groundwater is located approximately 116 feet below the surface.<sup>86</sup> Excavation

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<sup>81</sup> United States Environmental Protection Agency. *Envirofacts*. <http://oaspub.epa.gov/enviro/enviroFACTS.quickstart?minx=-118.062043&miny=34.077687&maxx=-118.047023&maxy=34.086218&ve=15,34.08195280002994,-118.05453300476074&pSearch=el%20monte>

<sup>82</sup> California Department of Toxic Substances Control. *Envirostor*. <http://www.envirostor.dtsc.ca.gov/public/>.

<sup>83</sup> California Department of Toxic Substances Control. *Envirostor, El Monte (San Gabriel Valley Superfund Site) (6001337)*. [http://www.envirostor.dtsc.ca.gov/public/profile\\_report.asp?global\\_id=60001337](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001337)

<sup>84</sup> *Ibid.*

<sup>85</sup> Phone call with Twen Ma. July 9, 2015.

<sup>86</sup> Stetson Engineers, Inc. *Groundwater Contour Map for San Gabriel Basin – July 2010*. Taken from the City of El Monte 2010 Urban Water Management Plan. Note: In order to calculate the depth of the groundwater from the surface the elevation of the project site was taken. The groundwater contour lines depicted the groundwater depths above sea level. This figure was subtracted from the site's elevation above sea level to achieve the groundwater's depth below the surface.

activities will not be deep enough to reach the contaminated water. As a result, the impacts are anticipated to be less than significant.

*E. Would the project be 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 1.10 miles southwest of the El Monte Airport; however, the site is not located within the designated Runway Protection Zone and the proposed residential units will not penetrate the airport's 20:1 slope.<sup>87</sup> Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. The runway protection zones for approaches and takeoffs are 1,000 feet. This protection zone does not extend to the project site. As a result, the proposed project's implementation would not present a safety hazard to aircraft and/or airport operations at a public use airport, and no impacts are anticipated to occur.

*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 a private airstrip. As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip 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.*

At no time will Rowland Avenue 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. As a result, the impacts are anticipated to be less than significant.

*H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • 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 or immediately adjacent to the project site. The removal of the existing ruderal vegetation will lower the existing fire risk. As a result, there is no wildfire risk from the project site or the adjacent properties.

### **3.8.3 CUMULATIVE IMPACTS**

The potential impact related to hazardous materials is site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant

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<sup>87</sup> Los Angeles County Department of Regional Planning, *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan*. [http://planning.lacounty.gov/assets/upl/project/aluc\\_elmonte-plan.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf)

immitigable impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts would result from the proposed project's implementation.

### **3.8.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 10 (Hazards & Hazardous Materials Impacts).* 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. 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.

## **3.9 HYDROLOGY & WATER QUALITY IMPACTS**

### **3.9.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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 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;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation 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, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to 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 covered over in pervious surfaces that largely consist of barren earth. Once complete, the proposed project will leave approximately 26% of the project site covered over in pervious surfaces (landscaping). The proposed project involves the construction of 72 townhome and condominium

units over an existing undeveloped parcel. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in debris, leaves, soils, oil/grease, and other pollutants.<sup>88</sup> The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the homeowners association to implement over the life of the project. In addition, 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 Stormwater 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.
- The Applicant shall prepare and implement a Water Quality Management Plan (WQMP). The WQMP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. In addition, the Applicant shall be responsible for the construction of all on-site best management practices control measures as indicated in the WQMP and as required by Director of Public Works. These measures shall be in place prior to the issuance of a Certificate of Occupancy. The Applicant is to maintain these measures in place and functioning for the life of the building. Inspections of the control measures shall be permitted at any time to City personnel. The WQMP shall be recorded on the property.

With the aforementioned mitigation, the impacts would be less than significant.

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<sup>88</sup> Blodgett/Baylosis Environmental Planning. *Site Survey*. August 14, 2014.

*B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? • No Impact.*

The City of El Monte overlies a portion of the 225-square mile San Gabriel Valley [groundwater] Basin that encompasses most of eastern Los Angeles County. This hydrologic basin coincides with a portion of the upper San Gabriel River watershed and the groundwater basin underlies most of the San Gabriel Valley. The groundwater basin is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and by a series of hills and the Raymond Fault to the west.<sup>89</sup> Grading related activities are not anticipated to encounter and deplete groundwater supplies from the underlying San Gabriel Valley Groundwater Basin. A Will Serve letter was prepared for the Applicant by the California American Water Company. The letter stated that the California American Water Company will supply water service to the project site.<sup>90</sup> The letter is included in Appendix B. Therefore, the project is not anticipated to deplete groundwater supplies through the consumption of the water (water consumption impacts are analyzed in Section 3.17.2.D). 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. The search yielded no results.<sup>91</sup> As a result, no impacts are anticipated to occur.

*C. Would the project substantially alter the existing drainage pattern of the site or area, including 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.*

The project site and surrounding areas had been disturbed as a result of previous construction activities and the existing drainage patterns may have been altered as a consequence, although the eastern portion of the site drains to Rowland Avenue (which will be conveyed to the Eaton Wash) while the western portion drains to Eaton Wash.<sup>92</sup> The proposed project will be restricted to the designated project site and will not alter the course of the channelized Eaton Wash located along the project site's westerly boundary. The mitigation identified under subsections A and E will eliminate the potential impacts for erosion. As a result, no impacts regarding erosion, siltation, or the altering of drainage patterns is anticipated to occur with the implementation of the proposed project.

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<sup>89</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

<sup>90</sup> California American Water Company. *Will Serve Notice for 4121 Rowland Avenue*. July 10, 2015.

<sup>91</sup> Geotracker GAMA. *Search for wells*.  
<http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp?CMD=runreport&myaddress=4143+rowland+avenue>

<sup>92</sup> Phone call with Twen Ma. July 9, 2015.

*D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site? • No Impact.*

As indicated previously, the proposed project will be restricted to the designated site and will not alter the course of the channelized Eaton Wash located immediately to the west; therefore, the implementation of the proposed project will not result in on- or off-site flooding and no impacts will occur.

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

Once complete, the proposed project will reduce the amount of pervious surfaces on-site to 23% (refer to Section 3.9.2.A). In addition, the development and subsequent occupation of the proposed project will introduce new sources of pollution over what currently exists. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that would be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within storm water runoff. The following measures are required as a means to address potential storm water 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.
- The Applicant shall place signs on the new Concrete Masonry Unit wall that will extend along the eastern side of the Eaton Wash that contain prohibitive language (such as "NO DUMPING – DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping per the approval of the Department of Public Works. Legibility of stencil and signs must be maintained at all times.

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

*F. Would the project otherwise substantially degrade water quality? • No Impact.*

Adherence to the mitigation provided in Sections 3.9.2.A and 3.9.2.E will reduce potential water quality impacts to levels that are less than significant. As a result, no other impacts are anticipated.

*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 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). This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.<sup>93</sup> As a result, no impacts related to flood flows are associated with the proposed project's implementation.

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

As depicted in Exhibit 3-6, the proposed project site is not located within a designated 100-year flood hazard area as defined by FEMA.<sup>94</sup> As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a FEMA designated flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

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

According to the City's Natural Hazards Mitigation Plan, a breach of the Santa Fe Dam, located in Irwindale approximately 5.5 miles to the northeast, would pose the greatest risk to a majority of the City, including the proposed project.<sup>95</sup> 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 project site is located within the potential dam inundation path, which extends as far west as Rosemead.<sup>96</sup> 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 are anticipated to 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. A seiche in the Eaton Wash is not likely to happen due to the Wash's channelized nature and volume of water present. In addition, the project site is located approximately 26 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.<sup>97</sup> Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

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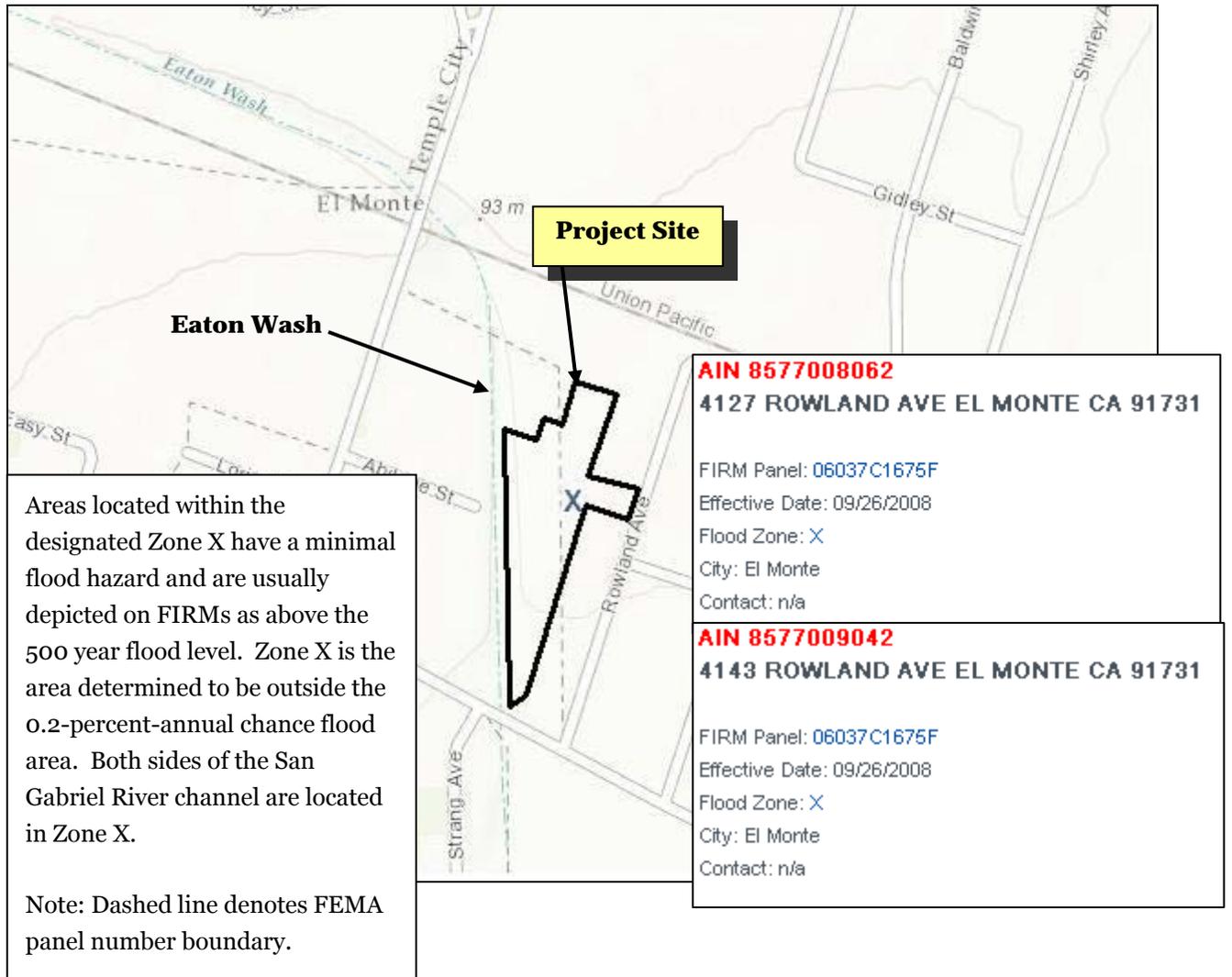
<sup>93</sup> FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

<sup>94</sup> Ibid.

<sup>95</sup> City of El Monte. *City of El Monte, Natural Hazards Mitigation Plan*. Flooding-9. October 19, 2004.

<sup>96</sup> Ibid.

<sup>97</sup> Google Earth. Site accessed April 20, 2015.



## EXHIBIT 3-6 FEMA FLOOD MAP

Source: Los Angeles County Department of Public Works and ESRI

### **3.9.3 CUMULATIVE IMPACTS**

The potential impacts related to hydrology and storm water runoff are typically site specific. As discussed throughout the section, the implementation of the proposed project would not result in any significant adverse impacts related to hydrology. As a result, no cumulative impacts are anticipated.

### **3.9.4 MITIGATION MEASURES**

In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

*Mitigation Measure No. 11 (Hydrology & Water Quality Impacts).* 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 Stormwater 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. 12 (Hydrology & Water Quality Impacts).* 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 sites and be available for review on request.

*Mitigation Measure No. 13 (Hydrology & Water Quality Impacts).* The Applicant shall prepare and implement a Water Quality Management Plan (WQMP). The WQMP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. In addition, the Applicant shall be responsible for the construction of all on-site best management practices control measures as indicated in the WQMP and as required by Director of Public Works. These measures shall be in place prior to the issuance of a Certificate of Occupancy. The Applicant is to maintain these measures in place and functioning for the life of the building. Inspections of the control measures shall be permitted at any time to City personnel. The WQMP shall be recorded on the property.

The following measures are required as a means to address potential storm water impacts:

*Mitigation Measure No. 14 (Hydrology & Water Quality 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.

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

*Mitigation Measure No. 16 (Hydrology & Water Quality Impacts).* The Applicant shall place signs on the new Concrete Masonry Unit wall that will extend along the eastern side of the Eaton Wash that contain prohibitive language (such as “NO DUMPING – DRAINS TO OCEAN”) and/or graphical icons to discourage illegal dumping per the approval of the Department of Public Works. Legibility of stencil and signs must be maintained at all times.

## 3.10 LAND USE IMPACTS

### 3.10.1 THRESHOLDS OF SIGNIFICANCE

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

- The disruption or division of the physical arrangement of an established community;
- 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, proposed project, local coastal program, or zoning ordinance) 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 or disrupt an established community or otherwise result in an incompatible land use?* • *No Impact.*

The project site is located in an urban setting and is surrounded by urban development (refer to Exhibit 2-4 for an aerial photograph of the area and pictures of the surrounding uses). Surrounding land uses and development in the vicinity of the project site include the following:

- *North of the project site.* A mix of residential and industrial uses abut the project site to the north. These uses include single family residential units; Uni-Source Textile, a fabric manufacturer and distributor; and GSW, a restaurant equipment and supplies manufacturing distributor.<sup>98</sup>
- *South of the project site.* Townhome units are located adjacent to the project site's east branch to the south. Vacant open space, Eaton Wash, and Valley Boulevard are located along the southernmost point of the project site. Valley Boulevard, a major commercial corridor, extends in an east-west orientation to the south of the project site. A mix of residential and commercial uses occupy frontage along Valley Boulevard, though commercial development is the most prevalent use.<sup>99</sup>
- *East of the project site.* Various residential uses occupy frontage along both sides of Rowland Avenue. The residential development that occupies frontage along the west side of Rowland Avenue abut the project site to the east.<sup>100</sup>

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<sup>98</sup> Blodgett/Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 8, 2015.

<sup>99</sup> Ibid.

<sup>100</sup> Ibid.

- *West of the project site.* The Eaton Wash extends in a north-south orientation along the project site's westerly property line. A mix of uses, including residential and industrial, are located further west along both sides of Temple City Boulevard.<sup>101</sup>

The proposed project will be restricted to the project site and will not divide or disrupt any residential neighborhood. In addition, the proposed project will not result in an incompatible land uses since the majority of the uses in the neighborhood are residential (the neighborhood is also zoned for residential uses, which is discussed in subsection 3.10.2.B below). Finally, the proposed project is consistent with the existing General Plan and zoning designations. The implementation of the proposed project will not result in incompatible land uses and no impacts will occur.

- 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, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.*

The residential development that is contemplated will not conflict with any existing General Plan land use designation or zoning designation. The site's General Plan and Zoning designations are *High Density Residential* and *High Density-Multiple Family Dwelling (R-4)* (refer to Exhibit 3-7 for the General Plan Land Use and Exhibit 3-8 for the Zoning Map). Although the proposed project will not conflict with any Zoning or General Plan land use designations, the project will require the approval of a Tentative Tract Map to allow the subdivision; a Conditional Use Permit (CUP) to allow multiple-family residential development (three (3) or more units on a site/attached or detached/single-family or multiple-family); a second Conditional Use Permit to establish a PRD (Planned Residential Development) within a residential zone; and a Variance to reduce the amount of required open space from 43,000 square feet to 28,677 square feet. The proposed project is not subject to an adopted specific plan. Finally, the project site is located inland and is not located within a designated Coastal Zone. As a result, the potential impacts are considered to be less than significant.

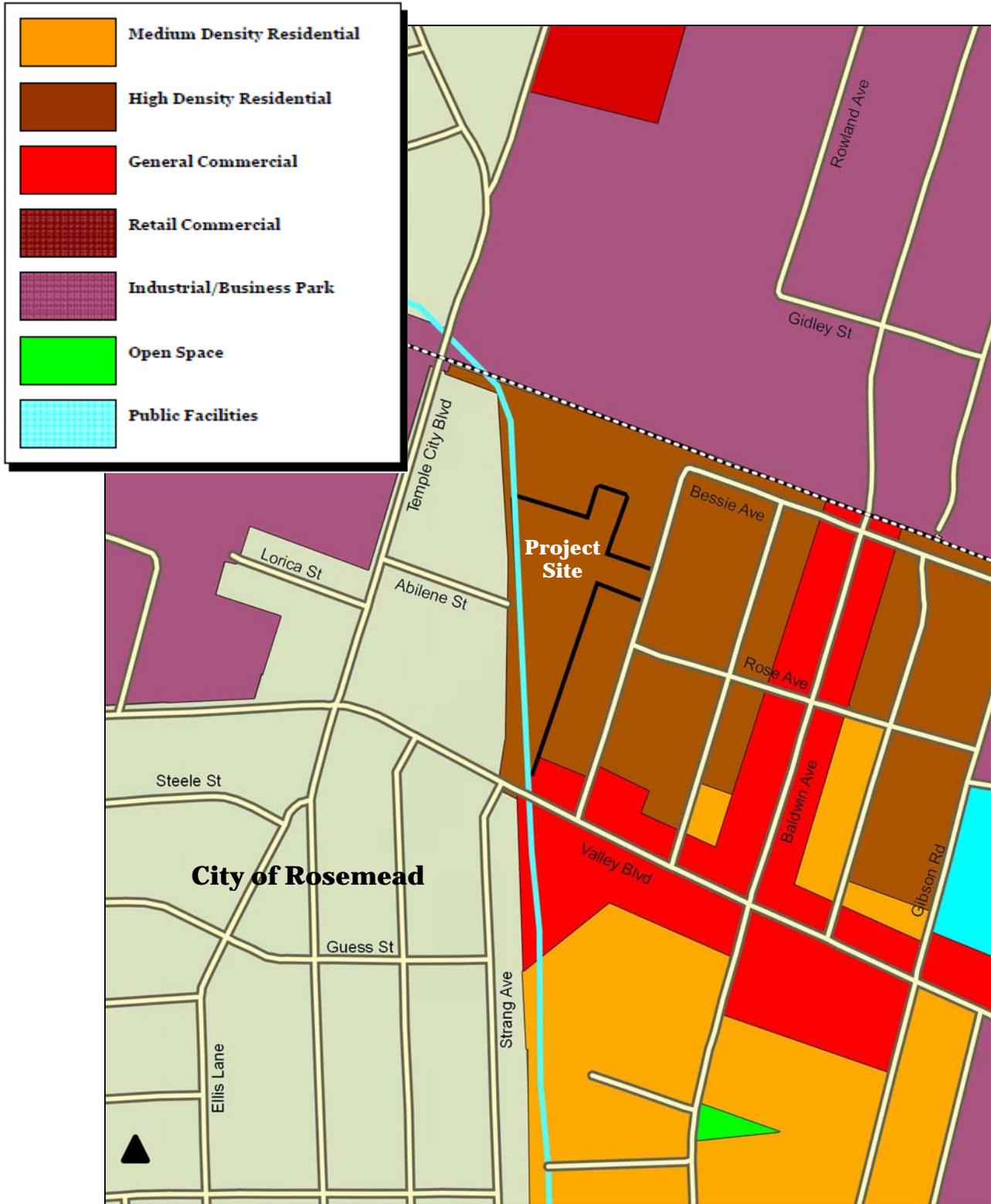
- C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? • No Impact.*

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the closest County designated Significant Ecological Area (SEA) to the project site is the Whittier Narrows Dam County Recreation Area (SEA #42), located approximately 2.43 miles to the south.<sup>102</sup> The proposed project will be restricted to the project site and will not impact the aforementioned SEA. As a result, no impacts are anticipated to occur with the implementation of the proposed project.

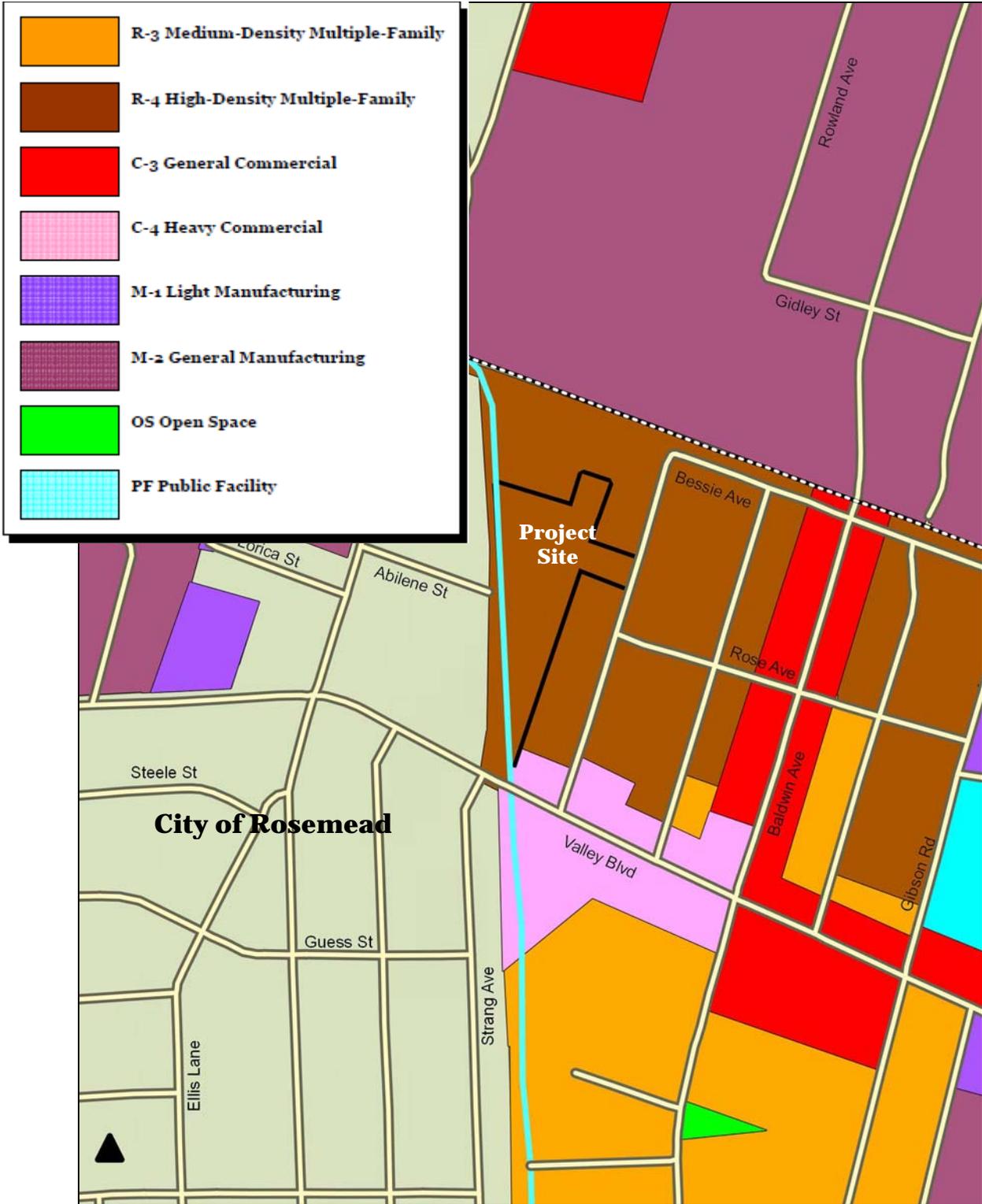
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<sup>101</sup> Blodgett/Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 8, 2015.

<sup>102</sup> Google Earth. Site accessed April 8, 2015.



**EXHIBIT 3-7**  
**GENERAL PLAN LAND USE MAP**  
Source: Quantum GIS



**EXHIBIT 3-8**  
**ZONING MAP**  
Source: Quantum GIS

### **3.10.3 CUMULATIVE IMPACTS**

The analysis determined that the proposed project would not result in any significant adverse land use impacts. As a result, no significant cumulative land use impacts would occur.

### **3.10.4 MITIGATION MEASURES**

The analysis of land use and development impacts indicated that no significant impacts on land use and development would result from the implementation of the proposed project. As a result, no mitigation measures are required.

## 3.11 MINERAL RESOURCES IMPACTS

### 3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, 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, proposed project, 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.*

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.<sup>103</sup> 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 Monte is completely urbanized and does not contain mining uses, nor does the City have land designated for mineral, aggregate, or sand production.<sup>104</sup> The project site is not located within a SMARA 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.

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

<sup>104</sup> Ibid.

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.<sup>105</sup> The nearest recorded well is located approximately 0.22 miles to the northwest of the project site along Temple City Boulevard.<sup>106</sup> As a result, no impacts on existing mineral resources will 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, proposed project, or other land use plan? • No Impact.*

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. In addition, fencing materials will utilize concrete or iron. The iron fencing that will be placed around the project site conforms to the Los Angeles County Flood Control District. Thus, no impacts will result with the implementation of the proposed project.

### **3.11.3 CUMULATIVE IMPACTS**

The potential impacts on mineral resources are site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any impacts on mineral resources and no cumulative impacts would 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.

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<sup>105</sup> California Department of Conservation. <http://maps.conservation.ca.gov/doggr/index.html#close>. Site accessed April 21, 2015.

<sup>106</sup> Google Earth. Site accessed April 21, 2015.

## **3.12 NOISE IMPACTS**

### **3.12.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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 the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project 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;
- Locating 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 private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

### **3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

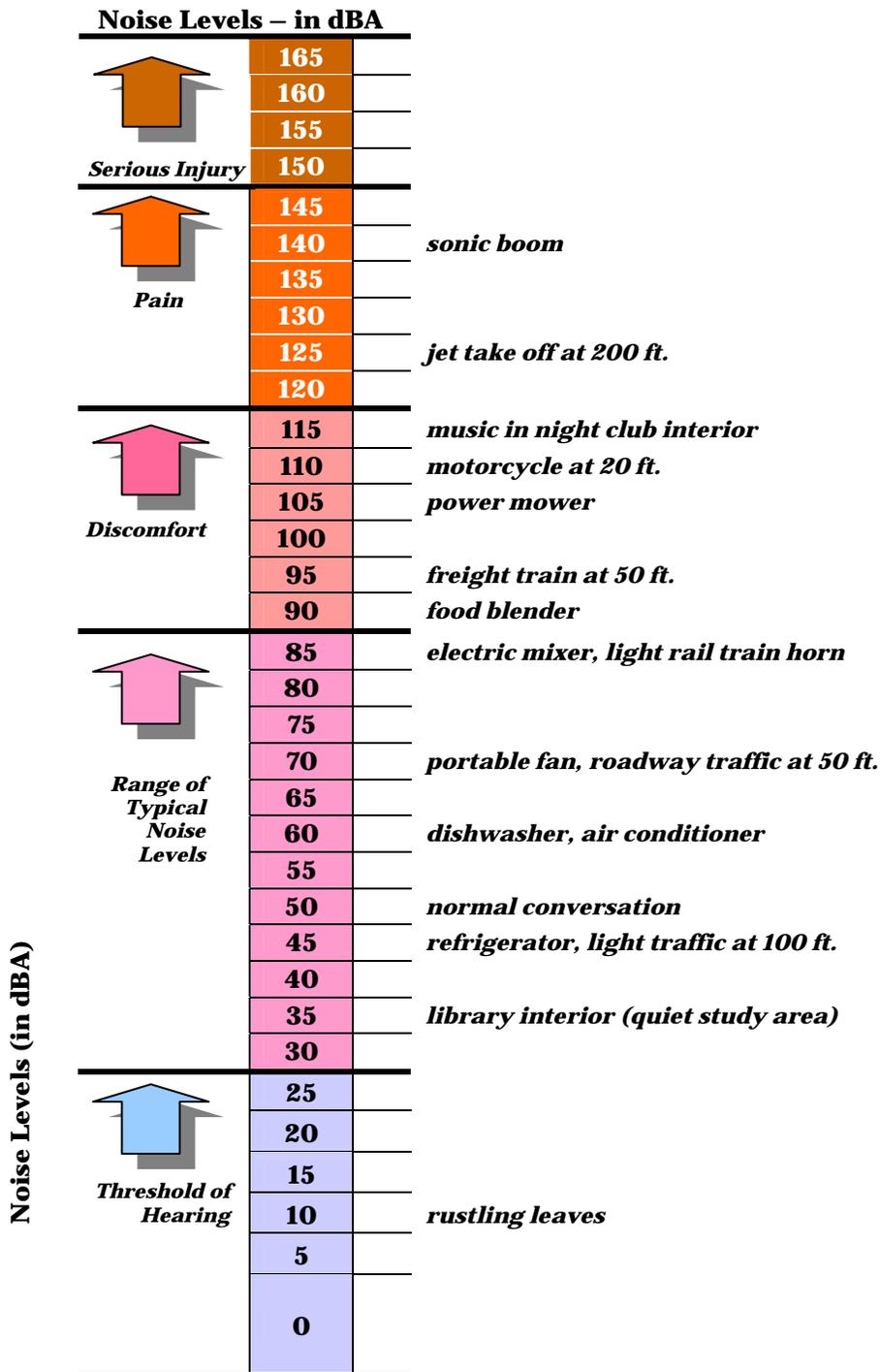
A. *Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact with Mitigation.*

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 noise level that can be heard by humans. On the other end of the noise scale, the eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that is considered to represent the threshold for human sensitivity.<sup>107</sup> In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.<sup>108</sup> Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-9.

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<sup>107</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>108</sup> Ibid.



## EXHIBIT 3-9 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett/Baylosis Environmental Planning

The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent Valley Boulevard, a major arterial roadway that traverses the San Gabriel Valley, noise from planes flying overhead from the El Monte Airport, and noise generated by industrial equipment from the adjacent properties.<sup>109</sup> A *Sper Scientific* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded and the results of the survey are summarized in Table 3-7. Three measurement locations were utilized. These measurements were taken on a Wednesday afternoon at 2:00 PM. Table 3-7 indicates the variation in noise levels over time during the measurement period.<sup>110</sup> As indicated previously, the L<sub>50</sub> noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement periods were 68.67 dBA for the interior of the project site facing north towards the existing industrial, 66.66 dBA for the interior of the project site facing Valley Boulevard, and 66.54 along Rowland Avenue.

**Table 3-7  
 Noise Measurement Results**

<b>Noise Metric</b>	<b>Noise Level (dBA) Interior facing industrial to the north</b>	<b>Noise Level (dBA) Interior facing Valley to the south</b>	<b>Noise Level (dBA) Facing Rowland Avenue</b>
L <sub>50</sub> (Noise levels <50% of time)	66.7 dBA	65.7 dBA	65.4 dBA
L <sub>75</sub> (Noise levels <75% of time)	72.8 dBA	69.0 dBA	70.2 dBA
L <sub>90</sub> (Noise levels <90% of time)	77.5 dBA	72.1 dBA	77.0 dBA
L <sub>99</sub> (Noise levels <99% of time)	84.4 dBA	78.8 dBA	82.0 dBA
L <sub>min</sub> (Minimum Noise Level)	60.7 dBA	59.9 dBA	57.4 dBA
L <sub>max</sub> (Maximum Noise Level)	85.8 dBA	83.3 dBA	87.1 dBA
Average Noise Level	68.67 dBA	66.66 dBA	66.54 dBA

Source: Blodgett/Baylosis Environmental Planning. April 8, 2015

According to the City’s General Plan EIR, the southerly portion of the project site is located within the 65 CNEL roadway noise contour for Valley Boulevard. In addition, the northern portion of the project site is located within the railroad’s 65 CNEL noise contour. The project site is not located within the 65 CNEL noise contour for the El Monte Airport. Future growth within the City and the entire region is expected to add more trips to the City’s roadways. The General Plan EIR examined future roadway noise levels. After adding in the additional trips from future development, the project site is not expected to be exposed to an increase in roadway noise levels.<sup>111</sup> It typically required a doubling in traffic volumes to result in a perceptible change in traffic noise levels. The mitigation measures identified on the following page will

<sup>109</sup> Blodgett/Baylosis Environmental Planning. Site survey. Survey was conducted on April 8, 2015.

<sup>110</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>111</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR, Section 5.9 Noise*. Final. May 2011.

reduce interior noise to levels that comply with City standards. The City of El Monte Municipal Code has established the following noise control standards for residential development:

- *Multiple-family Residential*: 55 dBA between 7 AM to 10 PM and 50 dBA between 10 PM to 7 AM;

City noise standards are not to be exceeded by 10 dBA for a cumulative period of one minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). The City also limits the use of power construction tools or equipment 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.<sup>112</sup> As indicated in Section 3.16, the project would not result in a significant impact related to traffic noise since it typically requires a doubling of traffic volumes to register a perceptible change in noise levels. In addition, the proposed use would be required to comply with the City of El Monte Noise Control Ordinance. However, certain units located along the north side of the project site could be exposed to noise generated by the adjacent industrial uses (refer to Exhibit 2-4 for the location of the industrial uses). In order to protect the future residents from the generation of excess noise, the following mitigation has been recommended:

- The developer shall install double-paned windows in each unit that abuts the industrial uses as a means to further reduce noise levels. The installation of double-paned windows can reduce noise by up to 20% and well-designed vinyl frames can help reduce it by as much as 50%. For those units where double-paned windows are required, appropriate ventilation must also be provided.
- Each dwelling unit shall be constructed with weather-stripped solid core exterior doors and exterior wall/roof assemblies insulated to further reduce interior ambient noise levels. This mitigation measure will reduce the noise levels by approximately 6.0 dB.

Observance of the above mitigation measures will reduce interior noise to levels that are less than significant.

*B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?* • *Less than Significant Impact.*

The future tenants will be required to adhere to the City's noise control requirements. When considering the traffic generated by the existing use, the net increase in traffic will be 418 daily trip ends, 32 morning (AM) peak hour trips, and 37 evening (PM) peak hour trips. These levels are far less than the doubling of traffic that would be required to generate a perceptible increase in traffic noise.<sup>113</sup> In addition, vibration from construction equipment will not affect the nearby residents. The distances of the existing buildings from the construction activity areas would largely attenuate the effects of construction-borne vibration (refer to Subsection 3.12.2.D for a more detailed analysis). The proposed project will not result in the exposure of people to the generation of excessive ground-borne noise once the project is occupied due to the nature of the proposed use (no heavy machinery or equipment are anticipated to be in operation once the project is complete). Mitigation measures are provided in Subsection 3.12.2.D that will reduce

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

<sup>113</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

potential construction ground-borne noise to levels that are less than significant. As a result, the impacts are anticipated to be 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.*

The traffic generated by the proposed use will be 418 daily trip ends including 32 morning (AM) peak hour trips, and 37 evening (PM) peak hour trips. The existing AM and PM peak hour traffic volumes on Rowland Avenue are 157 vehicle trips. The project's traffic volumes will not be great enough to result in an increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic 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 with Mitigation.*

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-10. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. 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. As a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 70 dBA at the property line.<sup>114</sup> During the project's construction phase, approximately 25,000 cubic yards will be removed during the grading phase to accommodate the construction of the subterranean parking structure and to remove the existing piles of debris and dirt. The use of certain construction equipment may generate substantial vibration which could negatively impact receptors that are sensitive to noise and vibrations (schools, residential development, parks, etc). Since the proposed project is located within a residential neighborhood, the following 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 ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- The Applicant shall notify the nearby residents along Rowland Avenue as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must

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<sup>114</sup> USEPA, Protective Noise Levels. 1971

clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. Upon reception of a complaint, the contractor must respond immediately by reducing noise to acceptable levels. In addition, all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Economic Development Department.

The background vibration velocity level in residential is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within building such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Typical outdoor sources of perceptible ground borne vibration include construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground borne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which the general threshold where minor damage can occur in fragile buildings.<sup>145</sup>

Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings located in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects, low rumbling sounds and discernable vibrations at moderate levels, and actual building damage at the highest levels. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernable in areas located near the construction site. 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. Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. 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 originating vibration spectrum is 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 3-8 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures.

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<sup>145</sup> Federal Transit Administration Noise and Vibration Impact Assessment, May 2006.

Typical noise levels 50-ft. from source

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

**EXHIBIT 3-10**  
**TYPICAL CONSTRUCTION NOISE LEVELS**

Source: Blodgett/Baylosis Environmental Planning

Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

**Table 3-8  
 Common Effects of Construction Vibration**

<b>Peak Particle Velocity (in/sec)</b>	<b>Effects on Humans</b>	<b>Effects on Buildings</b>
<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 person 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.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from 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 structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and 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 under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-9. 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 3-9 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels 0.5 inches per second [iii/sec]) or higher (FTA, May 2006) is considered safe and would not result in any construction vibration damage. At a distance of 60 feet, the on-site pile driving would generate a vibration level of up to 0.25 in/sec. Significant grading activities will occur towards the central and western portions of the project

site. The nearest sensitive receptors are the residential units located approximately 79 to 130 feet to the east of the area that will be excavated to accommodate the subterranean parking.<sup>116</sup>

**Table 3-9  
 Vibration Source Levels for Construction Equipment**

Construction Equipment		PPV @25 ft. (inches/sec.)	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: Noise and Vibration During Construction

The distances of the existing buildings from the construction activity areas would largely attenuate the effects of construction-borne vibration. As a result, the construction vibration levels would be well below the figures indicated in Table 3-9. Although perceptible, the projected level would not exceed the vibration damage threshold of 0.5 in/sec. Therefore, the proposed project would not result in any significant adverse vibration impacts on neighboring buildings.

*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 1.10 miles southwest of the El Monte Airport. The proposed project will not affect any airport land use plan because there currently is no Airport Land Use Compatibility Plan for the El Monte Airport.<sup>117</sup> In addition, the project site is not located within the designated Runway Protection Zone.<sup>118</sup> As indicated previously, the proposed project is not located within the 65 CNEL contour for the El Monte Airport. As a result, no impacts to a public use airport will occur.

<sup>116</sup> Google Earth. Site accessed May 7, 2015.

<sup>117</sup> Los Angeles County Department of Regional Planning. *Los Angeles County Airport Land Use Commission (ALCU)*. <http://planning.lacounty.gov/aluc/airports>

<sup>118</sup> County of Los Angeles Public Works. *Airport Layout Plan, El Monte Airport*. [http://planning.lacounty.gov/assets/upl/project/aluc\\_elmonte-plan.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf)

F. *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.*

As noted earlier, the project site is not located within two miles of an operational private airport. As a result, no impacts related to the exposure of persons to aircraft noise from a private airstrip would result from the proposed project.

### **3.12.3 CUMULATIVE IMPACTS**

The analysis indicated the implementation of the proposed project would not result in any significant inmitigable adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts would occur.

### **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 measure is required to mitigate potential construction noise impacts:

*Mitigation Measure No. 17 (Noise Impacts).* The developer shall install double-paned windows in each unit that abuts the industrial uses as a means to further reduce noise levels. The installation of double-paned windows can reduce noise by up to 20% and well-designed vinyl frames can help reduce it by as much as 50%.

*Mitigation Measure No. 18 (Noise Impacts).* Each dwelling unit shall be constructed with weather-stripped solid core exterior doors and exterior wall/roof assemblies insulated to further reduce interior ambient noise levels. This mitigation measure will reduce the noise levels by approximately 6 dB.

*Mitigation Measure No. 19 (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.

*Mitigation Measure No. 20 (Noise Impacts).* The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

*Mitigation Measure No. 21 (Noise Impacts).* The Applicant shall notify the nearby residents along Rowland Avenue as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. 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. Upon reception of a complaint, the contractor must respond immediately by reducing noise to acceptable levels. In addition, all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Economic Development Department.

### 3.13 POPULATION & HOUSING IMPACTS

#### 3.13.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

#### 3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • Less than Significant Impact.*

The proposed project is anticipated to add approximately 281 residents to the City based upon the number of units being constructed and the average household size for the City taken from the United States Census Bureau website (the average household size according to the 2010 United States Census Bureau is 3.90 persons per household). According to the Growth Forecast released by SCAG in conjunction with the Regional Transportation Plan for 2012-2035, the City of El Monte is projected to have 140,100 residents by 2035.<sup>119</sup> The City has a total population of 113,475 according to 2010 Census.<sup>120</sup> According to the most recent Department of Finance Estimates (January 1, 2015), the City's current population is estimated to be 115,774 persons. The projected population increase of 281 from the proposed project's implementation is within the population projection provided by SCAG.

The proposed project involves the construction of 72 town home and condominium units that will be built on a vacant underutilized property that is surrounded by urban development. 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 are identified in Table 3-10. As indicated in Table 3-10, the proposed project will not result in any significant growth-inducing impacts. Therefore, implementation of the project will result in impacts that are considered to be less than significant.

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<sup>119</sup> Southern California Association of Governments Regional Transportation Plan 2012-2035, Growth Forecast Appendix. Adopted April 2012.

<sup>120</sup> United States Census Bureau. *El Monte (city), California*. <http://quickfacts.census.gov/qfd/states/06/0622230.html>

**Table 3-10  
 Potential Growth-Inducing Impacts**

<b>Factor Contributing to Growth Inducement</b>	<b>Project's Potential Contribution</b>	<b>Basis for Determination</b>
New development in an area presently undeveloped and economic factors which may influence development.	The proposed project would promote development of an underutilized parcel.	The new development would promote development consistent with the General Plan Policies for infill development.
Extension of roadways and other transportation facilities.	The proposed project would not involve the extension or modification of any off-site existing roadways.	The only off-site improvements include those required to facilitate access to the project site.
Extension of infrastructure and other improvements.	No other off-site water, sewer, and other critical infrastructure improvements are anticipated.	The only infrastructure improvements would be designed to 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 would be required to accommodate the projected demand for wastewater treatment or water.
The housing requiring replacement housing elsewhere.	The project does not involve the removal or the replacement of existing affordable or subsidized housing units.	No subsidized affordable housing would be affected by the proposed project.
Additional population growth leading to increased demand for goods and services.	The proposed project would not result in long-term growth in employment.	The proposed project will not result in long term employment generation.
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 considered a beneficial impact.

Source: Blodgett/Baylosis Environmental Planning. 2015.

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

As discussed previously, the project site is currently vacant and there are no housing units located on-site. In addition, the proposed project will be restricted to the project site and will not displace or otherwise affect the residential units located to the east. The following subsection 3.13.2.C identifies mitigation that addressed the homeless encampment located within the project site. However, no impacts related to housing unit displacement will occur.

*C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? • Less than Significant Impact with Mitigation.*

The project site is currently vacant and no occupied housing units will be affected by the proposed project; however, there is a homeless encampment located within the central portion of the project site. The implementation of the proposed project will displace the homeless occupant(s) that are present on-site.

As a result, the following mitigation is required:

- As part of the project's mitigation monitoring, the preparers of the IS/MND shall contact the appropriate Homeless/Prevention Service Provider to conduct a site visit site and interview the homeless occupant(s) to assess the situation and determine the appropriate services needed to aid the individual(s).

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

### **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. As a result, no cumulative housing and population impacts would occur.

### **3.13.4 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that the following mitigation measure is required:

*Mitigation Measure No. 22 (Population & Housing Impacts).* As part of the project's mitigation monitoring, the preparers of the IS/MND shall contact the appropriate Homeless/Prevention Service Provider to conduct a site visit site and interview the homeless occupant(s) to assess the situation and determine the appropriate services needed to aid the individual(s).

### **3.14 PUBLIC SERVICES IMPACTS**

#### **3.14.1 THRESHOLDS OF SIGNIFICANCE**

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

- A substantial adverse physical impact 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;
- A substantial adverse physical impact 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;
- A substantial adverse physical impact 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,
- A substantial adverse physical impact 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 government 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 with Mitigation.*

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.<sup>121</sup> According to the City's General Plan, the fire staff has a policy to respond to a call within five minutes.<sup>122</sup> The proposed residential development will be required to adhere to any conditions prescribed by the LACFD (compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). In

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<sup>121</sup> City of El Monte. Los Angeles County Fire Department. <http://www.ci.el-monte.ca.us/Government/LACountyFireDept.aspx>

<sup>122</sup> City of El Monte. *City of El Monte General Plan, Public Services and Facilities Element*. June 2011.

addition, the proposed project would also be required to adhere to all pertinent site and building design regulations.

Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the Los Angeles County Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.
- The Applicant shall install signage along the internal private street stating "No Parking Anytime" to ensure proper fire equipment access.

The aforementioned requirements will reduce the potential impacts to levels that are 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? • Less than Significant Impact with Mitigation.*

Law enforcement services within the City are provided by the El Monte Police Department (EMPD) which serves the community from two police stations: the main station is located at 11333 Valley Boulevard and a secondary facility located at 10503 Valley Boulevard. The El Monte Police Department is staffed with 161 police officers, 91 civilian staff and four K-9 units.<sup>123</sup> The El Monte Police Department has divided the City into five geographic "reporting areas" or "beats." Each officer assigned to a beat is responsible to enforce all laws and preventing crime from occurring. A patrol officer is assigned a Reporting District (R.D.) where he/she is familiar with the residents and businesses in their area.<sup>124</sup> According to the City's General Plan EIR, the City's average response time for Priority 1 calls, which are conflicts in progress, is 4 minutes and 40 seconds.<sup>125</sup> The proposed project is not anticipated to interfere with, or generate traffic that will interfere with any identified police patrol routes, though no information on police patrol routes was found. The completion of the 72 proposed residential units would potentially result in increase calls for service; however, the proposed project will neither disrupt the "beats" that have been implemented by Police Department Staff, nor interfere or add to the average police response time since the project site is located 1.62 miles to the northwest of the EMPD station. To ensure the proposed residential project elements adhere to the City's security requirements, the following mitigation will be required:

- The El Monte Police Department will revisit the site plan for the planned residential development to ensure that the development adheres to the EMPD requirements.

As a result, the proposed project's law enforcement service impacts are less than significant.

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<sup>123</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

<sup>124</sup> City of El Monte. *Police, Field Services, Patrol*. Site accessed July 13, 2015.

<sup>125</sup> City of El Monte. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, Section 5.11.2 Police Protection*. May 2011.

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, or other performance objectives relative to school services? • Less than Significant Impact.*

The project site is located within the attendance boundaries of the El Monte City School District, Rosemead School District, and the El Monte Union High School District.<sup>126</sup> As indicated previously, the proposed project will involve the construction of 72 new residential units. The proposed project will be served by Shirpsier Elementary School (0.33 miles to the east), Muscatel Intermediate School (1.18 miles to the west), and Rosemead High School (0.90 miles to the west).<sup>127</sup>

Student enrollment generation rates are used for single-family and multi-family units. Student generation rates were obtained from the State of California Office of Public School Construction and these rates are used by both the El Monte Union High School District and the El Monte City Schools District. These rates and the proposed project's potential contribution include the following:

- 0.4 Elementary School (grades K to 6) students per unit = 29 elementary school students;
- 0.1 Middle School (grades 7 to 8) students per unit = seven middle school students; and,
- 0.2 High School (grades 9 to 12) students per unit = 14 high school students.<sup>128</sup>

The proposed project would result in a potential 50 new students. The project developer would be required to pay any pertinent development fees to the local school districts. As a result, the proposed project's impacts on school facilities are anticipated to be less than significant.

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? • Less than Significant Impact.*

No new governmental services will be needed to serve the proposed project is not expected to have any impact on existing governmental services. As a result, no impacts are anticipated.

### **3.14.3 CUMULATIVE IMPACTS**

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 fees and to ensure that the site plans and project are consistent with the most recent fire codes and safety measures outlined by

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<sup>126</sup> Phone call with a representative from Muscatel Intermediate School.

<sup>127</sup> Google Earth. Site accessed May 4, 2015

<sup>128</sup> City of El Monte. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, Section 5.11.2 School Services*. May 2011.

the Los Angeles County Fire Department (LACFD) and the El Monte Police Department. No new facilities would be required to accommodate the proposed use. As a result, no cumulative impacts are anticipated.

### **3.14.4 MITIGATION MEASURES**

The analysis determined that the following mitigation would be required to address potential impacts to public services. These mitigation measures are identified below:

*Mitigation Measure No. 23 (Public Service Impacts).* The proposed project will undergo review by the Los Angeles County Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

*Mitigation Measure No. 24 (Public Service Impacts).* The Applicant shall install signage along the internal private street stating "No Parking Anytime" to ensure proper fire equipment access.

*Mitigation Measure No. 25 (Public Service Impacts).* The El Monte Police Department (EMPD) will revisit the site plan for the planned residential development to ensure that the development adheres to the EMPD requirements.

## **3.15 RECREATION IMPACTS**

### **3.15.1 THRESHOLDS OF SIGNIFICANCE**

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

- 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 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.<sup>129</sup> The implementation of the proposed project will result in a population increase of 281 persons. No existing or proposed parks are located in the vicinity that would be physically impacted by the project. The nearest public park is Gibson Mariposa Park, located 0.34 miles east of the project site.<sup>130</sup> In addition, the proposed development will include approximately 28,677 square feet of open space for recreational use by the future residents. In addition, the project Applicant will be required to pay Quimby Act fees (park development fees) to the City to offset any potential impacts to the City's parks and recreation facilities. The City's General Plan has established a standard of two acres of parkland for each 1,000 residents. In order to meet the aforementioned standard, the City will need to dedicate approximately 0.56-acres of additional parkland to accommodate the project's additional 281 residents; however, the payment of all pertinent park development and/or Quimby Act fees will reduce potential impacts to parks and recreational facilities to levels that are less than significant.

- B. *Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? • Less than Significant 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. The nearest public park is Gibson Mariposa Park, located approximately 0.34 miles to the east. As indicated in Subsection 3.15.2.A, the City will need approximately 0.56-acres of additional parkland to offset the increase in demand for parks that will be

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<sup>129</sup> <http://www.ci.el-monte.ca.us/Government/ParksandRecreation/ParksRecreation.aspx>

<sup>130</sup> Google Earth. Site accessed April 21, 2015.

generated by the implementation of the proposed project. The City of El Monte General Plan indicated that the dedication of two-acres of parkland for every 1,000 residents may not be feasible due to the built out nature of the City. As an alternative the project Applicant will be required to pay all pertinent Quimby Act fees and/or park development fees to the City to offset any potential impacts to the City's parks and recreation facilities. In addition, the project will also include 28,677 square feet of open space and ample recreational options including barbeque patios, sandpits and jungle gym equipment, and badminton courts. As a result, on park facilities is expected to be less than significant.

### **3.15.3 CUMULATIVE IMPACTS**

The analysis determined the proposed project would not result in any potential impact on recreational facilities and services. 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 impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

## 3.16 TRANSPORTATION & CIRCULATION IMPACTS

### 3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, a project would normally 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;
- Results in 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;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access; and,
- A conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

For analysis of level of service at signalized intersections, City of El Monte has designated the ICU methodology as the desired tool. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles at the critical movements that pass through the facility divided by the capacity of that facility. A 10 percent adjustment to the clearance and loss time factor based on the critical phases of the signalized control was included in the traffic analysis. A facility is “at capacity” (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes and approach lane configurations on each leg of the intersection. Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating “capacity” of a roadway.<sup>131</sup> Brief descriptions of the six levels of service for signalized intersections are shown in Table 3-11 provided on the following page.

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<sup>131</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

**Table 3-11  
 Level of Service Definitions**

<b>Level of Service</b>	<b>V/C Ratio or ICU (signalized)</b>	<b>Control Delay in Seconds (unsignalized)</b>
A	0.00 – 0.60	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 15.0 seconds
C	0.71 – 0.80	15.1 – 25.0 seconds
D	0.81 – 0.90	25.1 – 35.0 seconds
E	0.91 – 1.00	35.1 – 50.0 seconds
F	1.01 or greater	50.1 seconds or greater

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Table 3-12 provides a description of each specific level of service grade (LOS A through LOS F).

**Table 3-12  
 Level of Service Descriptions**

<b>LOS</b>	<b>Description</b>
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 nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
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 approach 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 a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Per the City’s General Plan Circulation Element (2011), the City desires to maintain LOS D throughout the City, except that LOS E may occur in the following circumstances:

- Intersections/roadways at, or adjacent to, freeway ramps;
- Intersections/roadways on major corridors and transit routes;
- Intersections/roadways on truck routes; and,
- Intersections/roadways in, or adjacent to, commercial districts.<sup>132</sup>

Therefore, a project would have a significant impact if it resulted in an increase in the V/C ratio of an intersection operating at LOS E or F according to the Circulation Element (refer to Table 3-12).

**Table 3-13**  
**Significance Criteria**

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
E, F	> 0.900	equal to or greater than 0.010

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

For intersections significantly impacted by the project in the weekday AM and/or PM peak hours, mitigation measures would be provided to bring the intersection LOS back to baseline (i.e., “before project”) LOS levels. Once an unsignalized intersection is found to operate at LOS E or F, a traffic signal warrant consistent with the *Manual of Uniform Traffic Control Devices* (MUTCD) would need to be prepared to determine whether signalization of the intersections would be warranted. If the proposed project causes a traffic signal warrant to be met, that would be considered a significant impact.<sup>133</sup> This traffic study analyzed the following traffic scenarios:

- *Existing Conditions at Start of Environmental Date.* Baldwin Avenue was closed during the scoping process in November 2014 and during the preparation of the traffic study in December 2014. Therefore, historical traffic counts from recent traffic studies for the three of the four study intersections were identified in the scope and used. New traffic counts were not available during the existing conditions analysis due to the Baldwin Avenue closure. Traffic counts from recent traffic studies were used since they represented existing traffic conditions prior to the Baldwin Avenue closure at the railroad crossing, north of Valley Boulevard, as part of the Alameda Corridor-East Construction Authority improvements. These traffic counts were used for three of the four study intersections (Rowland Avenue/Valley Boulevard, Temple City Boulevard/Valley Boulevard, and Baldwin Avenue/Valley Boulevard) and were provided and authorized by the City in November 2014 which was before the opening of the Baldwin Avenue in March 2015. The existing conditions analysis was conducted for these intersections in November 2014 when Baldwin Avenue was closed. At the time of the Baldwin Avenue closure, there were no recent historical traffic counts for the Baldwin Avenue and Rose Avenue intersection. Traffic volumes on Baldwin Avenue at Valley Boulevard were used to estimate the Baldwin Avenue traffic volumes at

<sup>132</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

<sup>133</sup> Ibid.

Rose Avenue. Traffic volumes for Rose Avenue will be estimated based on a general calculation of residential trips east and west of the Baldwin Avenue and Rose Avenue intersection. Fieldwork within the study area was undertaken to identify the condition of key study area roadways including traffic control and approach lane configuration at each study intersection, and on-street parking restrictions.

- *Existing plus Project.* Based on the traffic that is projected for the proposed project and the traffic count totals, an *Existing plus Project Condition* scenario was analyzed per the *Sunnyvale and Expo Line California Environmental Quality Act (CEQA)* court case decisions that states impacts should be analyzed against existing conditions.
- *Opening Year (late 2017/early 2018) without Project.* In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. In addition, traffic from related/area projects (approved and pending developments) was also added to the study area.
- *Opening Year (late 2017/early 2018) with Project.* Based on the *Opening Year (late 2017/early 2018) without Project* volumes plus traffic from the proposed project, the *Opening Year (late 2017/early 2018) with Project* traffic volume conditions were determined and analyzed.<sup>134</sup>

The project study area, as defined through a scoping document submitted and consultation with the City of El Monte staff, includes the following four study intersections:

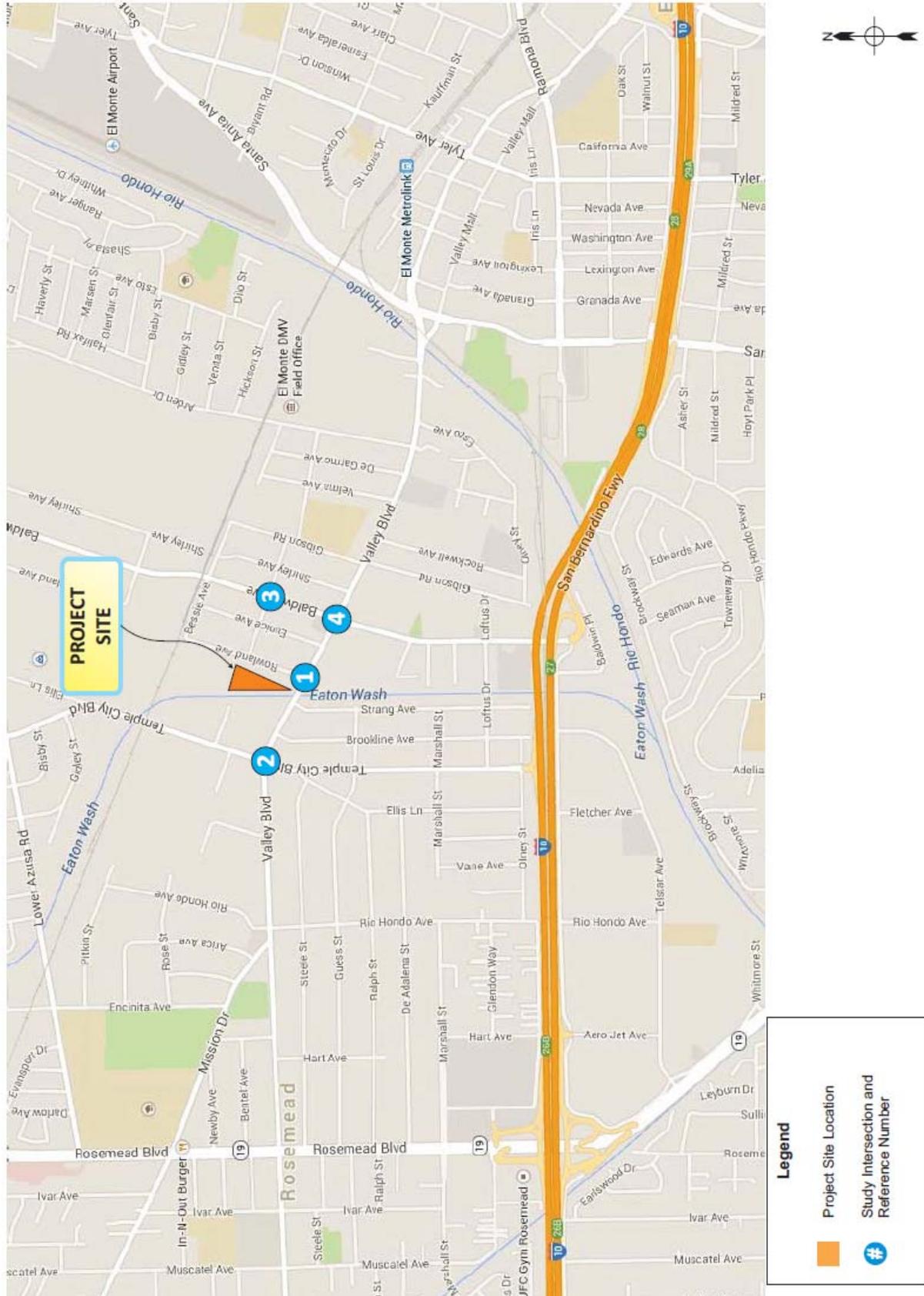
- *Intersection No. 1.* Rowland Avenue / Valley Boulevard;<sup>135</sup>
- *Intersection No. 2.* Temple City Boulevard / Valley Boulevard;
- *Intersection No. 3.* Baldwin Avenue / Rose Avenue; and,
- *Intersection No. 4.* Baldwin Avenue / Valley Boulevard.

Exhibit 3-11 illustrates the locations of the study intersections. The traffic study is provided in Appendix D of this document.

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<sup>134</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte.* April 30, 2015.

<sup>135</sup> A traffic signal is planned at the Rowland Avenue and Valley Boulevard intersection as part of the Hilton project and was analyzed as a signalized intersection. Note: the Hilton project is currently under construction.



**EXHIBIT 3-11**  
**STUDY INTERSECTION LOCATIONS**  
 Source: KOA Corporation

### 3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project cause 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? • Less than Significant Impact.*

A scoping document was shared with the City as the first step in the traffic analysis, in order to define the study area and other major details. For the analysis of Level of Service (LOS) at signalized intersections, the Intersection Capacity Utilization (ICU) methodology was utilized in this study. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the design capacity of that facility. A facility is “at capacity” (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration. For this analysis, a lane capacity of 1,600 vehicles per hour per lane for all through lanes and turn lanes, a lane capacity of 2,880 vehicles per hour per lane for dual turn lanes and a total loss time of 10% were used. The following describes the study methodology contained in this report.<sup>136</sup>

- Fieldwork within the study area was undertaken to identify the condition of key study area roadways including traffic control and approach lane configuration at each study intersection, and on-street parking restrictions. The existing level of service (LOS) at each of the study intersections is discussed in this section.
- Project trip generation was based on trip rates defined by the *Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition*. The detailed methodology utilized for the project trip generation and distribution calculations is discussed in this section.
- Based on the traffic that is projected for the proposed project and the traffic count totals, an existing with project conditions scenario was analyzed per the *Sunnyvale and Expo Line California Environmental Quality Act (CEQA) court case decisions* that states impacts should be analyzed against existing conditions. The level of service values for existing with project conditions at the study intersections are discussed in this analysis.
- In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. In addition, traffic from related/area projects (approved and pending developments) was also added to the study area. The level of service values at the study intersections for *Opening Year (late 2017/early 2018) Without Project* conditions are discussed herein this report.
- Based on the *Opening Year (late 2017/early 2018) Without Project* volumes plus traffic from the proposed project, the *Opening Year (late 2017/early 2018) With Project* traffic volume conditions

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<sup>136</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

were determined and analyzed. The level of service values at the study intersections for Opening Year (*late 2017/early 2018*) With Project conditions are considered within the analysis.<sup>137</sup>

The key roadways within the study area are described below. The discussion presented here is limited to specific roadways that traverse the study intersections and provide direct access to the project site. Exhibit 3-12 illustrates the existing traffic controls and approach lane geometries at the study intersections.

- *Temple City Boulevard* is a north-south roadway located west of the project site. This roadway is designated as a Minor Arterial in the City of Rosemead General Plan. Temple City Boulevard provides two travel lanes in each direction in the study area. The posted speed limit on Temple City Boulevard is 35 miles per hour (mph) north of Valley Boulevard and 40 miles per hour south of Valley Boulevard within the study area. The City of El Monte and City of Rosemead General Plans also designates Temple City Boulevard as a truck route. On-street parking is permitted on both sides of Temple City Boulevard within the study area.<sup>138</sup>
- *Baldwin Avenue* is a north-south roadway located east of the project site. This roadway is designated as a Major Arterial in the City of El Monte General Plan. Baldwin Avenue provides two travel lanes in each direction in the study area. The posted speed limit on Baldwin Avenue within the study area is 35 mph. The City of El Monte General Plan also designates Baldwin Avenue as a truck route. On-street parking is permitted on both sides of Baldwin Avenue within the study area.<sup>139</sup>
- *Valley Boulevard* is an east-west roadway located south of the project site. Valley Boulevard is designated as a Major Arterial in the City of El Monte General Plan. This roadway provides two travel lanes each direction. In the City of Rosemead General Plan, Valley Boulevard is designated as a Major Arterial. The City of Rosemead General Plan and the El Monte General Plan also designate Valley Boulevard as a truck route. The posted speed limit is 35 mph and on-street parking is allowed along this roadway within the study area.<sup>140</sup>
- *Rowland Avenue* is a north-south roadway that borders the project site to the east. This roadway is a local street that provides two travel lanes in each direction in the study area. On-street parking is permitted on both sides of Rowland Avenue within the study area.<sup>141</sup>
- *Rose Avenue* is an east-west roadway located east of the project site. This roadway is a local street that provides two travel lanes in each direction in the study area. On-street parking is permitted on both sides of Rose Avenue within the study area.<sup>142</sup>

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<sup>137</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

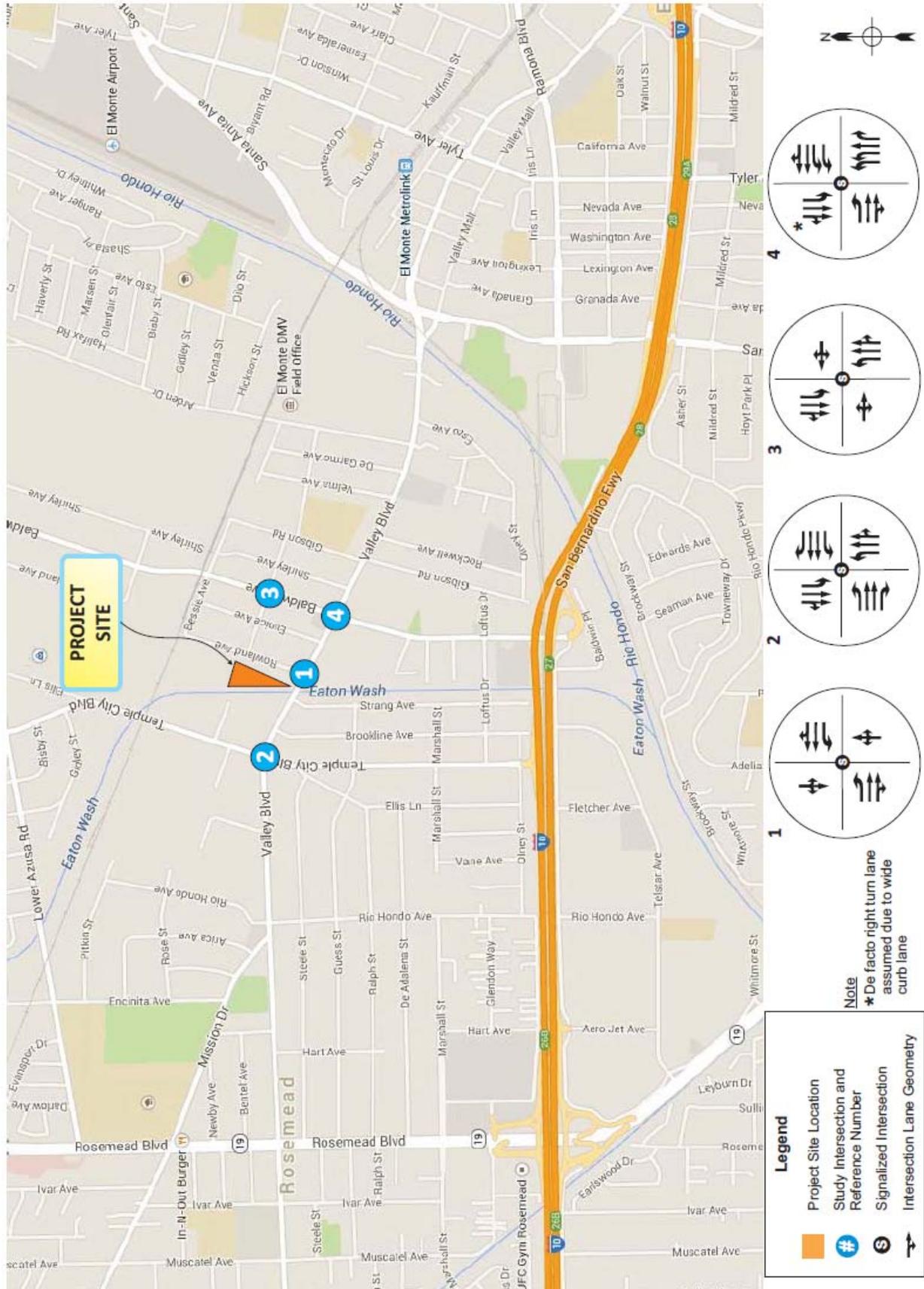
<sup>138</sup> Ibid.

<sup>139</sup> Ibid.

<sup>140</sup> Ibid.

<sup>141</sup> Ibid.

<sup>142</sup> Ibid.



**EXHIBIT 3-12**  
**EXISTING INTERSECTION LANE CONFIGURATIONS AND CONTROLS**  
 Source: KOA Corporation

Baldwin Avenue was closed north of Valley Boulevard during the preparation of the scoping document and this traffic study in November 2014. Baldwin Avenue is planned to be grade separated with the railroad as part of an underpass project for the Alameda Corridor-East Construction Authority and opened in March 2015. Traffic counts from previous recent traffic studies were available and they were used to represent existing traffic conditions prior to the Baldwin Avenue closure.<sup>143</sup>

Traffic counts from recent traffic studies were used for the Rowland Avenue/Valley Boulevard, Temple City Boulevard/Valley Boulevard, and Baldwin Avenue/Valley Boulevard study intersections, and were provided and authorized by the City. The traffic counts were increased by a 0.82% annual growth factor, based on rates from the Regional Statistical Area 25 of the 2010 Los Angeles County Congestion Management Program. These adjusted traffic volumes represent existing conditions. At the time of the Baldwin Avenue closure, there are no historical traffic counts for the Baldwin Avenue and Rose Avenue intersection. Traffic volumes on Baldwin Avenue at Valley Boulevard were used to estimate the Baldwin Avenue traffic volumes at Rose Avenue. Traffic volumes for Rose Avenue were estimated based on a general calculation of residential trips east and west of the Baldwin Avenue and Rose Avenue intersection.<sup>144</sup>

The historical intersection counts were collected on a weekday from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The highest four consecutive 15-minute vehicle counts during the AM and PM time periods were used to determine the peak-hour traffic volumes at each intersection. The existing weekday AM peak-hour and PM peak-hour traffic turn movement volumes are illustrated in Exhibits 3-13 and 3-14, respectively. The traffic count data sheets are provided in Appendix B of the traffic study. Based on the intersection lane configurations and controls depicted in Exhibit 3-12 and the existing traffic volumes illustrated in Exhibits 3-13 and 3-14, volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday AM and PM peak hours.<sup>145</sup>

Table 3-14 summarizes the volume-to-capacity ratios and LOS values for existing traffic conditions. The existing traffic analysis scenario worksheets are provided in Appendix C of this report. As shown in Table 3-14, two of the four study intersections are currently operating at LOS D or better during the weekday AM and PM peak hours. The Temple City Boulevard and Valley Boulevard intersection is operating at LOS E in the AM peak hour, and the Baldwin Avenue and Valley Boulevard intersection is operating at LOS F in the PM peak hour.<sup>146</sup>

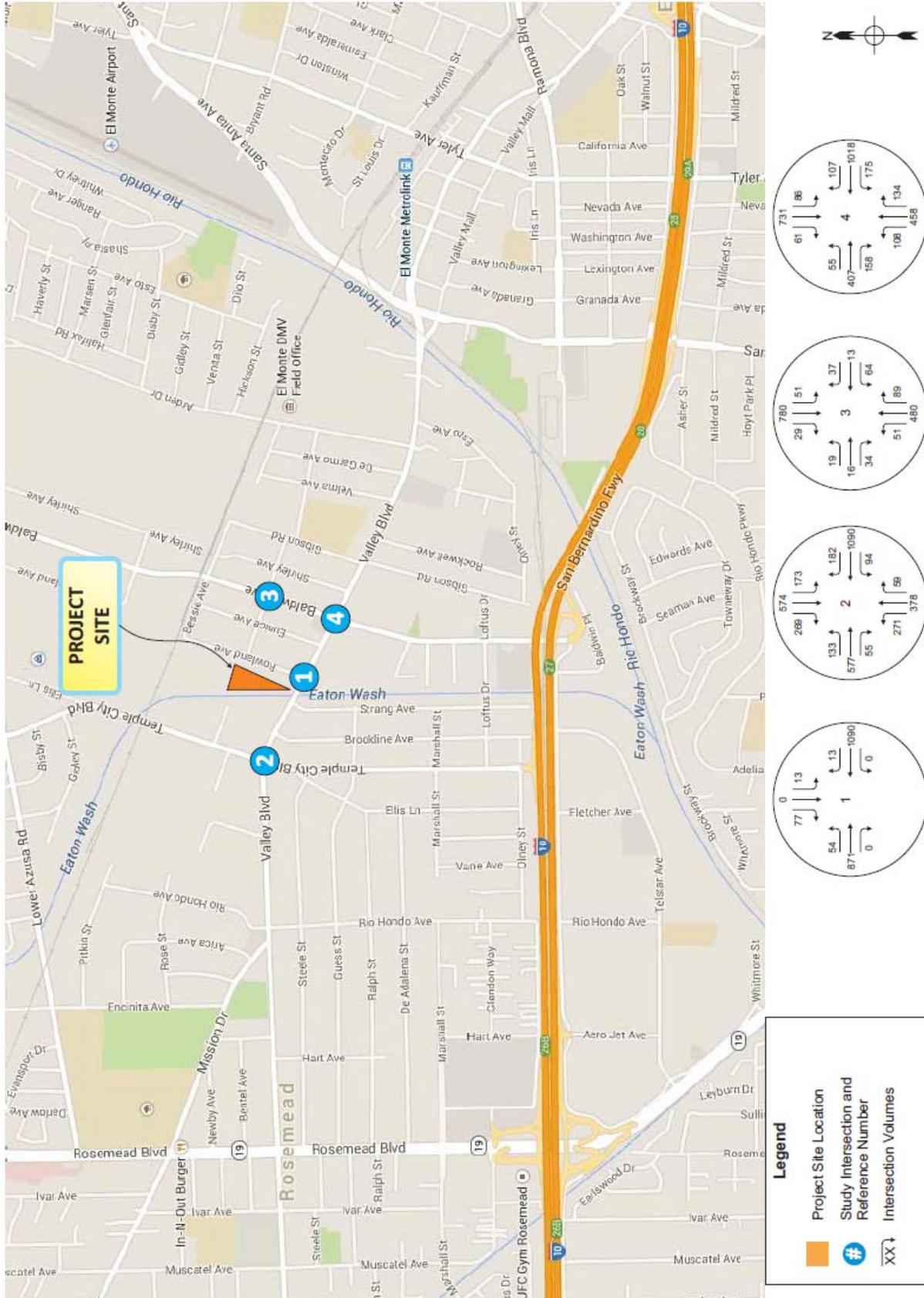
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<sup>143</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

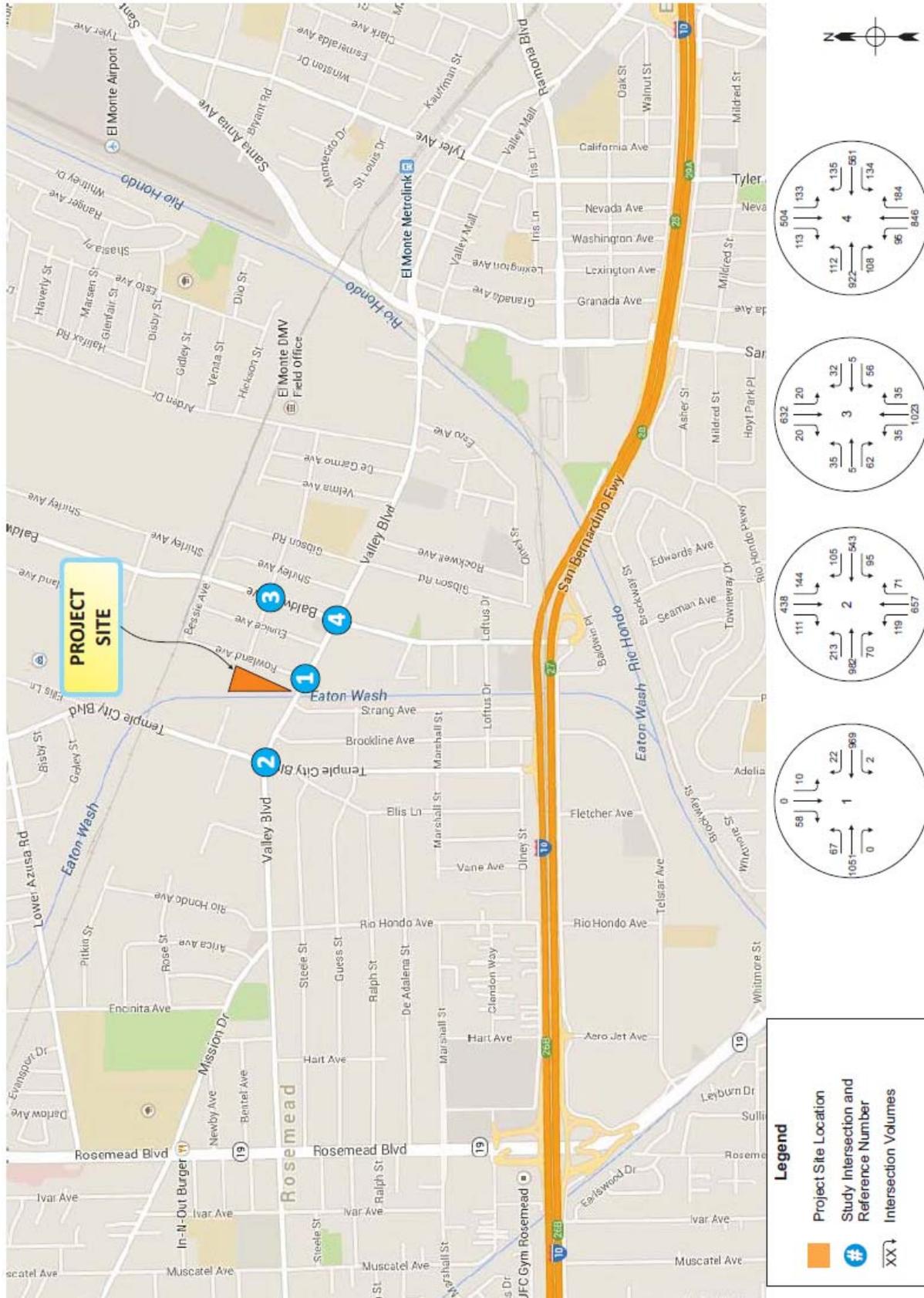
<sup>144</sup> Ibid.

<sup>145</sup> Ibid.

<sup>146</sup> Ibid.



**EXHIBIT 3-13**  
**EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES**  
 Source: KOA Corporation



**EXHIBIT 3-14**  
**EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES**  
 Source: KOA Corporation

**Table 3-14**  
**Existing Conditions of Study Intersections**

Intersection	Peak Hour	VC	LOS
1. Rowland Ave. & Valley Blvd.	AM	0.535	A
	PM	0.494	A
2. Temple City Blvd. & Valley Blvd.	AM	0.957	<b>E</b>
	PM	0.784	C
3. Baldwin Ave. & Rose Ave.	AM	0.468	A
	PM	0.542	A
4. Baldwin Ave. & Valley Blvd.	AM	0.826	D
	PM	1.080	<b>F</b>

Source: KOA Corporation.

The project trip generation estimates were based on trip rates defined by the Institute of Transportation Engineers (ITE) publication *Trip Generation (9<sup>th</sup> Edition)*. Trip rates for the apartment land use were utilized to calculate the trip generation for the proposed project. The trip rates and the associated project trip generation forecasts are provided in Table 3-15. The proposed project would generate approximately 418 daily weekday trips including 32 trips during the AM peak hour and 37 trips during the PM peak hour.<sup>147</sup>

**Table 3-15**  
**Project Trip Generation Estimates**

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trips Rates</b>								
Condominium (ITE Code 220)	Trips/Unit	5.81	17%	83%	0.44	67%	33%	0.52
<b>Trip Generation</b>								
Condominium	72 Units	<b>418</b>	<b>5</b>	<b>27</b>	<b>32</b>	<b>25</b>	<b>12</b>	<b>37</b>

Source: Trip rates from *Trip Generation, 9<sup>th</sup> Edition*, Institute of Transportation Engineers, 2012.

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project, the local roadway network, and the general locations of other land uses to which project trips would originate or terminate. Exhibit 3-15 illustrates the project trip distribution percentages at the study intersections that were used for the traffic

<sup>147</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

impact analysis. Based on the trip generation and distribution assumptions described above, project traffic was assigned to the roadway system. Exhibits 3-16 and 3-17 illustrate the project’s trips for the weekday AM and PM peak hours, respectively.<sup>148</sup>

The *Existing with project traffic* volumes for the weekday AM and PM peak hour are illustrated on Exhibits 3-18 and 3-19, respectively. Table 3-16 summarizes the resulting V/C and LOS values at the study intersections for the existing with project conditions. The existing with project traffic analysis worksheets are provided in Appendix D of this report.

Two of the four study intersections would continue to operate at LOS D or better during the weekday AM and PM peak hours. The Temple City Boulevard and Valley Boulevard intersection will continue to operate at LOS E in the AM peak hour, and the Baldwin Avenue and Valley Boulevard intersection will continue to operate at LOS F in the PM peak hour.<sup>149</sup>

**Table 3-16**  
**Intersection Performance – Existing with Project**

<b>Intersection</b>	<b>Peak Hour</b>	<b>VC</b>	<b>LOS</b>
1. Rowland Ave. & Valley Blvd.	AM	0.545	A
	PM	0.506	A
2. Temple City Blvd. & Valley Blvd.	AM	0.959	<b>E</b>
	PM	0.789	C
3. Baldwin Ave. & Rose Ave.	AM	0.478	A
	PM	0.546	A
4. Baldwin Ave. & Valley Blvd.	AM	0.829	D
	PM	1.084	<b>F</b>

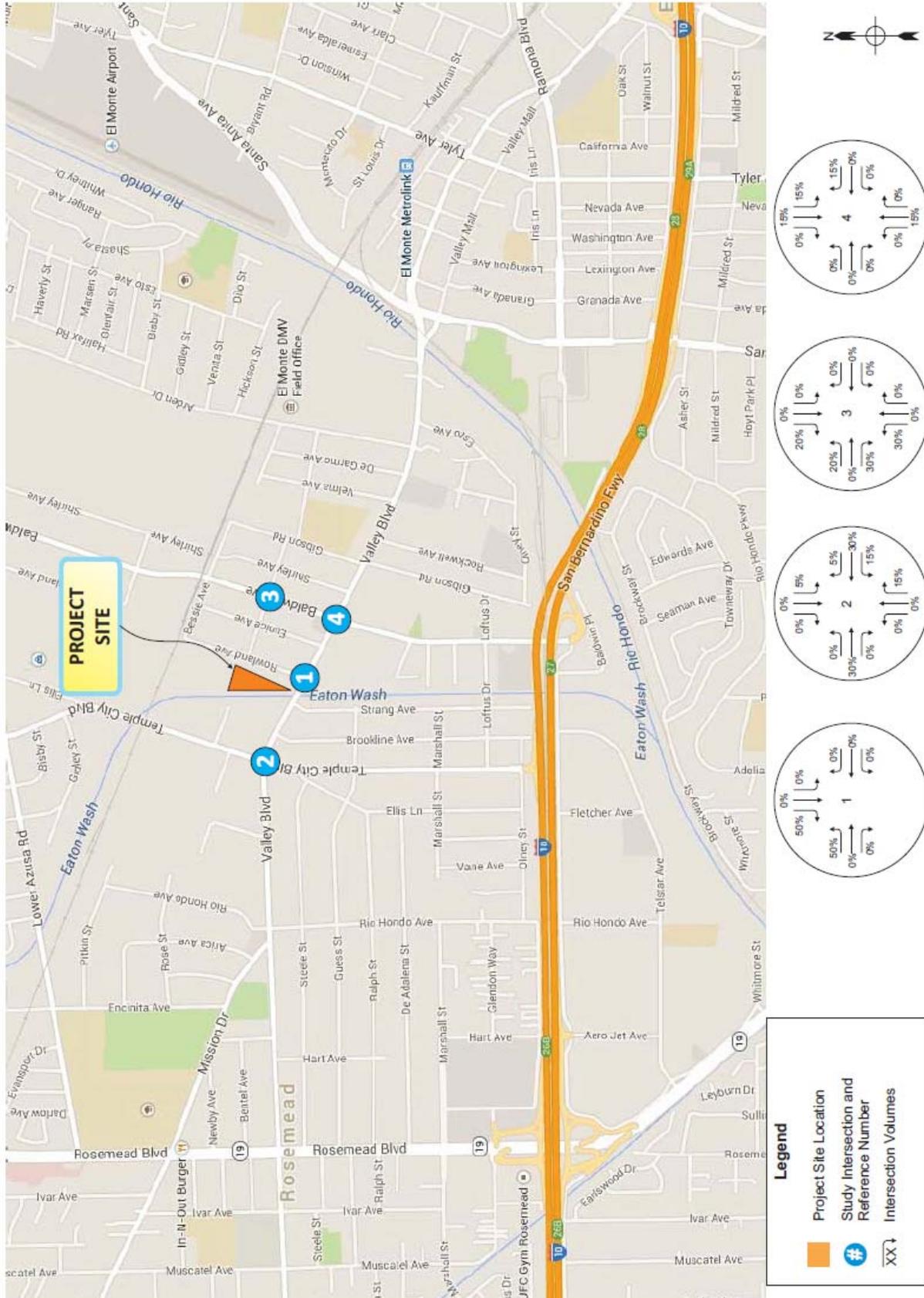
Source: KOA Corporation.

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. An annual growth rate of 0.82% from Regional Statistical Area 25 of the 2010 Los Angeles County Congestion Management Program was used for this purpose. This annual growth factor is based on traffic growth from 2010 to 2020. Thus, a three-year growth factor of 1.0246 (0.82% annual growth rate X 3 years) was applied to existing traffic counts to define the *Opening Year (late 2017/early 2018) without Project* conditions. This annual growth rate was included in the scoping document provided to the City of El Monte.<sup>150</sup>

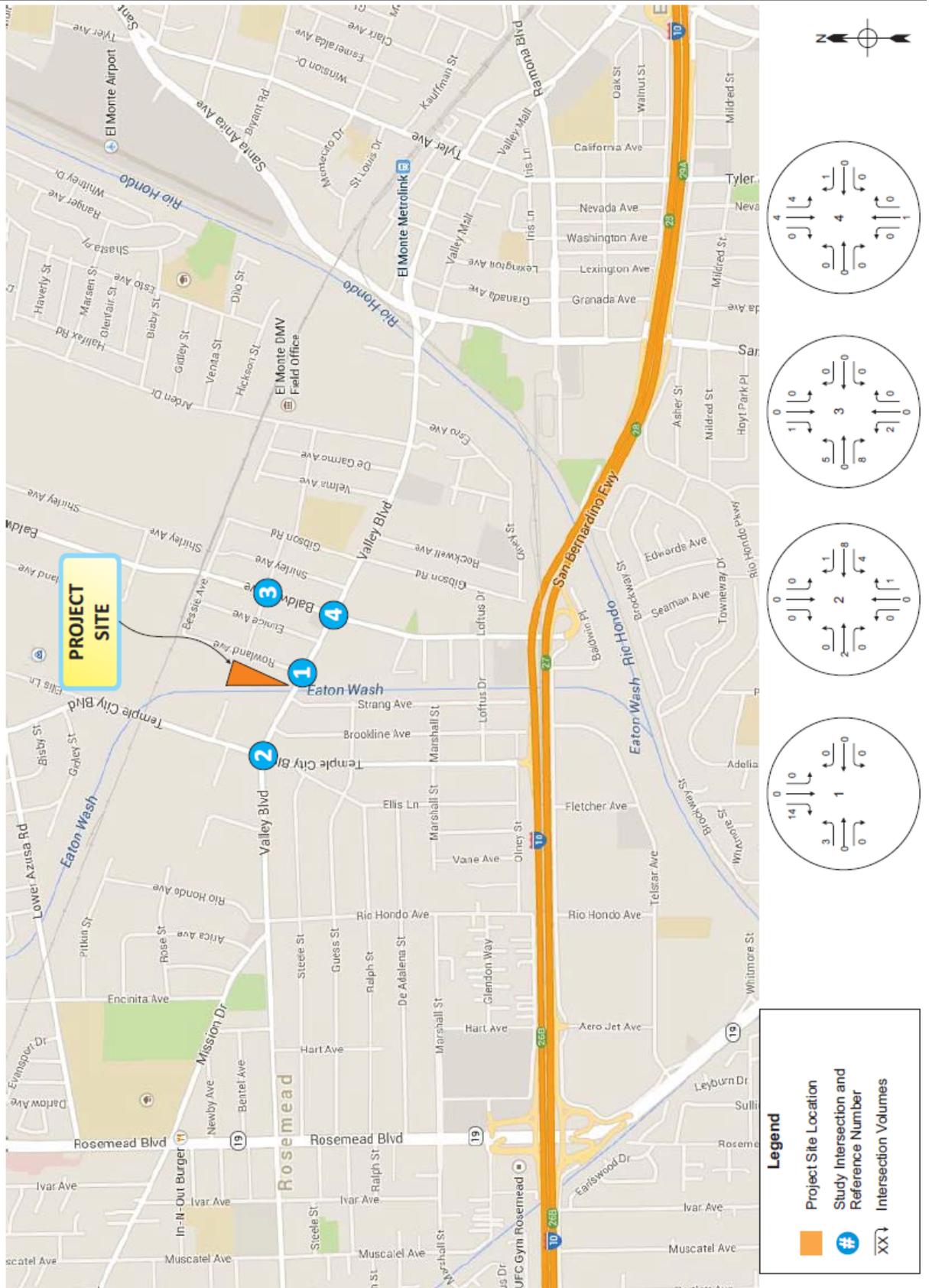
<sup>148</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

<sup>149</sup> Ibid.

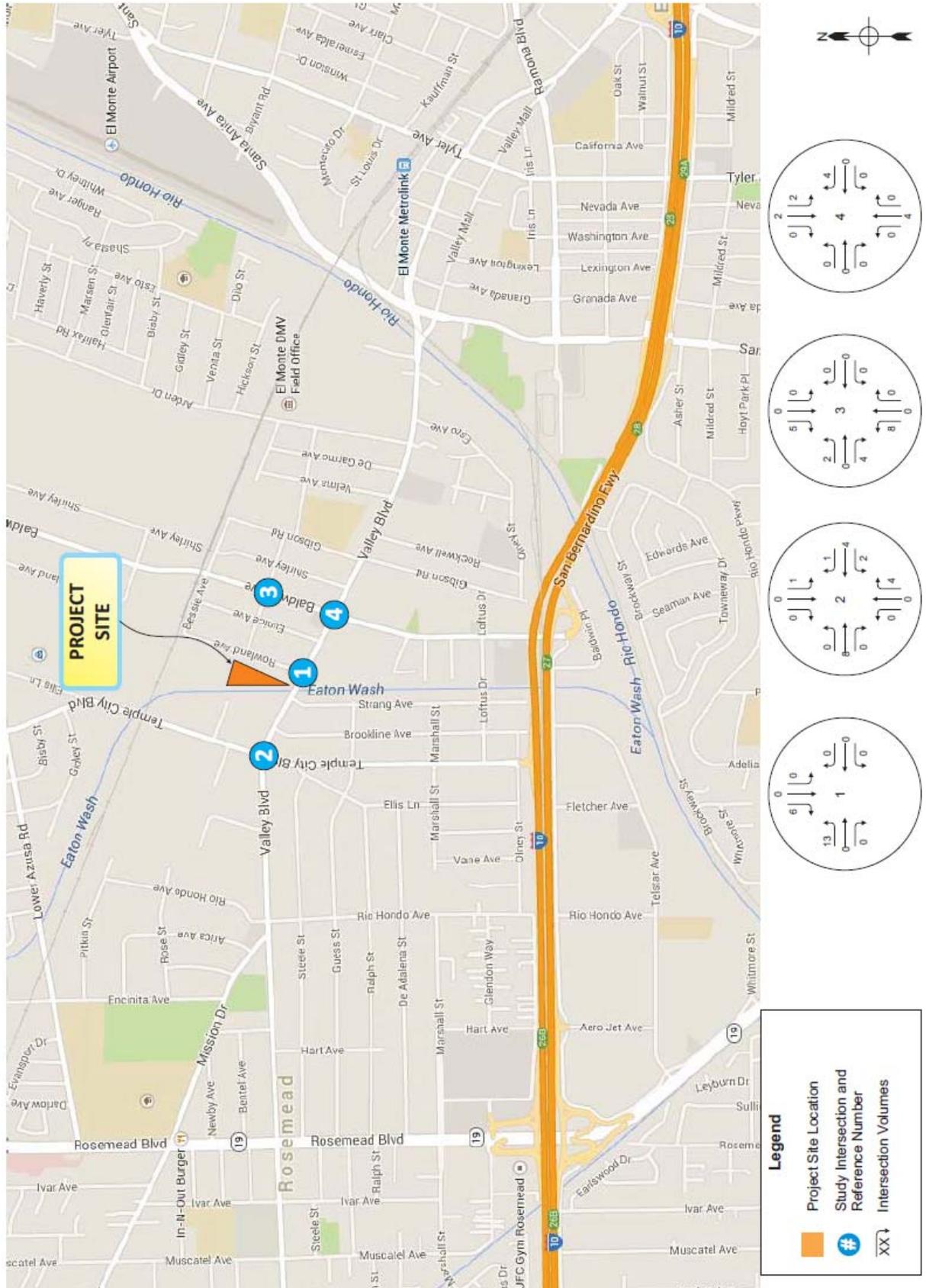
<sup>150</sup> Ibid.



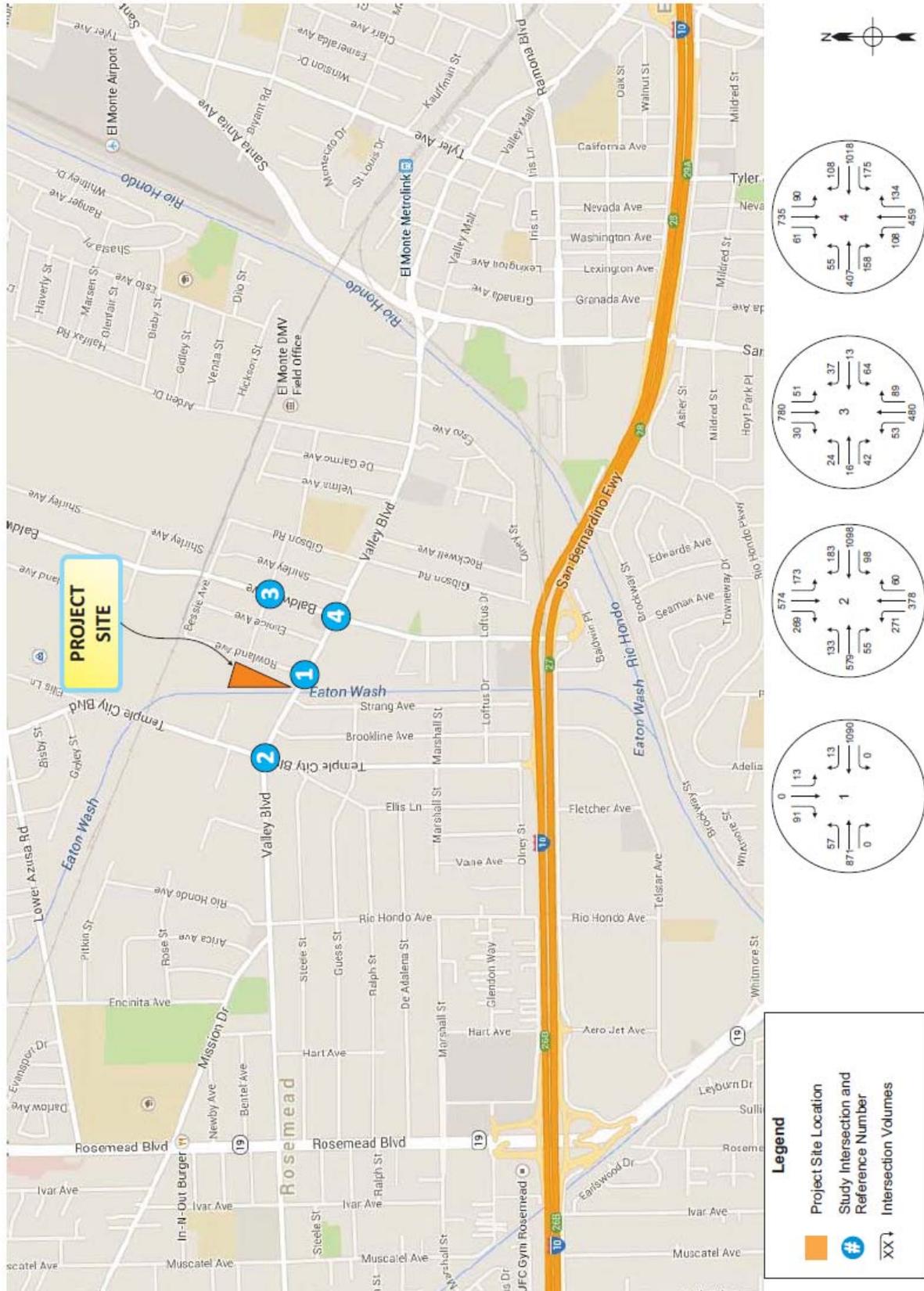
**EXHIBIT 3-15**  
**PROJECT TRIP DISTRIBUTION**  
 Source: KOA Corporation



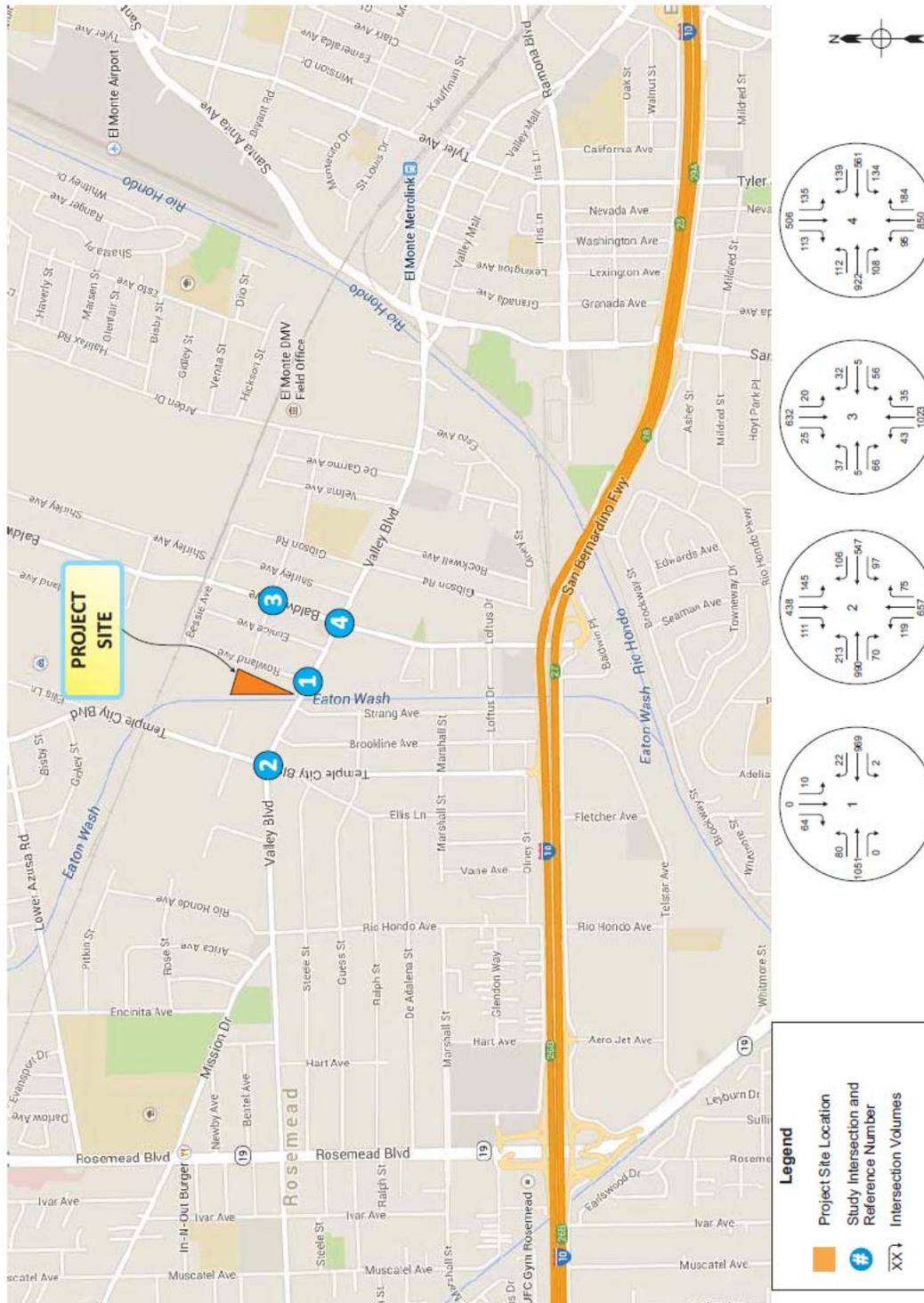
**EXHIBIT 3-16**  
**PROJECT TRIP ASSIGNMENT – WEEKDAY AM PEAK HOUR**  
 Source: KOA Corporation



**EXHIBIT 3-17**  
**PROJECT TRIP ASSIGNMENT – WEEKDAY PM PEAK HOUR**  
 Source: KOA Corporation



**EXHIBIT 3-18**  
**EXISTING WITH PROJECT – WEEKDAY AM PEAK HOUR TURN VOLUMES**  
 Source: KOA Corporation



**EXHIBIT 3-19**  
**EXISTING WITH PROJECT – WEEKDAY PM PEAK HOUR TURN VOLUMES**  
 Source: KOA Corporation

In addition to the application of the ambient traffic growth rate, traffic from related/area projects (approved and pending developments) was also included as part of the year-2017 analysis. Forty-six related projects were identified for inclusion in the traffic impact analysis. Exhibit 3-20 illustrates the locations of the related projects and Appendix E of the traffic study summarizes the trip generation. Related project traffic was distributed to the surrounding street system in the study area for the weekday AM and PM peak hours.<sup>151</sup> The related project volumes figures for the weekday AM and PM peak hours are also provided in Appendix E of the traffic report.

The *Opening Year (late 2017/early 2018) without Project* traffic volumes for the weekday AM and PM peak hour are illustrated in Exhibits 3-21 and 3-22, respectively. Table 3-17 summarizes the V/C and LOS values at the study intersections under this scenario. The *Opening Year (late 2017/early 2018) without Project* traffic analysis worksheets are provided in Appendix F of this report. Two of the four study intersections are projected to operate at LOS D or better during the analyzed peak hours. The Temple City Boulevard and Valley Boulevard intersection will operate at LOS F in the AM peak hour and at LOS E in the PM peak hour, and the Baldwin Avenue and Valley Boulevard intersection will operate at LOS E in the AM peak hour and at LOS F in the PM peak hour.<sup>152</sup>

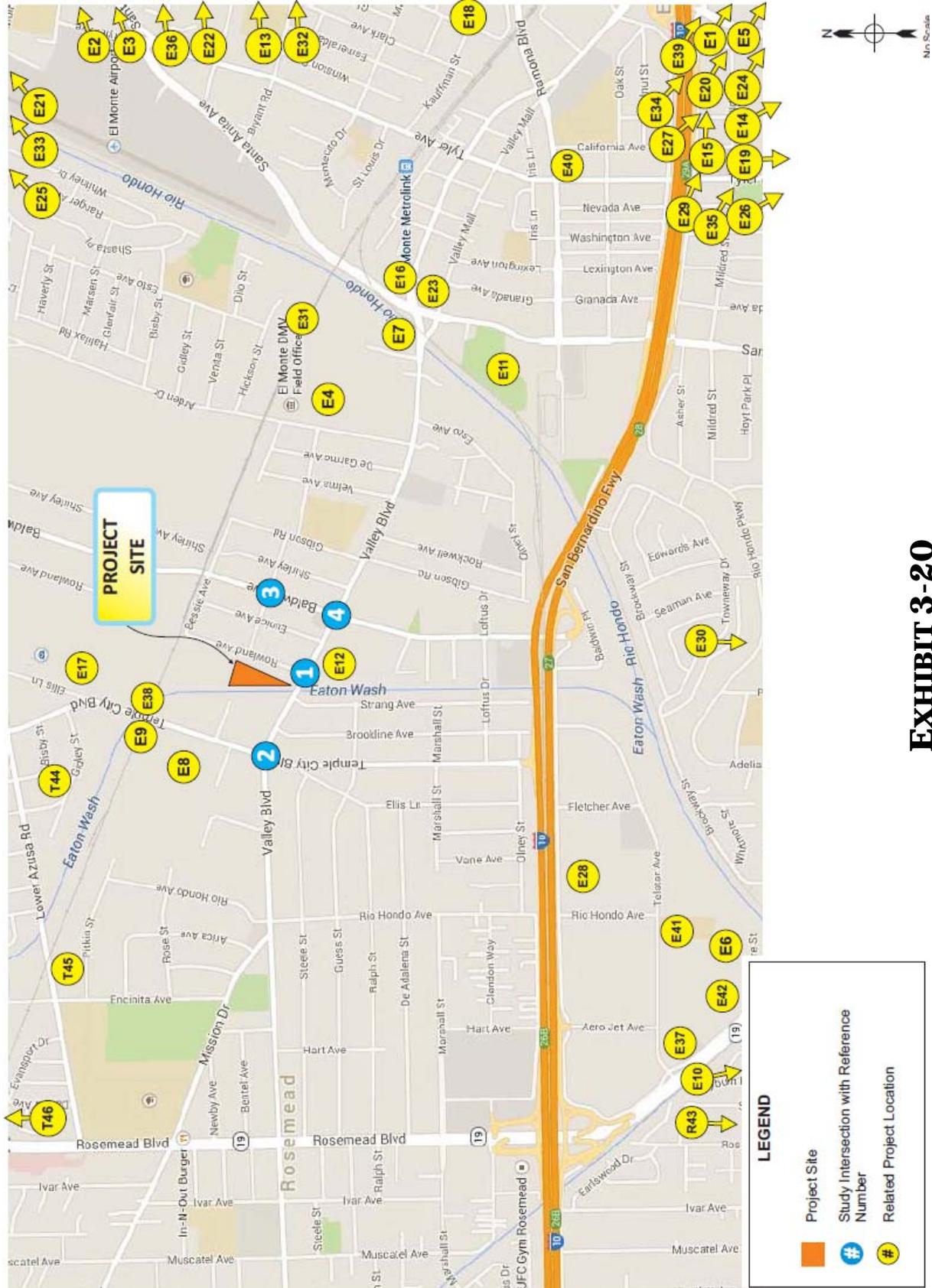
**Table 3-17**  
**Intersection Performance – Opening Year (late 2017/early 2018) without Project**

<b>Intersection</b>	<b>Peak Hour</b>	<b>VC</b>	<b>LOS</b>
1. Rowland Ave. & Valley Blvd.	AM	0.590	A
	PM	0.581	A
2. Temple City Blvd. & Valley Blvd.	AM	1.025	<b>F</b>
	PM	0.906	<b>E</b>
3. Baldwin Ave. & Rose Ave.	AM	0.495	A
	PM	0.578	A
4. Baldwin Ave. & Valley Blvd.	AM	0.982	<b>E</b>
	PM	1.251	<b>F</b>

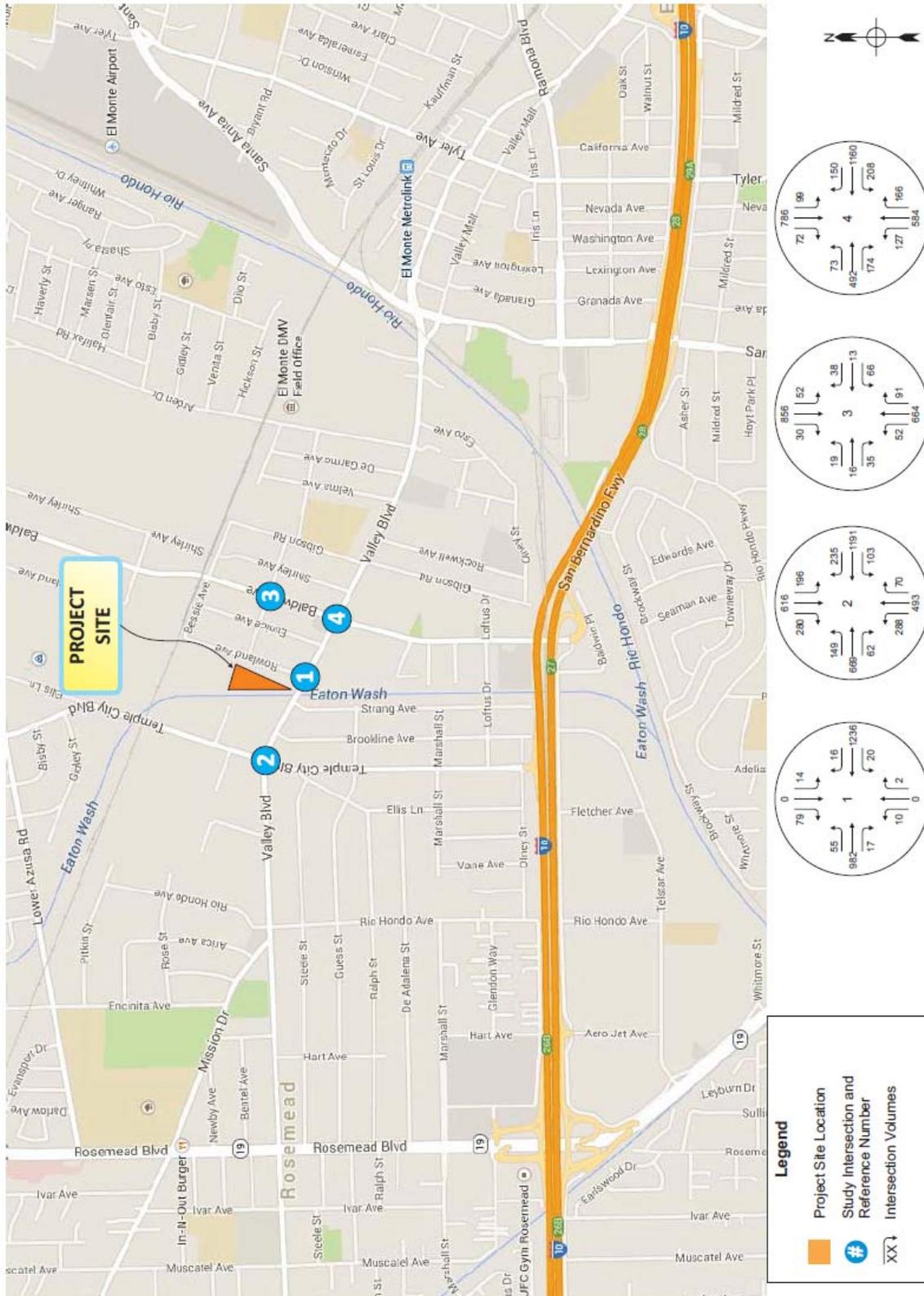
Source: KOA Corporation.

<sup>151</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

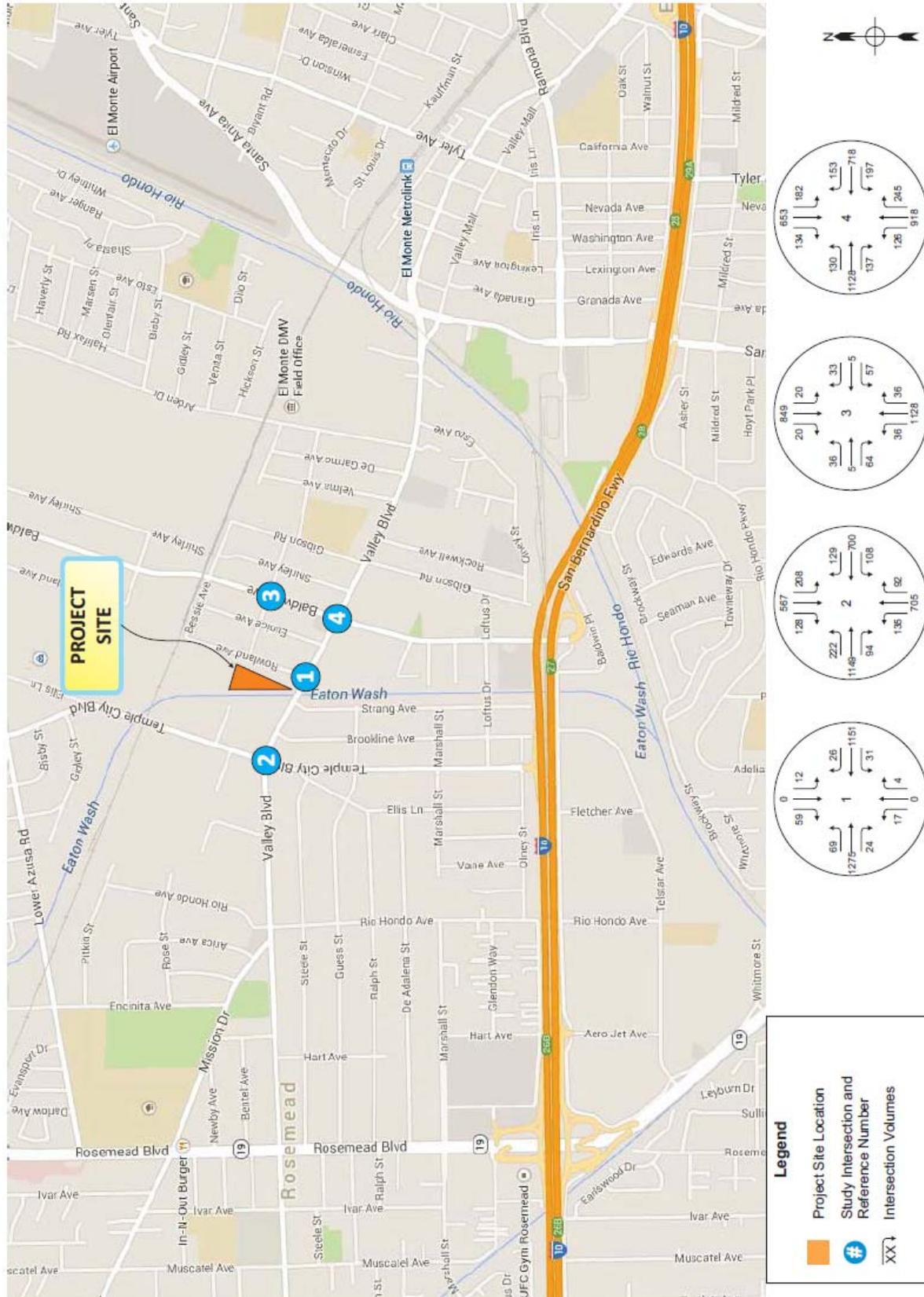
<sup>152</sup> Ibid.



**EXHIBIT 3-20**  
**LOCATIONS OF RELATED PROJECTS**  
 Source: KOA Corporation



**EXHIBIT 3-21**  
**OPENING YEAR (LATE 2017/EARLY 2018) WITHOUT PROJECT – WEEKDAY AM PEAK**  
**HOUR TURN VOLUMES**  
 Source: KOA Corporation



**EXHIBIT 3-22**  
**OPENING YEAR (LATE 2017/EARLY 2018) WITHOUT PROJECT – WEEKDAY AM PEAK**  
**HOUR TURN VOLUMES**  
 Source: KOA Corporation

The Opening Year (late 2017/early 2018) with Project traffic volumes are illustrated in Exhibits 3-23 and 3-24 for the weekday AM and PM peak hours, respectively. Table 3-18 summarizes the resulting V/C and LOS values at the study intersections for the future with project traffic conditions. The Opening Year (late 2017/early 2018) with Project traffic analysis worksheets are provided in Appendix G of this report. Two of the four study intersections are projected to operate at LOS D or better during the analyzed peak hours. The Temple City Boulevard and Valley Boulevard intersection will continue to operate at LOS F in the AM peak hour and at LOS E in the PM peak hour, and the Baldwin Avenue and Valley Boulevard intersection will continue to operate at LOS E in the AM peak hour and at LOS F in the PM peak hour.<sup>153</sup>

**Table 3-18**  
**Intersection Performance – Opening Year (late 2017/early 2018) with Project**

Intersection	Peak Hour	VC	LOS
1. Rowland Ave. & Valley Blvd.	AM	0.601	B
	PM	0.584	A
2. Temple City Blvd. & Valley Blvd.	AM	1.028	<b>F</b>
	PM	0.912	<b>E</b>
3. Baldwin Ave. & Rose Ave.	AM	0.504	A
	PM	0.581	A
4. Baldwin Ave. & Valley Blvd.	AM	0.986	<b>E</b>
	PM	1.255	<b>F</b>

Source: KOA Corporation.

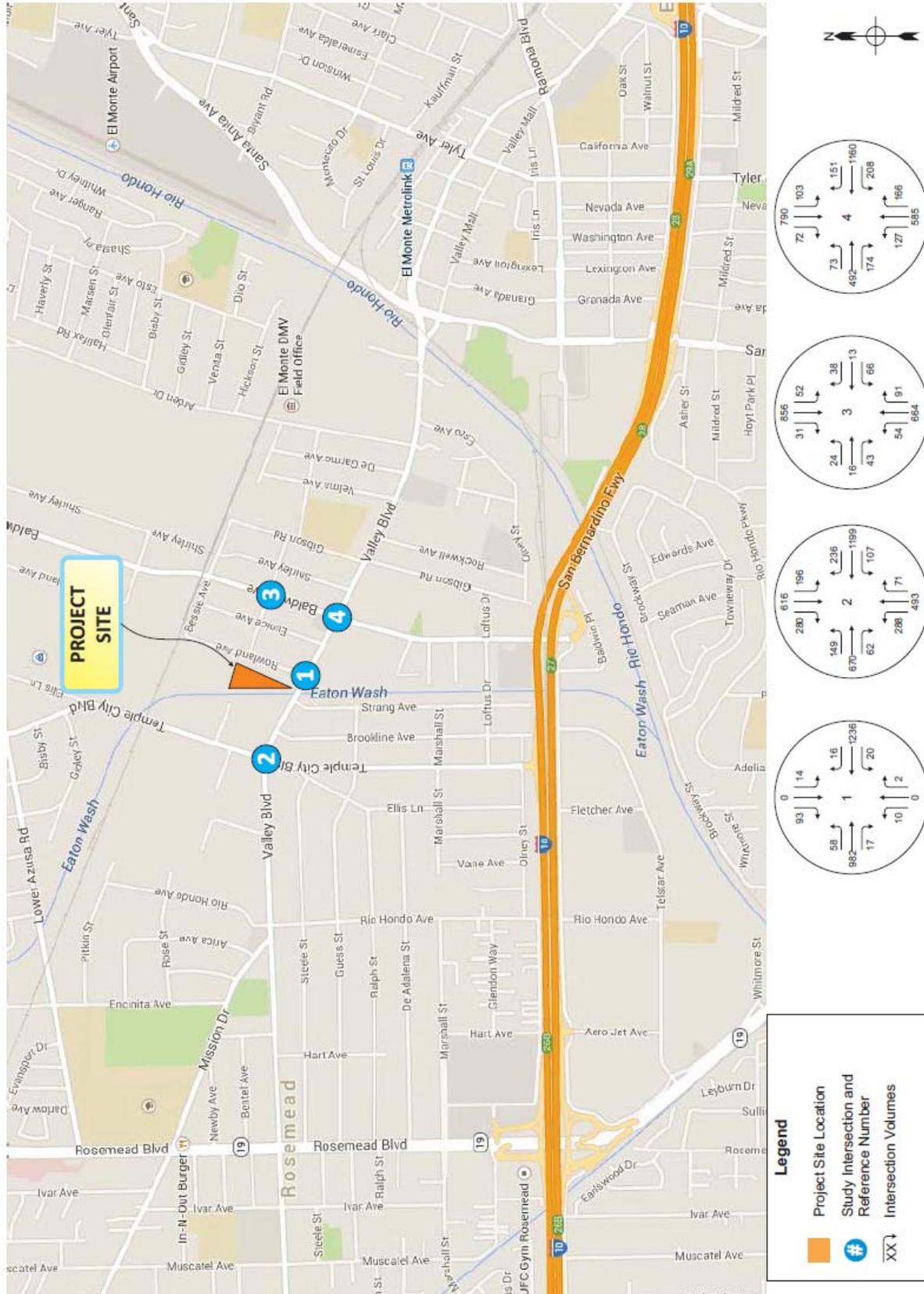
Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency.<sup>154</sup> The City of El Monte has established specific thresholds for project-related increases in the Intersection Capacity Utilization (ICU) values of signalized study intersections which is consistent with the Los Angeles County Congestion Management Program (CMP). The following increases in peak-hour ICU values are considered significant traffic impacts:

“The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:

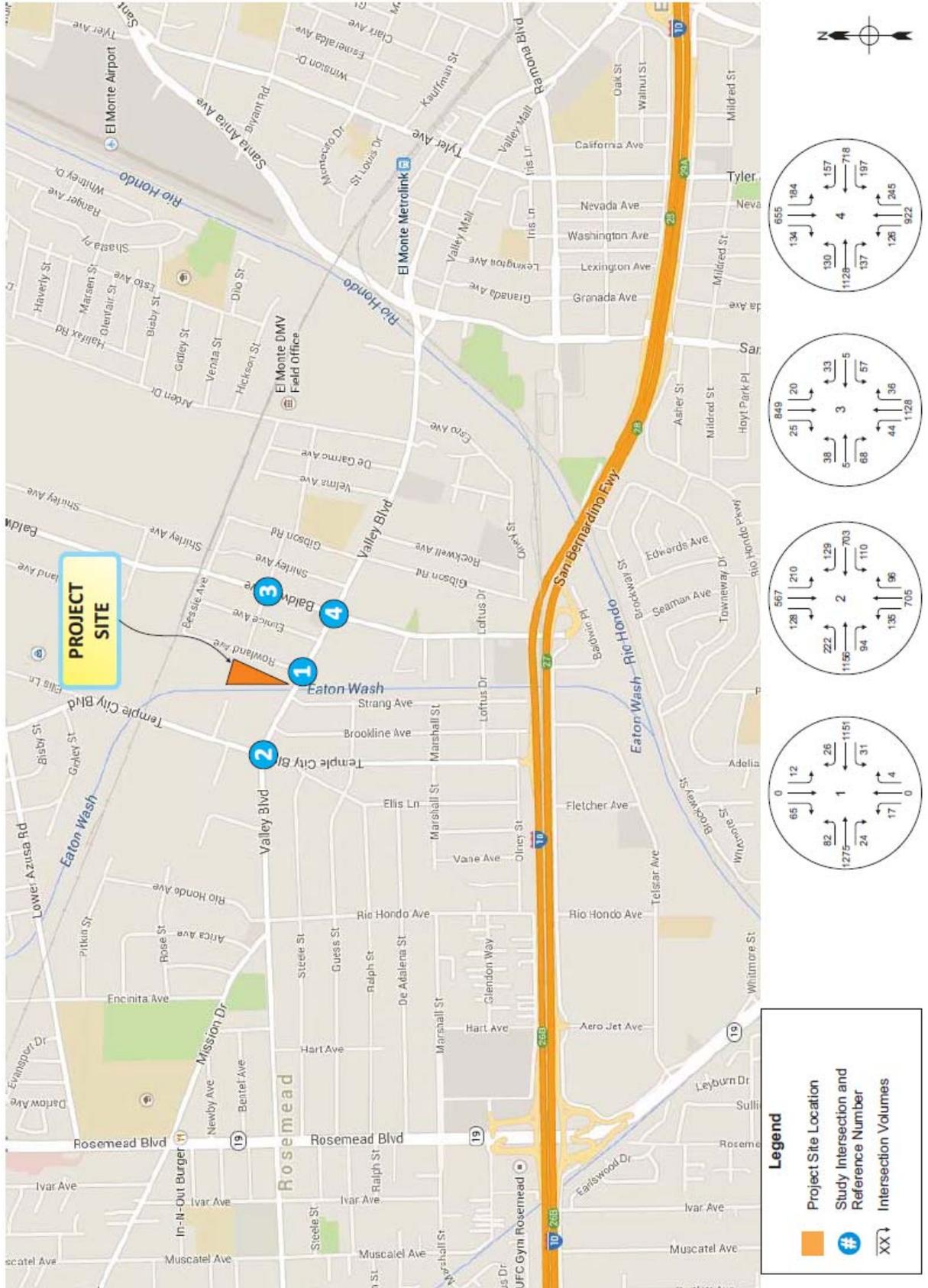
- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in or adjacent to commercial districts”

<sup>153</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

<sup>154</sup>Ibid.



**EXHIBIT 3-23**  
**OPENING YEAR (LATE 2017/EARLY 2018) WITH PROJECT – WEEKDAY AM PEAK HOUR**  
**TURN VOLUMES**  
 Source: KOA Corporation



**EXHIBIT 3-24**  
**OPENING YEAR (LATE 2017/EARLY 2018) WITH PROJECT – WEEKDAY PM PEAK HOUR**  
**TURN VOLUMES**  
 Source: KOA Corporation

To determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of El Monte utilizes the following threshold of significance:

- A significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by two percent or more of capacity ( $V/C / 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ) for all intersections on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps, and at intersections at or adjacent to freeway ramps.
- A significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by two percent or more of capacity ( $V/C / 0.02$ ), causing or worsening LOS E ( $V/C > 0.90$ ) for all intersections which are not on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps.<sup>155</sup>

Table 3-19 provides a summary of the project impacts under existing conditions. Traffic impacts created by the proposed project were determined by comparing the existing scenario conditions to the existing with project scenario conditions.

The proposed project would not create any significant traffic impacts at the study intersections under existing with project conditions, during the weekday AM and PM peak hours. Project mitigation measures are therefore not recommended for existing with project conditions.<sup>156</sup>

**Table 3-19**  
**Determination of Project Impacts – Existing with Project Conditions**

Intersection	Peak Hour	Existing Condition		Existing + Project Condition		Change in VC	Signif. Impact?
		VC	LOS	VC	LOS		
1. Rowland Ave. & Valley Blvd.	AM	0.535	A	0.545	A	0.010	No
	PM	0.494	A	0.506	A	0.012	No
2. Temple City Blvd. & Valley Blvd.	AM	0.957	<b>E</b>	0.959	<b>E</b>	0.002	No
	PM	0.784	C	0.789	C	0.005	No
3. Baldwin Ave. & Rose Ave.	AM	0.468	A	0.478	A	0.010	No
	PM	0.542	A	0.546	A	0.004	No
4. Baldwin Ave. & Valley Blvd.	AM	0.826	D	0.829	D	0.003	No
	PM	1.080	<b>F</b>	1.084	<b>F</b>	0.004	No

Source: KOA Corporation.

<sup>155</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

<sup>156</sup> Ibid.

Table 3-20 provides a summary of the project impacts under future conditions. Traffic impacts created by the project were determined by comparing the *Opening Year (late 2017/early 2018) without Project* scenario conditions to the *Opening Year (late 2017/early 2018) with Project* scenario conditions.

The proposed project would not create any significant traffic impact at the study intersections under *Opening Year (late 2017/early 2018) with Project* conditions, during the weekday AM and PM peak hours. Project mitigation measures are therefore not recommended for *Opening Year (late 2017/early 2018) with Project* conditions.<sup>157</sup>

**Table 3-20**  
**Determination of Project Impacts – Opening Year (late 2017/early 2018) with Project**

Intersection	Peak Hour	Existing Condition		Existing + Project Condition		Change in VC	Signif. Impact?
		VC	LOS	VC	LOS		
1. Rowland Ave. & Valley Blvd.	AM	0.590	A	0.601	B	0.010	No
	PM	0.601	A	0.584	A	0.012	No
2. Temple City Blvd. & Valley Blvd.	AM	1.025	F	1.028	F	0.002	No
	PM	0.906	E	0.912	E	0.005	No
3. Baldwin Ave. & Rose Ave.	AM	0.495	A	0.504	A	0.010	No
	PM	0.578	A	0.581	A	0.004	No
4. Baldwin Ave. & Valley Blvd.	AM	0.982	E	0.986	E	0.003	No
	PM	1.251	F	1.255	F	0.004	No

Source: KOA Corporation.

The following summarizes the traffic study results, conclusions, and recommendations:

- The proposed project would generate approximately 418 daily weekday trips including 32 trips during the AM peak hour and 37 trips during the PM peak hour.
- Based on the applied significant traffic impact criteria, the proposed project would not create any significant traffic impacts at the study intersections under existing with Project and Opening Year.<sup>158</sup>

As indicated previously, the number of trips generated by the proposed project will not be great enough to result in a deterioration of an intersection’s LOS. As a result, the impacts are anticipated to be less than significant.

<sup>157</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

<sup>158</sup> Ibid.

*B. Would the project result in a conflict with an applicable congestions 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 CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At a CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.
- At a CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site are at Rosemead Boulevard and Valley Boulevard (CMP Location 131) and Rosemead Boulevard and Garvey Avenue (CMP Location 142), which is located approximately 3.5 miles west of the project site. Based on the trip generation and distribution of the project as shown in Exhibits 3-16 and 3-17, it is not expected that 50 or more new project-related trips per hour would be added at these CMP intersections. Therefore, no further analysis of potential CMP impacts is required.

In addition, the proposed project is expected to add less than 150 new trips per hour, in either direction, to any freeway segments based on the project trip generation defined in Table 3-15. Therefore, no further analysis of CMP freeway monitoring stations is required. The proposed project is not anticipated to cause a significant traffic impact on any CMP arterial monitoring intersections and mainline freeway-monitoring locations.<sup>159</sup> As a result, no impacts are anticipated to occur.

*C. Would the project result in 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? • No Impact.*

As indicated in Section 3.8.2.E, the project site is located approximately 1.10 miles to the west of the El Monte Airport and is not located within the designated Runway Protection Zone. In addition, the proposed residential units will not penetrate the airport's 20:1 slope.<sup>160</sup> Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. Since the proposed project will not be located within an approach or take-off aircraft safety zone or impact any Federal Aviation Administration (FAA) air traffic height restrictions, no impacts are anticipated.

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<sup>159</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

<sup>160</sup> Los Angeles County Department of Regional Planning. *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan*. [http://planning.lacounty.gov/assets/upl/project/aluc\\_elmonte-plan.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf)

*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)? • No Impact.*

Vehicular access to the proposed project will be provided from a driveway that extends through the eastern segment of the project site. The existing off-site public streets would remain unchanged. In addition, a new traffic signal will be installed at the intersection of Rowland Avenue and Valley Boulevard. The traffic signal will be installed at the corner of Rowland Avenue and Valley Boulevard in order to accommodate and control the influx of new traffic that will be brought to the area as a result of the new Hilton Garden Inn. The new hotel will be located along the south side of Valley Boulevard, south of the project site at the intersection of Valley Boulevard and Rowland Avenue. The traffic signal will be installed and paid for by Hilton. Traffic in the area will improve upon installation of the new signal. As a result, no impacts are anticipated.

*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. Construction staging is not permitted within public streets and must take place within the project site. At no time will Rowland Avenue be closed to traffic during the project’s construction. As a result, no impacts will occur.

*F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • Less than Significant Impact with Mitigation.*

The implementation of the proposed project may place an incremental increase in the demand for public transportation. Table 3-21 provides a description of the public transit lines that operate within the study area.<sup>161</sup>

**Table 3-21  
 Existing Transit Service Summary**

<b>Agency</b>	<b>Line</b>	<b>From</b>	<b>To</b>	<b>Via</b>	<b>Peak Frequency</b>
Metro	76	Downtown Los Angeles	El Monte	Valley Blvd	12-15 minutes
Metro	176	Highland Park	Montebello	Baldwin Ave / Valley Blvd	45 minutes
Metro	267	El Monte	Pasadena	Temple City Blvd / Valley Blvd	30 minutes
El Monte	SFP	El Monte	El Monte	Valley Blvd / Baldwin Ave	20-45 minutes
Rosemead Explorer	1	Rosemead	Rosemead	Valley Blvd / Temple City Blvd	60 minutes
Rosemead Explorer	2	Rosemead	Rosemead	Temple City Blvd / Valley Blvd	60 minutes

<sup>161</sup> KOA Corporation. *Traffic Impact Study for Proposed Residential Project at 4121-4143 Rowland Ave, El Monte*. April 30, 2015.

No bus stops are located along Rowland Avenue. In addition, there are no bicycle or pedestrian facilities located in the vicinity of the project site. The implementation of the proposed project is anticipated to add an additional 418 daily trips to local roadways. The additional trips generated by the proposed project could potentially present a hazard for school children walking to and from school or Gibson Mariposa Park. In order to reduce potential impacts related to pedestrian safety, the following mitigation is required:

- A sign that reads “SLOW CHILDREN CROSSING” must be placed at the entrance and exit of the driveway connection with Rowland Avenue.

The proposed project will not conflict with or pose any hazard to any proposed or existing bicycle lanes.<sup>162</sup> Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

### **3.16.3 CUMULATIVE IMPACTS**

The proposed project would generate approximately 418 daily weekday trips including 32 trips during the AM peak hour and 37 trips during the PM peak hour. Based on the applied significant traffic impact criteria, the proposed project would not create any significant traffic impacts at the study intersections under existing with project and Opening Year (*late 2017/early 2018*) with project conditions during the AM and PM peak hours. The proposed project is not anticipated to cause a significant traffic impact on any CMP arterial monitoring intersections and mainline freeway-monitoring locations.

### **3.16.4 MITIGATION MEASURES**

The analysis determined that the following mitigation would be required to address potential impacts to pedestrian safety. This mitigation measure is identified below:

*Mitigation Measure No. 26 (Transportation & Circulation Impacts).* A sign that reads “SLOW CHILDREN CROSSING” must be placed at the entrance and exit of the driveway connection with Rowland Avenue.

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<sup>162</sup> SGV Bike Master Plan. *City of El Monte and South El Monte Bike Map*. <http://www.dobikeplan.com/maps.html>

### **3.17 UTILITIES IMPACTS**

#### **3.17.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of El Monte, 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 impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- 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;
- The project would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, substantial alterations in power, or natural gas facilities; or,
- A need for new systems or substantial alterations in communications systems.

#### **3.17.2 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 and six pump stations. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement that 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 wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant located at 301 North Rosemead Boulevard in El Monte, which has a treatment capacity of approximately 15 mgd, or the San Jose Creek Water Reclamation Plant located in unincorporated county near the City of Whittier, which

has a capacity of 100 mgd. 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 will not result in the remaining capacity being exceeded. In addition, the City’s sewer system has sufficient capacity to accommodate the proposed project. As indicated in Table 3-22, the future development is projected to generate 11,232 gallons of effluent on a daily basis.

**Table 3-22  
 Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Multiple Family Residential	72 units	156 gals/unit	11,232 gals/day

Source: City of El Monte General Plan

The proposed project will connect to an existing sewer line located in Rowland Avenue. In addition, the increased generation of wastewater from the proposed project will not have a significant impact on current wastewater treatment facilities. Furthermore, mitigation measures provided in Section 3.9 will address any potential storm water run-off produced by the proposed project. As a result, the impacts are less than significant.

*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? • Less than Significant Impact.*

As indicated in Table 3-22 in the previous section, the future development is projected to generate 11,232 gallons of effluent on a daily basis. Wastewater treatment for the City is provided by the Whittier Narrows Water Reclamation Plant. 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 will not result in the remaining capacity being exceeded. In addition, the proposed project will be required to connect to an existing sewer line in Rowland Avenue. As a result, the impacts are expected to be less than significant.

*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.*

The proposed project will involve the installation of a new storm drain easement. The easement will extend through the private internal roadway within the project site’s eastern and southern segments. Drainage for the area 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, storm water 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 River and San Gabriel River channels. 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 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 proposed project would be required to comply with all pertinent Federal Clean Water Act requirements. The proposed project would be subject to a General Construction National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project itself will not result in an increase in the amount of surface runoff that could exceed the capacity of the City’s storm drains. Finally, the proposed project will be required to comply with the City’s Low Impact Development (LID) requirements.<sup>163</sup> As a result, the potential impacts would be less than significant.

*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 with Mitigation.*

California has experienced a prolonged drought over the past four years. In response to this drought, Governor Brown announced emergency legislation aimed at reducing water consumption. Governor Brown signed an Executive Order in April requiring El Monte and other cities to reduce their citywide water consumption by 25%. Governor Brown also outlined other initiatives that would include fines for those consumers that fail to conserve water. The project site is located within the service area of the California American Water.<sup>164</sup> California American Water serves communities in Northern and Southern California, including portions of the City of El Monte. The City of El Monte is located within the San Marino system, which provides approximately ten mgd to the Cities within the San Marino systems service area.<sup>165</sup> The existing domestic water reservoirs that serve the area would continue to provide adequate supplies and pressure to serve the proposed project. The future consumption is projected to be 14,040 gallons of water on a daily basis according to the City of El Monte General Plan EIR (refer to Table 3-23).

**Table 3-23  
 Water Consumption (gals/day)**

<b>Use</b>	<b>Unit</b>	<b>Factor</b>	<b>Generation</b>
Multiple Family Residential	72 units	195 gals/unit	14,040 gals/day

City of El Monte General Plan

<sup>163</sup> LID is an approach to land development that promotes the use of “natural” solutions to manage stormwater runoff. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product.

<sup>164</sup> City of El Monte. *Water Districts Map*. <http://www.ci.el-monte.ca.us/LinkClick.aspx?fileticket=fBMHsD1Mn-Q%3d&tabid=605>

<sup>165</sup> Ibid.

The age and size of the existing water main will be sufficient in accommodating the projected flows according to the City Engineer. According to the City's General Plan FEIR, the City of El Monte has an adequate supply of water in acre-feet through the year 2025.<sup>166</sup> Even though the City has an adequate supply of water for future and existing consumption, the proposed project will be required to implement the following measure to further reduce the project's water consumption:

- The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

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

*E. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • No Impact.*

No new off-site treatment facilities or expanded entitlements would be required since the residual treatment capacity for the Whittier Narrows Water Reclamation Plant is seven million gallons per day. In addition, no upgrades to the existing off-site sewer lines would be required to accommodate the proposed use. Since no new off-site lines will be required, no impacts are anticipated.

*F. Would the project be served by a landfill with sufficient 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 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.<sup>167</sup> Solid waste generated within the City of El Monte would be disposed of at the Puente Hills landfill prior to the landfill's closure on October 31, 2013. 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.<sup>168</sup> In addition, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. The project is expected to produce 288 pounds of waste on a daily basis (shown in Table 3-24). The amount of solid waste produced

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<sup>166</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

<sup>167</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

<sup>168</sup> Ibid.

will be adequately handled by any of the facilities operated by, or in conjunction with, the Los Angeles County Sanitation Districts.

**Table 3-24**  
**Solid Waste Generation (pounds/day)**

<b>Use</b>	<b>Unit</b>	<b>Factor</b>	<b>Generation</b>
Multiple Family Residential	72 units	4 lbs/unit	288 lbs/day

Source: Blodgett/Baylosis Environmental Planning. 2015.

As indicated in Table 3-24, the proposed project is anticipated to generate 288 pounds of solid waste daily. There is sufficient capacity available to adequately handle the solid waste generated by the proposed project. As a result, the impacts are less than significant.

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

The City is currently complying with AB 939 goals. Existing programs in the City for source reduction and recycling of solid waste include recycling, composting, household hazardous waste programs, source reduction, special waste materials programs (for instance, for tires and for concrete/asphalt/rubble), and a waste-to-energy program.<sup>169</sup> The proposed use, like all other development in the City, would 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 would result from the proposed project's implementation.

### **3.17.3 CUMULATIVE IMPACTS**

The potential impacts related to water line and sewer line capacities are site specific. The ability of the existing sewer and water lines to accommodate the projected demand from future development in the area would require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities would occur.

### **3.17.4 MITIGATION MEASURES**

The analysis determined that the following mitigation would be required to address potential impacts to water consumption. This mitigation measure is identified below:

*Mitigation Measure No. 27 (Utilities Impacts).* The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

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<sup>169</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

### 3.18 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 *would not* have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *would 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.
- The approval and subsequent implementation of the proposed project *would 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.
- The approval and subsequent implementation of the proposed project *would 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.
- This Initial Study indicated there is no evidence that the proposed project would have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



## SECTION 4 – CONCLUSIONS

### 4.1 FINDINGS

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 *would not* have the potential to degrade the quality of the environment with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *would not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The approval and subsequent implementation of the proposed project *would 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 mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *would not* have environmental effects that would adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.
- The Initial Study indicated there is no evidence that the proposed project would have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



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## SECTION 5 – REFERENCES

### 5.1 PREPARERS

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Marc Blodgett, Project Manager  
Bryan Hamilton, Project Planner  
Liesl Sullano, Project Planner

### 5.2 REFERENCES

Bugliarello, et. Al., *The Impact of Noise Pollution*, Chapter 127, 1975.

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## **APPENDICES**

- Appendix A – Air Quality Worksheets**
- Appendix B – Will Serve Letter**
- Appendix C – Noise Measurements**
- Appendix D – Traffic Study**
- Appendix E – Utilities Calculations Worksheets**

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**Rowland Avenue Development**  
 South Coast AQMD Air District, Summer

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	125.00	Space	1.13	50,000.00	0
Parking Lot	20.00	Space	0.16	8,000.00	0
Condo/Townhouse	72.00	Dwelling Unit	4.50	99.89	206

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Total square footage for the living areas.
- Construction Phase - Construction times discussed in MND
- Architectural Coating - Per SCAQMD regulations regarding VOC content.

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	230.00	108.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	PhaseEndDate	4/29/2016	4/30/2016
tblLandUse	LandUseSquareFeet	72,000.00	99.89
tblProjectCharacteristics	OperationalYear	2014	2016

**2.0 Emissions Summary**

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**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

	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
Year	lb/day										lb/day					
2015	5.3442	56.9939	43.9241	0.0417	18.2675	3.0901	21.3575	9.9840	2.8428	12.8269	0.0000	4,333,486.1	4,333,486.1	1.2395	0.0000	4,359,514.9
2016	32.2205	30.3715	25.1398	0.0413	0.9558	1.9987	2.9544	0.2556	1.8772	2.1328	0.0000	3,943,923.9	3,943,923.9	0.7111	0.0000	3,958,856.1
<b>Total</b>	<b>37.6647</b>	<b>87.3654</b>	<b>69.0639</b>	<b>0.0829</b>	<b>19.2232</b>	<b>5.0887</b>	<b>24.3119</b>	<b>10.2396</b>	<b>4.7201</b>	<b>14.9697</b>	<b>0.0000</b>	<b>8,277,410.1</b>	<b>8,277,410.1</b>	<b>1.9506</b>	<b>0.0000</b>	<b>8,318,371.0</b>

Mitigated Construction

	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
Year	lb/day										lb/day					
2015	5.3442	56.9939	43.9241	0.0417	18.2675	3.0901	21.3575	9.9840	2.8428	12.8269	0.0000	4,333,486.1	4,333,486.1	1.2395	0.0000	4,359,514.9
2016	32.2205	30.3715	25.1398	0.0413	0.9558	1.9987	2.9544	0.2556	1.8772	2.1328	0.0000	3,943,923.9	3,943,923.9	0.7111	0.0000	3,958,856.1
<b>Total</b>	<b>37.6647</b>	<b>87.3654</b>	<b>69.0639</b>	<b>0.0829</b>	<b>19.2232</b>	<b>5.0887</b>	<b>24.3119</b>	<b>10.2396</b>	<b>4.7201</b>	<b>14.9697</b>	<b>0.0000</b>	<b>8,277,410.1</b>	<b>8,277,410.1</b>	<b>1.9506</b>	<b>0.0000</b>	<b>8,318,371.0</b>

	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
Percent Reduction	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

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**2.2 Overall Operational**

Unmitigated Operational

	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
Category	lb/day										lb/day					
Area	20.5273	0.5493	42.2283	0.0579		5.5325	5.5325		5.5316	5.5316	674.4181	1,306,727.5	1,981,145.6	2.0222	0.0458	2,037,802.7
Energy	0.0307	0.2619	0.1114	1.6700e-003		0.0212	0.0212		0.0212	0.0212		334.3221	334.3221	6.4100e-003	6.1300e-003	336.3567
Mobile	1.9782	5.7310	23.5137	0.0557	3.7352	0.0835	3.8187	0.9980	0.0767	1.0747		4,896.3974	4,896.3974	0.1931		4,900,452.9
<b>Total</b>	<b>22.6382</b>	<b>6.6422</b>	<b>66.8634</b>	<b>0.1168</b>	<b>3.7362</b>	<b>5.6371</b>	<b>9.3724</b>	<b>0.9980</b>	<b>6.6296</b>	<b>6.6276</b>	<b>674.4181</b>	<b>6,637,447.0</b>	<b>7,211,866.1</b>	<b>2.2218</b>	<b>0.0618</b>	<b>7,274,612.3</b>

Mitigated Operational

	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
Category	lb/day										lb/day					
Area	20.5273	0.5493	42.2283	0.0579		5.5325	5.5325		5.5316	5.5316	674.4181	1,306,727.5	1,981,145.6	2.0222	0.0458	2,037,802.7
Energy	0.0307	0.2619	0.1114	1.6700e-003		0.0212	0.0212		0.0212	0.0212		334.3221	334.3221	6.4100e-003	6.1300e-003	336.3567
Mobile	1.9782	5.7310	23.5137	0.0557	3.7352	0.0835	3.8187	0.9980	0.0767	1.0747		4,896.3974	4,896.3974	0.1931		4,900,452.9
<b>Total</b>	<b>22.6382</b>	<b>6.6422</b>	<b>66.8634</b>	<b>0.1168</b>	<b>3.7362</b>	<b>5.6371</b>	<b>9.3724</b>	<b>0.9980</b>	<b>6.6296</b>	<b>6.6276</b>	<b>674.4181</b>	<b>6,637,447.0</b>	<b>7,211,866.1</b>	<b>2.2218</b>	<b>0.0618</b>	<b>7,274,612.3</b>

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	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
Percent Reduction	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	Site Preparation	Site Preparation	7/1/2015	7/31/2015	5	23	
2	Grading	Grading	8/1/2015	9/30/2015	5	43	
3	Building Construction	Building Construction	10/1/2015	2/29/2016	5	108	
4	Paving	Paving	3/1/2016	4/30/2016	5	44	
5	Architectural Coatings	Architectural Coating	5/1/2016	5/31/2016	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 21.5

Acres of Paving: 0

Residential Indoor: 202; Residential Outdoor: 67; Non-Residential Indoor: 75,360; Non-Residential Outdoor: 25,120 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coatings	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Grading	Excavators	1	8.00	162	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	174	0.41
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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 Coatings	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	76.00	17.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

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3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	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
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412			4,111.7444	4,111.7444	1.2275	4,137.5225
Total	6.2808	68.8897	42.6318	0.0391	18.0663	3.0883	21.1646	9.9307	2.8412	12.7719			4,111.7444	4,111.7444	1.2275	4,137.5225

Unmitigated Construction Off-Site

	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
Category	lb/day										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	0.0833	0.1042	1.2923	2.5500e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6200e-003	0.0550			221.7418	221.7418	0.0119	221.9926
Total	0.0833	0.1042	1.2923	2.5500e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6200e-003	0.0550			221.7418	221.7418	0.0119	221.9926

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3.2 Site Preparation - 2015

Mitigated Construction On-Site

	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
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412	0.0000		4,111.7444	4,111.7444	1.2275	4,137.5224
Total	6.2808	68.8897	42.6318	0.0391	18.0663	3.0883	21.1646	9.9307	2.8412	12.7719	0.0000		4,111.7444	4,111.7444	1.2275	4,137.5224

Mitigated Construction Off-Site

	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
Category	lb/day										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	0.0833	0.1042	1.2923	2.5500e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6200e-003	0.0550			221.7418	221.7418	0.0119	221.9926
Total	0.0833	0.1042	1.2923	2.5500e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6200e-003	0.0550			221.7418	221.7418	0.0119	221.9926

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**3.3 Grading - 2015**

Unmitigated Construction On-Site

	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
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298		2.3284	2.3284		2.1421	2.1421		3,129.0158	3,129.0158	0.9341		3,148.6328
<b>Total</b>	<b>3.8327</b>	<b>40.4161</b>	<b>26.6731</b>	<b>0.0298</b>	<b>6.5523</b>	<b>2.3284</b>	<b>8.8807</b>	<b>3.3675</b>	<b>2.1421</b>	<b>5.6096</b>		<b>3,129.0158</b>	<b>3,129.0158</b>	<b>0.9341</b>		<b>3,148.6328</b>

Unmitigated Construction Off-Site

	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
Category	lb/day										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	0.0694	0.0869	1.0769	2.1300e-003	0.1677	1.4800e-003	0.1691	0.0445	1.3500e-003	0.0458		184.7848	184.7848	9.9500e-003		184.9937
<b>Total</b>	<b>0.0694</b>	<b>0.0869</b>	<b>1.0769</b>	<b>2.1300e-003</b>	<b>0.1677</b>	<b>1.4800e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.3500e-003</b>	<b>0.0458</b>		<b>184.7848</b>	<b>184.7848</b>	<b>9.9500e-003</b>		<b>184.9937</b>

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**3.3 Grading - 2015**

Mitigated Construction On-Site

	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
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298		2.3284	2.3284		2.1421	2.1421	0.0000	3,129.0158	3,129.0158	0.9341		3,148.6328
<b>Total</b>	<b>3.8327</b>	<b>40.4161</b>	<b>26.6731</b>	<b>0.0298</b>	<b>6.5523</b>	<b>2.3284</b>	<b>8.8807</b>	<b>3.3675</b>	<b>2.1421</b>	<b>5.6096</b>	<b>0.0000</b>	<b>3,129.0158</b>	<b>3,129.0158</b>	<b>0.9341</b>		<b>3,148.6328</b>

Mitigated Construction Off-Site

	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
Category	lb/day										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	0.0694	0.0869	1.0769	2.1300e-003	0.1677	1.4800e-003	0.1691	0.0445	1.3500e-003	0.0458		184.7848	184.7848	9.9500e-003		184.9937
<b>Total</b>	<b>0.0694</b>	<b>0.0869</b>	<b>1.0769</b>	<b>2.1300e-003</b>	<b>0.1677</b>	<b>1.4800e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.3500e-003</b>	<b>0.0458</b>		<b>184.7848</b>	<b>184.7848</b>	<b>9.9500e-003</b>		<b>184.9937</b>

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**3.4 Building Construction - 2015**

Unmitigated Construction On-Site

	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
Category	i/day										i/day					
Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.577 1	2,689.577 1	0.6748		2,703.748 3
<b>Total</b>	<b>3.6591</b>	<b>30.0299</b>	<b>18.7446</b>	<b>0.0268</b>		<b>2.1167</b>	<b>2.1167</b>		<b>1.9904</b>	<b>1.9904</b>		<b>2,689.577 1</b>	<b>2,689.577 1</b>	<b>0.6748</b>		<b>2,703.748 3</b>

Unmitigated Construction Off-Site

	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
Category	i/day										i/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	0.1601	1.6623	1.8397	3.7000e-003	0.1062	0.0291	0.1353	0.0302	0.0267	0.0570		374.7773	374.7773	2.9300e-003		374.8388
Worker	0.3518	0.4400	5.4563	0.0108	0.8495	7.4800e-003	0.8570	0.2253	6.8500e-003	0.2321		936.2430	936.2430	0.0504		937.3016
<b>Total</b>	<b>0.6119</b>	<b>2.1024</b>	<b>7.2981</b>	<b>0.0146</b>	<b>0.8667</b>	<b>0.0388</b>	<b>0.8923</b>	<b>0.2666</b>	<b>0.0338</b>	<b>0.2891</b>		<b>1,311.020 3</b>	<b>1,311.020 3</b>	<b>0.0633</b>		<b>1,312.140 4</b>

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**3.4 Building Construction - 2015**

Mitigated Construction On-Site

	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
Category	i/day										i/day					
Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.577 1	2,689.577 1	0.6748		2,703.748 3
<b>Total</b>	<b>3.6591</b>	<b>30.0299</b>	<b>18.7446</b>	<b>0.0268</b>		<b>2.1167</b>	<b>2.1167</b>		<b>1.9904</b>	<b>1.9904</b>	<b>0.0000</b>	<b>2,689.577 1</b>	<b>2,689.577 1</b>	<b>0.6748</b>		<b>2,703.748 3</b>

Mitigated Construction Off-Site

	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
Category	i/day										i/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	0.1601	1.6623	1.8397	3.7000e-003	0.1062	0.0291	0.1353	0.0302	0.0267	0.0570		374.7773	374.7773	2.9300e-003		374.8388
Worker	0.3518	0.4400	5.4563	0.0108	0.8495	7.4800e-003	0.8570	0.2253	6.8500e-003	0.2321		936.2430	936.2430	0.0504		937.3016
<b>Total</b>	<b>0.6119</b>	<b>2.1024</b>	<b>7.2981</b>	<b>0.0146</b>	<b>0.8667</b>	<b>0.0388</b>	<b>0.8923</b>	<b>0.2666</b>	<b>0.0338</b>	<b>0.2891</b>		<b>1,311.020 3</b>	<b>1,311.020 3</b>	<b>0.0633</b>		<b>1,312.140 4</b>

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**3.4 Building Construction - 2016**

Unmitigated Construction On-Site

	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
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
<b>Total</b>	<b>3.4062</b>	<b>28.5063</b>	<b>18.5066</b>	<b>0.0268</b>		<b>1.9674</b>	<b>1.9674</b>		<b>1.8485</b>	<b>1.8485</b>		<b>2,669.2864</b>	<b>2,669.2864</b>	<b>0.6620</b>		<b>2,683.1890</b>

Unmitigated Construction Off-Site

	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
Category	lb/day										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	0.1415	1.4682	1.6930	3.7000e-003	0.1063	0.0242	0.1304	0.0303	0.0222	0.0525		370.6492	370.6492	2.6500e-003		370.7047
Worker	0.3175	0.3969	4.9401	0.0108	0.8495	7.1000e-003	0.8566	0.2253	6.5300e-003	0.2318		903.9884	903.9884	0.0464		904.9624
<b>Total</b>	<b>0.4691</b>	<b>1.8662</b>	<b>6.6332</b>	<b>0.0146</b>	<b>0.9668</b>	<b>0.0313</b>	<b>0.9870</b>	<b>0.2668</b>	<b>0.0288</b>	<b>0.2843</b>		<b>1,274.6376</b>	<b>1,274.6376</b>	<b>0.0480</b>		<b>1,276.9871</b>

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**3.4 Building Construction - 2016**

Mitigated Construction On-Site

	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
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
<b>Total</b>	<b>3.4062</b>	<b>28.5063</b>	<b>18.5066</b>	<b>0.0268</b>		<b>1.9674</b>	<b>1.9674</b>		<b>1.8485</b>	<b>1.8485</b>	<b>0.0000</b>	<b>2,669.2864</b>	<b>2,669.2864</b>	<b>0.6620</b>		<b>2,683.1890</b>

Mitigated Construction Off-Site

	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
Category	lb/day										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	0.1415	1.4682	1.6930	3.7000e-003	0.1063	0.0242	0.1304	0.0303	0.0222	0.0525		370.6492	370.6492	2.6500e-003		370.7047
Worker	0.3175	0.3969	4.9401	0.0108	0.8495	7.1000e-003	0.8566	0.2253	6.5300e-003	0.2318		903.9884	903.9884	0.0464		904.9624
<b>Total</b>	<b>0.4691</b>	<b>1.8662</b>	<b>6.6332</b>	<b>0.0146</b>	<b>0.9668</b>	<b>0.0313</b>	<b>0.9870</b>	<b>0.2668</b>	<b>0.0288</b>	<b>0.2843</b>		<b>1,274.6376</b>	<b>1,274.6376</b>	<b>0.0480</b>		<b>1,276.9871</b>

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3.5 Paving - 2016

Unmitigated Construction On-Site

	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
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.1006</b>	<b>22.3869</b>	<b>14.8178</b>	<b>0.0223</b>		<b>1.2610</b>	<b>1.2610</b>		<b>1.1601</b>	<b>1.1601</b>		<b>2,316.3767</b>	<b>2,316.3767</b>	<b>0.6987</b>		<b>2,331.0495</b>

Unmitigated Construction Off-Site

	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
Category	lb/day										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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
<b>Total</b>	<b>0.0627</b>	<b>0.0783</b>	<b>0.9750</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.4000e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2900e-003</b>	<b>0.0458</b>		<b>178.4188</b>	<b>178.4188</b>	<b>9.1500e-003</b>		<b>178.6110</b>

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3.5 Paving - 2016

Mitigated Construction On-Site

	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
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.1006</b>	<b>22.3869</b>	<b>14.8178</b>	<b>0.0223</b>		<b>1.2610</b>	<b>1.2610</b>		<b>1.1601</b>	<b>1.1601</b>	<b>0.0000</b>	<b>2,316.3767</b>	<b>2,316.3767</b>	<b>0.6987</b>		<b>2,331.0495</b>

Mitigated Construction Off-Site

	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
Category	lb/day										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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
<b>Total</b>	<b>0.0627</b>	<b>0.0783</b>	<b>0.9750</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.4000e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2900e-003</b>	<b>0.0458</b>		<b>178.4188</b>	<b>178.4188</b>	<b>9.1500e-003</b>		<b>178.6110</b>

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**3.6 Architectural Coatings - 2016**

Unmitigated Construction On-Site

	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
Category	lb/day										lb/day					
Archit. Coating	31.7894					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1956	0.1956		0.1956	0.1956			281.4481	281.4481	0.0332	282.1449
<b>Total</b>	<b>32.1678</b>	<b>2.3722</b>	<b>1.8839</b>	<b>2.9700e-003</b>		<b>0.1956</b>	<b>0.1956</b>		<b>0.1956</b>	<b>0.1956</b>			<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>	<b>282.1449</b>

Unmitigated Construction Off-Site

	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
Category	lb/day										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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458			178.4188	178.4188	9.1500e-003	178.5110
<b>Total</b>	<b>0.0627</b>	<b>0.0783</b>	<b>0.9750</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.4000e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2900e-003</b>	<b>0.0458</b>			<b>178.4188</b>	<b>178.4188</b>	<b>9.1500e-003</b>	<b>178.5110</b>

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**3.6 Architectural Coatings - 2016**

Mitigated Construction On-Site

	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
Category	lb/day										lb/day					
Archit. Coating	31.7894					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1956	0.1956		0.1956	0.1956	0.0000		281.4481	281.4481	0.0332	282.1449
<b>Total</b>	<b>32.1678</b>	<b>2.3722</b>	<b>1.8839</b>	<b>2.9700e-003</b>		<b>0.1956</b>	<b>0.1956</b>		<b>0.1956</b>	<b>0.1956</b>	<b>0.0000</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>	<b>282.1449</b>

Mitigated Construction Off-Site

	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
Category	lb/day										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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458			178.4188	178.4188	9.1500e-003	178.5110
<b>Total</b>	<b>0.0627</b>	<b>0.0783</b>	<b>0.9750</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.4000e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2900e-003</b>	<b>0.0458</b>			<b>178.4188</b>	<b>178.4188</b>	<b>9.1500e-003</b>	<b>178.5110</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

	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
Category	lb/day										lb/day					
Mitigated	1.9782	5.7310	23.5137	0.0557	3.7352	0.0835	3.8187	0.9980	0.0767	1.0747		4,896.3974	4,896.3974	0.1931		4,900.4529
Unmitigated	1.9782	5.7310	23.5137	0.0557	3.7352	0.0835	3.8187	0.9980	0.0767	1.0747		4,896.3974	4,896.3974	0.1931		4,900.4529

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	474.48	515.52	437.04	1,623,128	1,623,128
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>474.48</b>	<b>515.52</b>	<b>437.04</b>	<b>1,623,128</b>	<b>1,623,128</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513363	0.060352	0.180146	0.139338	0.042155	0.006672	0.015739	0.030749	0.001928	0.002503	0.004351	0.000593	0.002111

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	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
Category	lb/day										lb/day					
Natural Gas Mitigated	0.0307	0.2619	0.1114	1.6700e-003		0.0212	0.0212		0.0212	0.0212		334.3221	334.3221	6.4100e-003	6.1300e-003	336.3567
Natural Gas Unmitigated	0.0307	0.2619	0.1114	1.6700e-003		0.0212	0.0212		0.0212	0.0212		334.3221	334.3221	6.4100e-003	6.1300e-003	336.3567

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	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
Condo/ Townhouse	2841.74	0.0307	0.2619	0.1114	1.8700e-003		0.0212	0.0212		0.0212	0.0212		334.3221	334.3221	6.4100e-003	6.1300e-003	336.3567
Enclosed Parking Structure	0	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
<b>Total</b>		<b>0.0307</b>	<b>0.2619</b>	<b>0.1114</b>	<b>1.8700e-003</b>		<b>0.0212</b>	<b>0.0212</b>		<b>0.0212</b>	<b>0.0212</b>		<b>334.3221</b>	<b>334.3221</b>	<b>6.4100e-003</b>	<b>6.1300e-003</b>	<b>336.3567</b>

Mitigated

	NaturalGas Use	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
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	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
Condo/ Townhouse	2.84174	0.0307	0.2619	0.1114	1.8700e-003		0.0212	0.0212		0.0212	0.0212		334.3221	334.3221	6.4100e-003	6.1300e-003	336.3567
Enclosed Parking Structure	0	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
<b>Total</b>		<b>0.0307</b>	<b>0.2619</b>	<b>0.1114</b>	<b>1.8700e-003</b>		<b>0.0212</b>	<b>0.0212</b>		<b>0.0212</b>	<b>0.0212</b>		<b>334.3221</b>	<b>334.3221</b>	<b>6.4100e-003</b>	<b>6.1300e-003</b>	<b>336.3567</b>

6.0 Area Detail

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6.1 Mitigation Measures Area

	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
Category	lb/day										lb/day					
Mitigated	20.5273	0.5493	42.2283	0.0579		5.5325	5.5325		5.5316	5.5316	674.4181	1,306.7275	1,981.1456	2.0222	0.0458	2,037.8027
Unmitigated	20.5273	0.5493	42.2283	0.0579		5.5325	5.5325		5.5316	5.5316	674.4181	1,306.7275	1,981.1456	2.0222	0.0458	2,037.8027

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.3192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1504					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	18.8666	0.4787	36.1902	0.0576		5.5000	5.5000		5.4991	5.4991	674.4181	1,296.0000	1,970.4181	2.0113	0.0458	2,026.8444
Landscaping	0.1912	0.0706	6.0381	3.1000e-004		0.0326	0.0326		0.0326	0.0326		10.7275	10.7275	0.0110		10.9583
<b>Total</b>	<b>20.6273</b>	<b>0.6483</b>	<b>42.2283</b>	<b>0.0679</b>		<b>6.6326</b>	<b>6.6326</b>		<b>6.6317</b>	<b>6.6317</b>	<b>674.4181</b>	<b>1,306.7275</b>	<b>1,981.1456</b>	<b>2.0222</b>	<b>0.0458</b>	<b>2,037.8027</b>

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**6.2 Area by SubCategory**

Mitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.3192					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1504					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	19.8666	0.4787	36.1902	0.0576		5.5000	5.5000		5.4991	5.4991	674.4181	1,296.0000	1,970.4181	2.0113	0.0468	2,026.8444
Landscaping	0.1912	0.0706	6.0381	3.1000e-004		0.0326	0.0326		0.0326	0.0326		10.7275	10.7275	0.0110		10.9583
<b>Total</b>	<b>20.6273</b>	<b>0.6489</b>	<b>42.2283</b>	<b>0.0678</b>		<b>5.6326</b>	<b>5.6326</b>		<b>6.6317</b>	<b>6.6317</b>	<b>674.4181</b>	<b>1,306.7275</b>	<b>1,981.1468</b>	<b>2.0222</b>	<b>0.0468</b>	<b>2,037.8027</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**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
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**10.0 Vegetation**



July 10, 2015

California American Water – Los Angeles  
8657 Grand Avenue  
Rosemead, CA 91770  
[amwater.com](http://amwater.com)

Resident  
4121 Rowland Ave.  
El Monte, CA 91731

**WILL-SERVE NOTICE**

**Subject:** 4121 Rowland Ave. El Monte;

Resident:

This is to advise that California American Water will supply water service, without exception to the subject property. However, arrangements **may** have to be made for the installation of water service(s) or other appurtenances. Any costs associated with the installation of water service(s) or other appurtenances will be the sole responsibility of the property owner.

To provide adequate water flow for fire protection, as may be required by the cognizant fire department, the exact size and length of any main, fire service or fire hydrant that may have to be installed will have to be determined by a qualified hydraulics engineer (by other than the Water Company).

The quality of water delivered by California American Water meets all requirements of the California State Department of Health Services and the Los Angeles County Health Department.

If you have any questions or concerns regarding this correspondence, please contact me at (626) 614-2533.

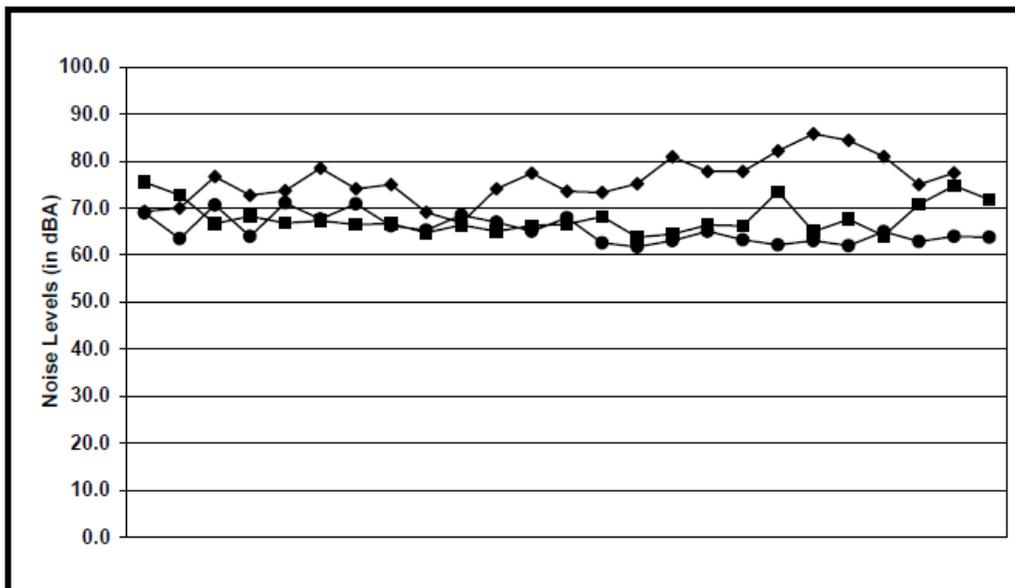
Regards,  
CALIFORNIA AMERICAN WATER  
SOUTHERN DIVISION, LOS ANGELES DISTRICT

Dean Lefler  
Operations Supervisor

c: Louie Romero, Operations Supervisor  
Project File

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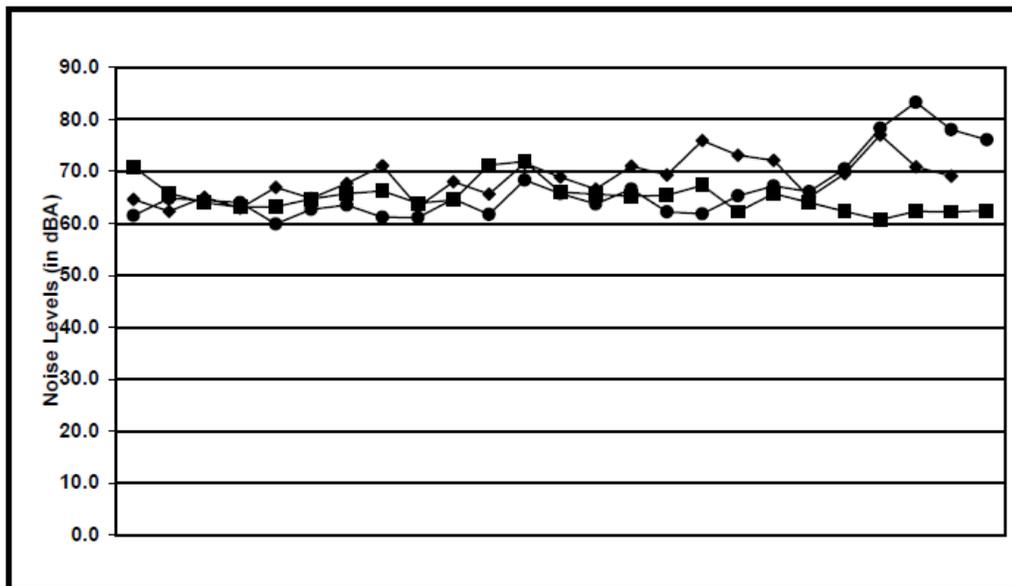
Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
64.4	69.3	75.5	69.0	L <sub>99</sub>	77.7	85.8	75.5	71.1
61.3	70.0	72.8	63.5		76.3	84.4	74.8	70.9
62.8	76.7	66.7	70.7	L <sub>90</sub>	72.0	82.2	73.5	70.7
61.4	72.7	68.3	64.0		71.0	81.5	72.8	69.0
62.1	73.7	66.8	71.1		67.7	81.0	71.8	68.5
62.8	78.5	67.3	67.7		66.3	80.9	70.8	68.0
66.3	74.1	66.5	70.9		66.0	78.5	68.3	67.7
66.0	75.0	66.7	66.2		65.6	77.8	68.2	67.0
63.0	69.1	64.8	65.3		65.5	77.8	67.6	66.2
61.1	66.9	66.4	68.5		65.3	77.5	67.3	65.3
62.8	74.1	65.1	67.0		64.4	77.4	66.8	65.1
63.0	77.4	66.3	65.1	L <sub>50</sub>	64.4	76.7	66.7	65.1
60.7	73.6	66.6	68.0		63.8	75.2	66.7	65.0
62.2	73.3	68.2	62.6		63.0	75.0	66.6	64.0
64.4	75.2	63.8	61.8		63.0	75.0	66.5	64.0
63.8	80.9	64.5	63.1		62.8	74.1	66.4	63.8
65.3	77.8	66.4	65.1		62.8	74.1	66.4	63.5
65.6	77.8	66.2	63.3		62.8	73.7	66.3	63.3
65.5	82.2	73.5	62.2		62.2	73.6	66.2	63.1
62.2	85.8	65.0	63.1	L <sub>25</sub>	62.2	73.3	65.1	63.1
72.0	84.4	67.6	62.0		62.1	72.7	65.0	62.9
67.7	81.0	64.1	65.0		61.4	70.0	64.8	62.6
71.0	75.0	70.8	62.9	L <sub>10</sub>	61.3	69.3	64.5	62.2
76.3	77.5	74.8	64.0		61.1	69.1	64.1	62.0
77.7	81.5	71.8	63.8		60.7	66.9	63.8	61.8



**Noise Measurements  
 interior to industrial**

Source: Blodgett/Baylosis Environmental Planning

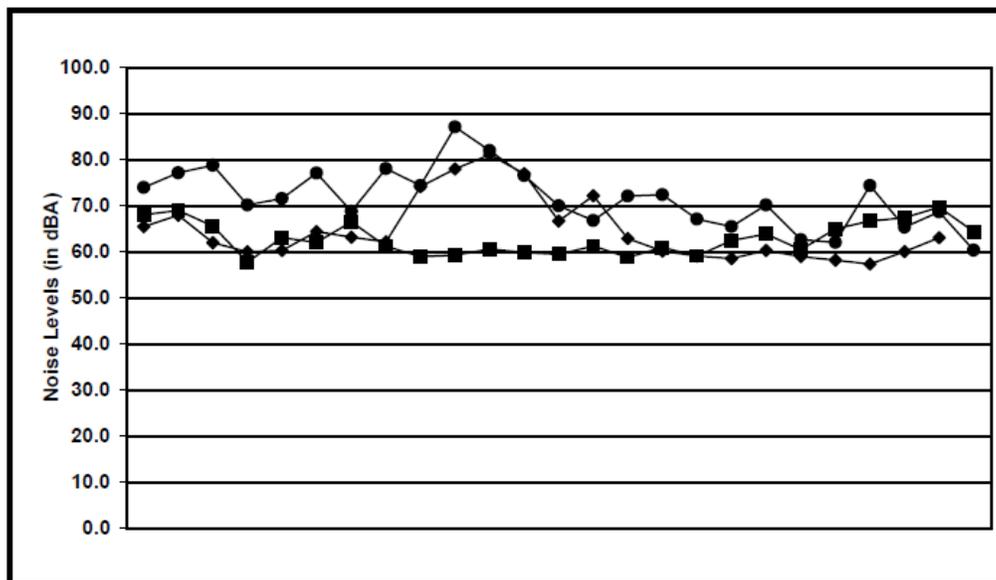
Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
73.0	64.6	70.9	61.5	L <sub>99</sub>	78.8	77.0	71.9	83.3
66.4	62.3	65.8	64.8		73.4	75.9	71.2	78.3
73.4	65.0	64.0	64.4	L <sub>90</sub>	73.0	73.1	70.9	78.0
66.7	62.9	63.1	64.0		72.0	72.1	67.3	76.1
62.5	66.9	63.2	59.9		70.1	72.0	66.2	70.5
70.1	64.8	64.7	62.7		69.0	71.6	66.0	68.3
66.6	67.7	65.7	63.5		68.6	71.1	65.8	67.2
64.8	71.1	66.2	61.2		68.4	71.0	65.7	66.6
63.1	63.2	63.9	61.1		67.0	70.9	65.7	66.1
60.5	68.0	64.5	64.7		66.7	69.5	65.6	65.7
60.7	65.6	71.2	61.7		66.7	69.3	65.4	65.3
61.5	71.6	71.9	68.3	L <sub>50</sub>	66.6	69.1	65.2	64.8
66.2	68.9	66.0	65.7		66.4	68.9	64.7	64.7
72.0	66.6	65.6	63.7		66.2	68.0	64.5	64.4
78.8	71.0	65.2	66.6		66.1	67.7	64.0	64.0
64.0	69.3	65.4	62.2		64.8	66.9	64.0	63.7
61.4	75.9	67.3	61.8		64.0	66.6	63.9	63.5
63.9	73.1	62.2	65.3		63.9	65.6	63.2	62.7
62.2	72.1	65.7	67.2		63.1	65.0	63.1	62.2
68.4	65.0	64.0	66.1	L <sub>25</sub>	62.5	65.0	62.5	61.8
69.0	69.5	62.3	70.5		62.2	64.8	62.3	61.7
66.7	77.0	60.7	78.3		61.5	64.6	62.3	61.5
66.1	70.9	62.3	83.3	L <sub>10</sub>	61.4	63.2	62.2	61.2
67.0	69.1	62.2	78.0		60.7	62.9	62.2	61.1
68.6	72.0	62.5	76.1		60.5	62.3	60.7	59.9



**Noise Measurements  
 pointing to Valley**

Source: Blodgett/Baylosis Environmental Planning

Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
66.6	65.5	68.1	74.0	L <sub>99</sub>	78.0	81.1	69.7	87.1
64.4	68.0	69.0	77.2		77.5	78.0	69.0	82.0
70.2	62.0	65.6	78.8	L <sub>90</sub>	74.1	77.0	68.1	78.8
62.0	60.0	57.8	70.2		72.3	74.2	67.4	78.1
68.0	60.3	63.1	71.6		71.5	72.2	66.7	77.2
68.6	64.4	62.1	77.1		70.2	68.0	66.5	77.1
70.0	63.2	66.5	68.8		70.0	66.7	65.6	76.6
65.7	62.2	61.2	78.1		70.0	65.5	65.0	74.4
60.4	74.2	59.0	74.4		69.6	64.4	64.4	74.4
60.5	78.0	59.3	87.1		68.6	63.2	63.9	74.0
64.0	81.1	60.6	82.0		68.3	63.1	63.1	72.4
59.9	77.0	59.9	76.6	L <sub>50</sub>	68.0	62.9	62.5	72.1
62.8	66.7	59.5	70.0		66.6	62.2	62.1	71.6
65.0	72.2	61.3	66.8		65.8	62.0	61.3	70.2
65.8	62.9	58.8	72.1		65.7	61.0	61.2	70.2
69.6	60.2	61.0	72.4		65.0	60.3	61.0	70.0
68.3	59.1	59.1	67.1		64.5	60.3	60.6	68.8
72.3	58.6	62.5	65.5		64.4	60.2	60.5	68.7
78.0	60.3	63.9	70.2		64.0	60.1	59.9	67.1
77.5	59.0	60.5	62.7	L <sub>25</sub>	63.3	60.0	59.5	66.8
74.1	58.2	65.0	62.1		62.8	59.1	59.3	65.5
71.5	57.4	66.7	74.4		62.0	59.0	59.1	65.4
64.5	60.1	67.4	65.4	L <sub>10</sub>	60.5	58.6	59.0	62.7
63.3	63.1	69.7	68.7		60.4	58.2	58.8	62.1
61.3	61.0	64.4	60.4		59.9	57.4	57.8	60.4



**Noise Measurements  
street front**

Source: Blodgett/Baylosis Environmental Planning

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**Traffic Impact Study for  
Proposed Residential Project  
4121-4143 Rowland Avenue, El Monte**

**April 30, 2015**

*Prepared For:*

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## **I. Introduction**

---

The proposed residential project (Project) site is located at 4121-4143 Rowland Avenue in the City of El Monte. KOA Corporation has been retained to analyze the potential traffic impacts associated with the proposed Project.

### **1.1 Project Description**

The Project site is located west of the Rowland Avenue and north of Rose Avenue. The proposed condominium/townhome (Project) would provide 72 units.

The proposed project parking supply would provide 44 spaces in enclosed private garages, 20 surface spaces, and 125 spaces in the basement garage.

The proposed site will have one private driveway at Rowland Avenue. The project driveway is located north of Rose Avenue and would provide full access.

The Project is anticipated to be completed and occupied in 2017.

A conceptual layout of the proposed Project site are illustrated on Figures 1A and 1B.

### **1.2 Project Study Area**

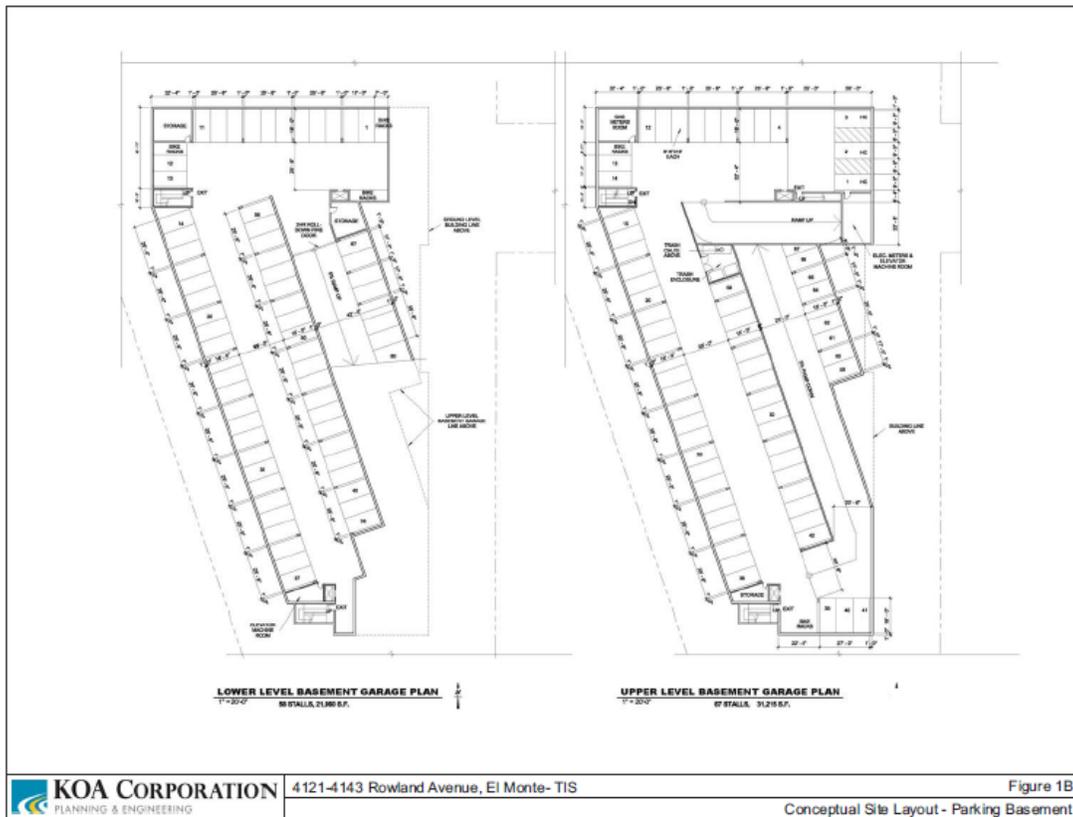
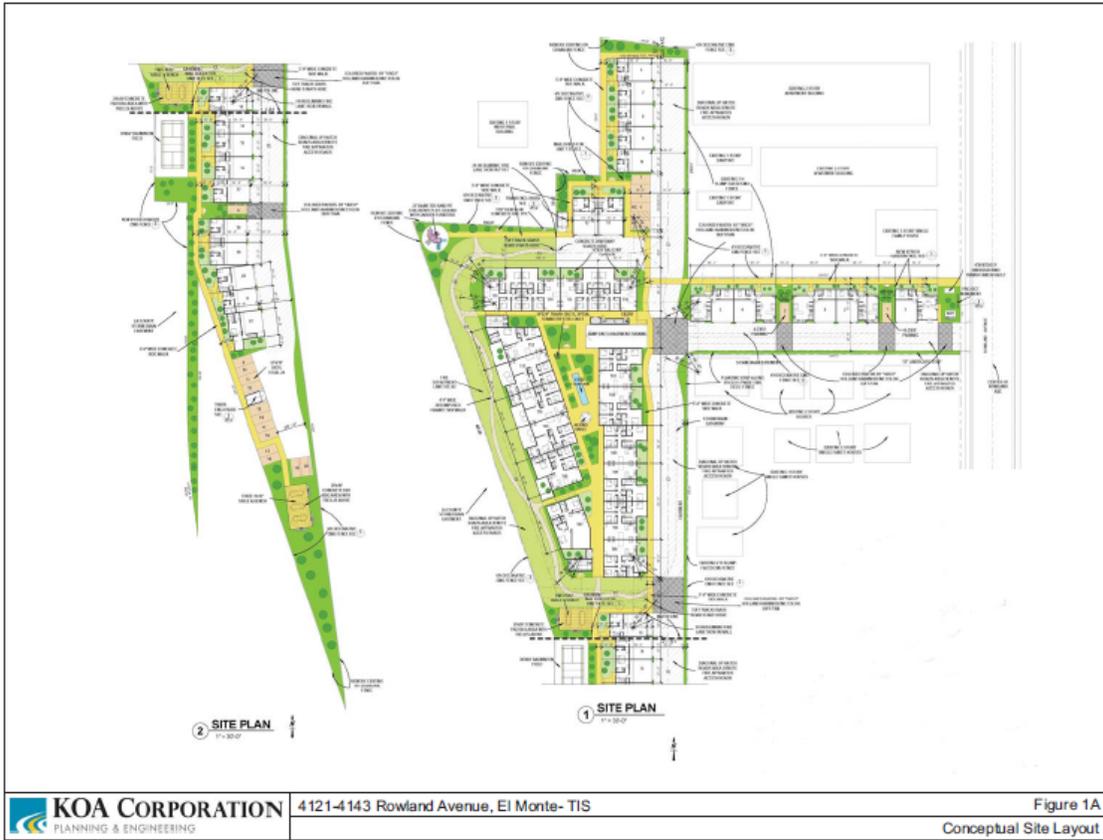
The project study area, as defined through a scoping document submitted and consultation with the City of El Monte staff, includes the following four study intersections:

1. Rowland Avenue / Valley Boulevard \*
2. Temple City Boulevard / Valley Boulevard
3. Baldwin Avenue / Rose Avenue
4. Baldwin Avenue / Valley Boulevard

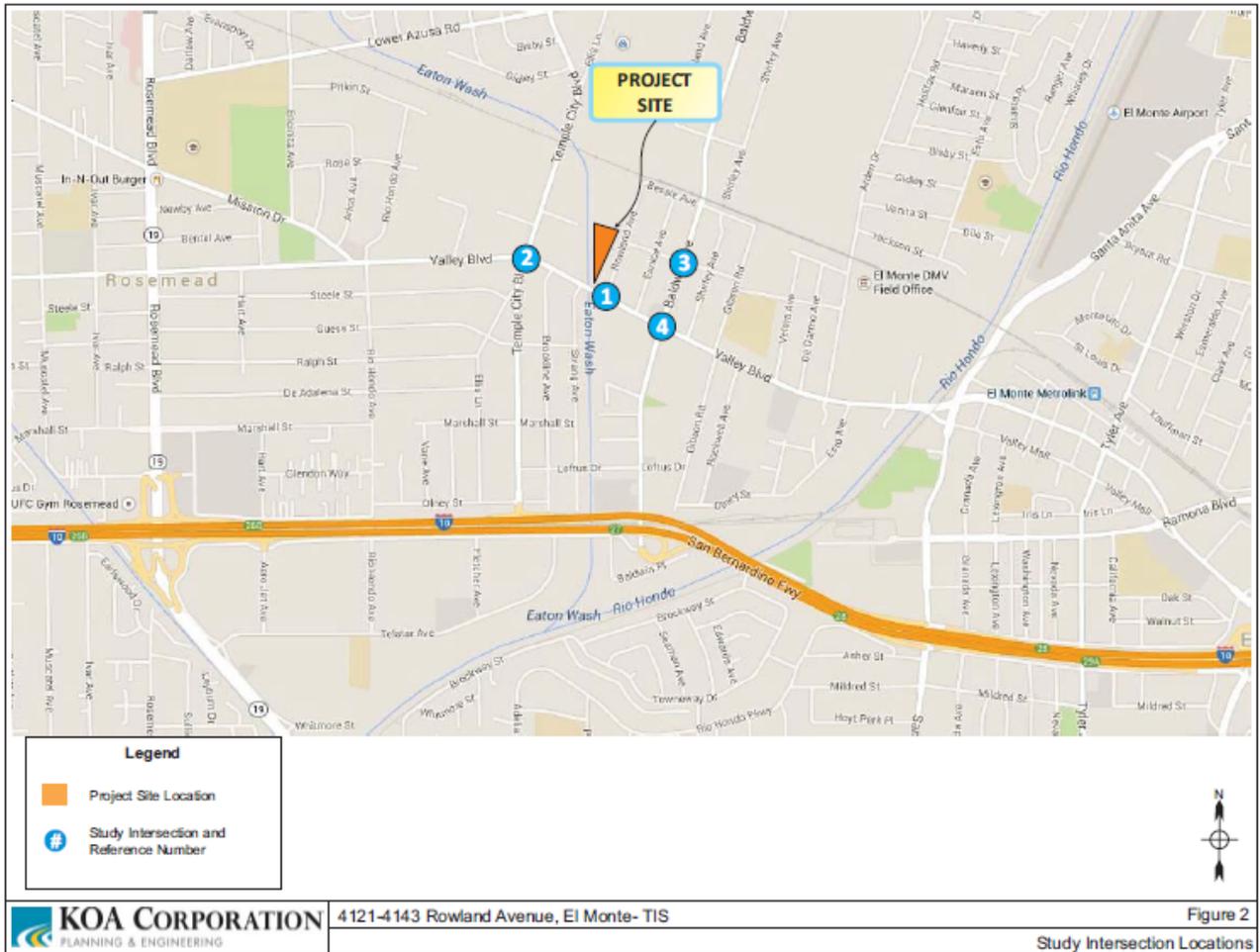
\* A traffic signal is planned at the Rowland Avenue and Valley Boulevard intersection as part of the Hilton project and was analyzed as a signalized intersection.

Figure 2 illustrates the locations of the study intersections.

The scoping document is provided in Appendix A.



CITY OF EL MONTE • MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY  
 ROWLAND GARDENS • 4127 AND 4143 ROWLAND AVENUE • EL MONTE, CALIFORNIA





### *1.3 Study Scenarios*

Traffic impacts associated with the proposed Project were analyzed at the study intersections for the weekday a.m. and p.m. peak-hour periods. The study included the analysis of the following traffic scenarios:

- Existing
- Existing with Project
- Opening Year (2017) without Project
- Opening Year (2017) with Project

### *1.4 Analysis Methodology*

A scoping document was shared with the City as the first step in the traffic analysis, in order to define the study area and other major details.

For analysis of Level of Service (LOS) at signalized intersections, the Intersection Capacity Utilization (ICU) methodology was utilized in this study. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration. For this analysis, a lane capacity of 1,600 vehicles per hour per lane for all through lanes and turn lanes, a lane capacity of 2,880 vehicles per hour per lane for dual turn lanes and a total loss time of 10% were used.

The following text describes the study methodology contained in this report.

#### Existing Conditions at Start of Environmental Date

Baldwin Avenue was closed during the scoping process in November 2014 and during the preparation of the traffic study in December 2014. Therefore, historical traffic counts from recent traffic studies for the three of the four study intersections were identified in the scope and used. New traffic counts were not available during the existing conditions analysis due to the Baldwin Avenue closure. Traffic counts from recent traffic studies were used since they represented existing traffic conditions prior to the Baldwin Avenue closure at the railroad crossing, north of Valley Boulevard, as part of the Alameda Corridor-East Construction Authority improvements. These traffic counts were used for three of the four study intersections (Rowland Avenue/Valley Boulevard, Temple City Boulevard/Valley Boulevard, and Baldwin Avenue/Valley Boulevard) and were provided and authorized by the City in November 2014 which was before the opening of the Baldwin Avenue in March 2015. The existing conditions analysis was conducted for these intersections in November 2014 when Baldwin Avenue was closed.

At the time of the Baldwin Avenue closure, there were no recent historical traffic counts for the Baldwin Avenue and Rose Avenue intersection. Traffic volumes on Baldwin Avenue at Valley Boulevard were used to estimate the Baldwin Avenue traffic volumes at Rose Avenue. Traffic volumes for Rose Avenue will be estimated based on a general calculation of residential trips east and west of the Baldwin Avenue and Rose Avenue intersection. The existing conditions analysis was conducted for this intersection in November 2014 when Baldwin Avenue was closed.



Fieldwork within the study area was undertaken to identify the condition of key study area roadways including traffic control and approach lane configuration at each study intersection, and on-street parking restrictions.

The existing level of service (LOS) at each of the study intersections is discussed in Section 2 of this report.

#### Project Trip Generation and Distribution

Project trip generation was based on trip rates defined by the *Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition*. The detailed methodology utilized for the Project trip generation and distribution calculations is discussed in Section 3 of this report.

#### Existing with Project Condition

Based on the traffic that is projected for the proposed Project and the traffic count totals, an Existing with Project conditions scenario was analyzed per the *Sunnyvale and Expo Line California Environmental Quality Act (CEQA)* court case decisions that states impacts should be analyzed against existing conditions. The level of service values for existing with Project conditions at the study intersections are discussed in Section 4 of this report.

#### Opening Year (2017) without Project Condition

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. In addition, traffic from related/area projects (approved and pending developments) was also added to the study area. The level of service values at the study intersections for Opening Year (2017) without Project conditions are discussed in Section 5 of this report.

#### Opening Year (2017) with Project Condition

Based on the Opening Year (2017) without Project volumes plus traffic from the proposed Project, the Opening Year (2017) with Project traffic volume conditions were determined and analyzed. The level of service values at the study intersections for Opening Year (2017) with Project conditions are discussed in Section 6 of this report.

#### Level of Service Methodology

For analysis of level of service at signalized intersections, City of El Monte has designated the ICU methodology as the desired tool. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles at the critical movements that pass through the facility divided by the capacity of that facility. A 10 percent adjustment to the clearance and loss time factor based on the critical phases of the signalized control was included in the traffic analysis. A facility is "at capacity" (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes and approach lane configurations on each leg of the intersection.

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway.

Table I defines the level of service criteria applied to the study intersections.

**Table I - Level of Service Definitions**

LOS	Definition	Intersection Volume/Capacity Ratio (ICU)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Greater than 1.000
Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982		

**Significant Traffic Impacts**

As defined by the City of El Monte procedures, significant impacts of a proposed Project at an intersection must be mitigated to a level of insignificance, where feasible. The determination of potential significant traffic impacts due to the proposed Project is discussed in Section 7 of this report.

## 2. Existing Conditions

---

This section describes the existing conditions within the study area in terms of roadway facilities, transit service and traffic operating conditions.

### 2.1 Existing Roadway System

The key roadways within the study area are described below. The discussion presented here is limited to specific roadways that traverse the study intersections and provide direct access to the Project site. Figure 3 illustrates the existing traffic controls and approach lane geometries at the study intersections.

Temple City Boulevard is a north-south roadway located west of the Project site. This roadway is designated as a Minor Arterial in the City of Rosemead General Plan. Temple City Boulevard provides two travel lanes on each direction in the study area. The posted speed limit on Temple City Boulevard is 35 miles per hour (mph) north of Valley Boulevard and 40 miles per hour south of Valley Boulevard within the study area. The City of El Monte and City of Rosemead General Plans designate Temple City Boulevard as a truck route. On-street parking is permitted on both sides of Temple City Boulevard within the study area.

Baldwin Avenue is a north-south roadway located east of the Project site. This roadway is designated as a Major Arterial in the City of El Monte General Plan. Baldwin Avenue provides two travel lanes in each direction in the study area. The posted speed limit on Baldwin Avenue within the study area is 35 mph. The City of El Monte General Plan designates Baldwin Avenue as a truck route. On-street parking is permitted on both sides of Baldwin Avenue within the study area.

Valley Boulevard is an east-west roadway located south of the Project site. Valley Boulevard is designated as a Major Arterial in the City of El Monte General Plan. This roadway provides two travel lanes each direction. In the City of Rosemead General Plan, Valley Boulevard is designated as a Major Arterial. The City of Rosemead General Plan and the El Monte General Plan designate Valley Boulevard as a truck route. The posted speed limit is 35 mph and on-street parking is allowed along this roadway within the study area.

Rowland Avenue is a north-south roadway that borders the Project site to the east. This roadway is a local street that provides two travel lanes in each direction in the study area. On-street parking is permitted on both sides of Rowland Avenue within the study area.

Rose Avenue is an east-west roadway located east of the Project site. This roadway is a local street that provides two travel lanes in each direction in the study area. On-street parking is permitted on both sides of Rose Avenue within the study area.



2.2 Existing Transit Service

Table 2 provides a description of the public transit lines that operate within the study area.

Table 2 - Existing Transit Service Summary

Agency	Line	From	To	Via	Peak Frequency
Metro	76	Downtown Los Angeles	El Monte	Valley Blvd	12 - 15 Minutes
Metro	176	Highland Park	Montebello	Baldwin Ave / Valley Blvd	45 Minutes
Metro	267	El Monte	Pasadena	Temple City Blvd / Valley Blvd	30 Minutes
El Monte	SFP	El Monte	El Monte	Valley Blvd / Baldwin Ave	20 - 45 Minutes
Rosemead Explorer	1	Rosemead	Rosemead	Valley Blvd / Temple City Blvd	60 Minutes
Rosemead Explorer	2	Rosemead	Rosemead	Temple City Blvd / Valley Blvd	60 Minutes

2.3 Existing Traffic Volumes

Baldwin Avenue was closed north of Valley Boulevard during the preparation of the scoping document and this traffic study in November 2014. Baldwin Avenue is planned to be grade separated with the railroad as part of an underpass project for the Alameda Corridor-East Construction Authority and opened in March 2015. Traffic counts from previous recent traffic studies were available and they were used to represent existing traffic conditions prior to the Baldwin Avenue closure.

Traffic counts from recent traffic studies were used for the Rowland Avenue/Valley Boulevard, Temple City Boulevard/Valley Boulevard, and Baldwin Avenue/Valley Boulevard study intersections, and were provided and authorized by the City. The traffic counts were increased by a 0.82% annual growth factor, based on rates from the Regional Statistical Area 25 of the 2010 Los Angeles County Congestion Management Program. These adjusted traffic volumes represent existing conditions.

At the time of the Baldwin Avenue closure, there are no historical traffic counts for the Baldwin Avenue and Rose Avenue intersection. Traffic volumes on Baldwin Avenue at Valley Boulevard were used to estimate the Baldwin Avenue traffic volumes at Rose Avenue. Traffic volumes for Rose Avenue were estimated based on a general calculation of residential trips east and west of the Baldwin Avenue and Rose Avenue intersection.

The historical intersection counts were collected on a weekday from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. The highest four consecutive 15-minute vehicle counts during the a.m. and p.m. time periods were used to determine the peak-hour traffic volumes at each intersection.

The existing weekday a.m. peak-hour and p.m. peak-hour traffic turn movement volumes are illustrated on Figures 4 and 5, respectively. The traffic count data sheets are provided in Appendix B.



2.4 Existing Intersection Levels of Service

Based on the intersection lane configurations and controls depicted on Figure 3 and the existing traffic volumes illustrated on Figures 4 and 5, volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours.

Table 3 summarizes the volume-to-capacity ratios and LOS values for existing traffic conditions. The existing traffic analysis scenario worksheets are provided in Appendix C of this report.

As shown in Table 3, two of the three study intersections are currently operating at LOS D or better during the weekday a.m. and p.m. peak hours. The Temple City Boulevard and Valley Boulevard intersection is operating at LOS E in the a.m. peak hour, and the Baldwin Avenue and Valley Boulevard intersection is operating at LOS F in the p.m. peak hour.

Table 3 - Intersection Performance – Existing Conditions

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Rowland Avenue / Valley Boulevard	0.535	A	0.494	A
2	Temple City Boulevard / Valley Boulevard	0.957	E	0.784	C
3	Baldwin Avenue / Rose Avenue	0.468	A	0.542	A
4	Baldwin Avenue / Valley Boulevard	0.826	D	1.080	F

### 3. Project Traffic

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution and trip assignment.

#### 3.1 Project Trip Generation

##### Project Trip Generation

The Project trip generation estimates were based on trip rates defined by the Institute of Transportation Engineers (ITE) publication *Trip Generation (9th Edition)*. Trip rates for the apartment land use were utilized to calculate the trip generation for the proposed Project.

The trip rates and the associated Project trip generation forecasts are provided in Table 4. The proposed Project would generate approximately 418 daily weekday trips including 32 trips during the a.m. peak hour and 37 trips during the p.m. peak hour.

Table 4 - Project Trip Generation

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<b>Trip Generation Rates</b>										
Condominiums	220	1	unit	5.81	17%	83%	0.44	67%	33%	0.52
<b>Estimated Trips</b>										
Condominiums	220	72	unit	418	5	27	32	25	12	37

Source: ITE, 9th Edition

#### 3.2 Project Trip Distribution

Trip distribution is the process of assigning the directions from which traffic will access a Project site. Trip distribution is dependent upon the land use characteristics of the Project, the local roadway network, and the general locations of other land uses to which Project trips would originate or terminate.

Figure 6 illustrates the project trip distribution percentages at the study intersections that were used for the traffic impact analysis.

#### 3.3 Project Trip Assignment

Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. Figures 7 and 8 illustrate the Project trips for the weekday a.m. and p.m. peak hours, respectively.

## 4. Existing with Project Conditions

This section documents existing traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the existing traffic volumes.

The existing with Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figures 9 and 10, respectively.

Table 5 summarizes the resulting V/C and LOS values at the study intersections for the existing with Project conditions. The existing with Project traffic analysis worksheets are provided in Appendix D of this report.

Two of the three study intersections would continue to operate at LOS D or better during the weekday a.m. and p.m. peak hours. The Temple City Boulevard and Valley Boulevard intersection will continue to operate at LOS E in the a.m. peak hour, and the Baldwin Avenue and Valley Boulevard intersection will continue to operate at LOS F in the p.m. peak hour.

Table 5 - Intersection Performance – Existing with Project

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Rowland Avenue / Valley Boulevard	0.545	A	0.506	A
2	Temple City Boulevard / Valley Boulevard	0.959	E	0.789	C
3	Baldwin Avenue / Rose Avenue	0.478	A	0.546	A
4	Baldwin Avenue / Valley Boulevard	0.829	D	1.084	F

The determination of significant traffic impacts created by Project traffic is discussed in Section 7 of this report section.

## 5. Opening Year (2017) Without Project Conditions

This section provides an analysis of future traffic conditions in the study area with area/related project trips and background growth added, but without Project traffic. The year 2017 was selected for analysis of future conditions as the proposed Project is anticipated to be operational in 2017.

### 5.1 Ambient Growth

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. An annual growth rate of 0.82% from Regional Statistical Area 25 of the 2010 Los Angeles County Congestion Management Program was used for this purpose. This annual growth factor is based on traffic growth from 2010 to 2020. Thus, a three-year growth factor of 1.0246 (0.82% annual growth rate X 3 years) was applied to existing traffic counts to define the Opening Year (2017) without Project conditions. This annual growth rate was included in the scoping document provided to the City of El Monte.

### 5.2 Related Projects

In addition to the application of the ambient traffic growth rate, traffic from related/area projects (approved and pending developments) was also included as part of the year-2017 analysis. Forty-six related projects were identified for inclusion in the traffic impact analysis.

Figure 11 illustrates the locations of the related projects and Appendix E summarizes the trip generation. Related project traffic was distributed to the surrounding street system in the study area for the weekday a.m. and p.m. peak hours. The related project volumes figures for the weekday a.m. and p.m. peak hours are also provided in Appendix E.

### 5.3 Opening Year (2017) without Project Intersection Levels of Service

The Opening Year (2017) without Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figures 12 and 13, respectively.

Table 6 summarizes the V/C and LOS values at the study intersections under this scenario. The Opening Year (2017) without Project traffic analysis worksheets are provided in Appendix F of this report. Two of the three study intersections are projected to operate at LOS D or better during the analyzed peak hours. The Temple City Boulevard and Valley Boulevard intersection will operate at LOS F in the a.m. peak hour and at LOS E in the p.m. peak hour, and the Baldwin Avenue and Valley Boulevard intersection will operate at LOS E in the a.m. peak hour and at LOS F in the p.m. peak hour.

Table 6 - Intersection Performance – Opening Year (2017) without Project

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Rowland Avenue / Valley Boulevard	0.590	A	0.581	A
2	Temple City Boulevard / Valley Boulevard	1.025	F	0.906	E
3	Baldwin Avenue / Rose Avenue	0.495	A	0.578	A
4	Baldwin Avenue / Valley Boulevard	0.982	E	1.251	F

## 6. Opening Year (2017) with Project Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the Opening Year (2017) without Project scenario volumes.

The Opening Year (2017) with Project traffic volumes are illustrated on Figures 14 and 15 for the weekday a.m. and p.m. peak hours, respectively.

Table 7 summarizes the resulting V/C and LOS values at the study intersections for the future with Project traffic conditions. The Opening Year (2017) with Project traffic analysis worksheets are provided in Appendix G of this report.

Two of the three study intersections are projected to operate at LOS D or better during the analyzed peak hours. The Temple City Boulevard and Valley Boulevard intersection will continue to operate at LOS F in the a.m. peak hour and at LOS E in the p.m. peak hour, and the Baldwin Avenue and Valley Boulevard intersection will continue to operate at LOS E in the a.m. peak hour and at LOS F in the p.m. peak hour.

Table 7 - Intersection Performance – Opening Year (2017) with Project

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Rowland Avenue / Valley Boulevard	0.601	B	0.584	A
2	Temple City Boulevard / Valley Boulevard	1.028	F	0.912	E
3	Baldwin Avenue / Rose Avenue	0.504	A	0.581	A
4	Baldwin Avenue / Valley Boulevard	0.986	E	1.255	F

The determination of significant traffic impacts created by Project traffic is discussed in Section 7 of this report section.

## 7. Project Traffic Impacts and Mitigation Measures

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### 7.1 Determination of Traffic Impacts

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if Project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency.

The City of El Monte has established specific thresholds for Project-related increases in the Intersection Capacity Utilization (ICU) values of signalized study intersections which is consistent with the Los Angeles County Congestion Management Program (CMP). The following increases in peak-hour ICU values are considered significant traffic impacts:

- “The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:
- Intersections/roadways at, or adjacent to, freeway ramps
  - Intersections/roadways on major corridors and transit routes
  - Intersections/roadways on truck routes
  - Intersections/roadways in or adjacent to commercial districts”

To determine whether the addition of Project-generated trips at a signalized study intersection results in a significant impact, the City of El Monte utilizes the following threshold of significance:

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity ( $V/C > 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ) for all intersections on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps, and at intersections at or adjacent to freeway ramps.
- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity ( $V/C > 0.02$ ), causing or worsening LOS E ( $V/C > 0.90$ ) for all intersections which are not on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps.

### 7.2 Project Traffic Impacts – Existing with Project Conditions

Table 8 provides a summary of the Project impacts under existing conditions. Traffic impacts created by the proposed Project were determined by comparing the existing scenario conditions to the existing with Project scenario conditions.

The proposed Project would not create any significant traffic impacts at the study intersections under existing with Project conditions, during the weekday a.m. and p.m. peak hours. Project mitigation measures are therefore not recommended for existing with Project conditions.



Table 8 - Determination of Project Impacts – Existing with Project Conditions

Study Intersections	Peak Hour	Existing Conditions		Existing with Project		Change in V/C or Delay (sec.)	Sig Impact?
		V/C	LOS	V/C	LOS		
1 Rowland Avenue / Valley Boulevard	AM	0.535	A	0.545	A	0.010	No
	PM	0.494	A	0.506	A	0.012	No
2 Temple City Boulevard / Valley Boulevard	AM	0.957	E	0.959	E	0.002	No
	PM	0.784	C	0.789	C	0.005	No
3 Baldwin Avenue / Rose Avenue	AM	0.468	A	0.478	A	0.010	No
	PM	0.542	A	0.546	A	0.004	No
4 Baldwin Avenue / Valley Boulevard	AM	0.826	D	0.829	D	0.003	No
	PM	1.080	F	1.084	F	0.004	No

7.3 Project Traffic Impacts – Opening Year (2017) with Project Conditions

Table 9 provides a summary of the Project impacts under future conditions. Traffic impacts created by the Project were determined by comparing the Opening Year (2017) without Project scenario conditions to the Opening Year (2017) with Project scenario conditions.

The proposed Project would not create any significant traffic impact at the study intersections under Opening Year (2017) with Project conditions, during the weekday a.m. and p.m. peak hours. Project mitigation measures are therefore not recommended for Opening Year (2017) with Project conditions.

Table 9 - Determination of Project Impacts – Opening Year (2017) with Project

Study Intersections	Peak Hour	Opening Year (2017) without Project		Opening Year (2017) with Project		Change in V/C or Delay (sec.)	Sig Impact?
		V/C	LOS	V/C	LOS		
1 Rowland Avenue / Valley Boulevard	AM	0.590	A	0.601	B	0.011	No
	PM	0.581	A	0.584	A	0.003	No
2 Temple City Boulevard / Valley Boulevard	AM	1.025	F	1.028	F	0.003	No
	PM	0.906	E	0.912	E	0.006	No
3 Baldwin Avenue / Rose Avenue	AM	0.495	A	0.504	A	0.009	No
	PM	0.578	A	0.581	A	0.003	No
4 Baldwin Avenue / Valley Boulevard	AM	0.982	E	0.986	E	0.004	No
	PM	1.251	F	1.255	F	0.004	No

## **8. Congestion Management Plan Conformance**

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This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

The nearest CMP arterial monitoring intersections to the Project site are at Rosemead Boulevard and Valley Boulevard (CMP Location 131) and Rosemead Boulevard and Garvey Avenue (CMP Location 142), which is located approximately 3.5 miles west of the Project site. Based on the trip generation and distribution of the Project as shown on Figures 7 and 8, it is not expected that 50 or more new Project trips per hour would be added at these CMP intersections. Therefore, no further analysis of potential CMP impacts is required.

In addition, the proposed Project is expected to add less than 150 new trips per hour, in either direction, to any freeway segments based on the Project trip generation defined in Table 4. Therefore, no further analysis of CMP freeway monitoring stations is required.

## 9. Analysis Summary and Conclusions

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The following summarizes the traffic study results, conclusions and recommendations:

- The proposed condominium/townhome (Project) would provide 72 units.
- The proposed project parking supply would provide 44 spaces in enclosed private garages, 20 surface spaces, and 125 spaces in basement garage.
- The proposed site will have one private driveway at Rowland Avenue. The project driveway is located north of Rose Avenue and would provide full access.
- The proposed Project would generate approximately 418 daily weekday trips including 32 trips during the a.m. peak hour and 37 trips during the p.m. peak hour.
- Based on the applied significant traffic impact criteria, the proposed Project would not create any significant traffic impacts at the study intersections under existing with Project and Opening Year (2017) with Project conditions during the a.m. and p.m. peak hours.
- The proposed Project is not anticipated to cause a significant traffic impact on any CMP arterial monitoring intersections and mainline freeway-monitoring locations.

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**INTRODUCTION TO UTILITY SCREENING TABLES**

The following worksheets are used to evaluate the potential impacts of a project.

**Table 1 Definition of Project**

This Table is used to establish the proposed development parameters that are used in the calculation of utilities use. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

**Tables 2 Summary of Project Impacts**

consumption/generation rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this area of the worksheet.

**Tables 3 through 7 Calculation of Project Impacts**

Table 3 through 7 indicate the results of the analysis.

**Table 3 Electrical Consumption** - This table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

**Table 4 Natural Gas Consumption** - This table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

**Table 5 Water Consumption** - This table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

**Table 6 Sewage Generation** - This table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

**Table 7 Solid Waste Generation** - This table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

**Table 1:**

*Definition of Project Parameters* - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Variable	Factor
<b>Residential Uses</b>		
	Variable	Total Units
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	72
Mobile Home Park	No. of Units	0
<b>Office Uses</b>		
	Variable	Total Floor Area
Office	Square Feet	0
Medical Office Building	Square Feet	0
Office Park	Square Feet	0
Bank/Financial Services	Square Feet	0
<b>Commercial Uses</b>		
	Variable	Total Floor Area
Specialty Retail Commercial	Square Feet	0
Convenience Store	Square Feet	0
Movie Theater	Square Feet	0
Shopping Center	Square Feet	0
Sit-Down Restaurant	Square Feet	0
Fast-Food Restaurant	Square Feet	0
<b>Manufacturing Uses</b>		
	Variable	Total Floor Area
Industrial Park	Square Feet	0
Manufacturing	Square Feet	0
General Light Industry	Square Feet	0
Warehouse	Square Feet	0
<b>Public/Institutional</b>		
	Variable	Total Floor Area
Public/Institutional	Square Feet	0
Open Space	Square Feet	0

**Table 2.: Projected Utility Consumption/Generation**

*Summary of Project Impacts* - Results of analysis identified below. No modifications should be made to this Table.

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	916
Natural Gas Consumption	cubic feet/day	791
Water Consumption	gallons/day	18,000
Sewage Generation	gallons/day	12,960
Solid Waste Generation	pounds/day	288

**Table 3: Electrical Consumption**

Project Component	Units of Measure	Consumption Factors	Projected Consumption
<b>Residential Uses</b>			
	No. of Units	kWh/Unit/Year	kWh/Unit/Day
Single-Family Residential	0	7,554.00	0.0
Medium Density Residential	0	4,644.00	0.0
Multiple-Family Residential	72	4,644.00	916.1
Mobile Home Park	0	4,644.00	0.0
<b>Office Uses</b>			
	Square Feet	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Office	0	20.80	0.0
Medical Office Building	0	14.20	0.0
Office Park	0	20.80	0.0
Bank/Financial Services	0	20.80	0.0
<b>Commercial Uses</b>			
	Square Feet	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Specialty Retail Commercial	0	16.00	0.0
Convenience Store	0	16.00	0.0
Movie Theater	0	16.00	0.0
Shopping Center	0	35.90	0
Sit-Down Restaurant	0	49.10	0.0
Fast-Food Restaurant	0	49.10	0.0
<b>Manufacturing Uses</b>			
	Square Feet	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Industrial Park	0	4.80	0.0
Manufacturing	0	4.80	0.0
General Light Industry	0	4.80	0.0
Warehouse	0	4.80	0.0
<b>Public/Institutional</b>			
	Square Feet	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Public/Institutional	0	4.80	0.0
Open Space	0	0.00	0.0
<b>Total Daily Electrical Consumption (kWh/day)</b>			916.1

Source: Common Forecasting Methodology VII Demand Forms, 1989

**Table 4: Natural Gas Consumption**

Project Component	Units of Measure	Consumption Factors	Projected Consumption
<b>Residential Uses</b>			
	No. of Units	Cu. Ft./Mo./Unit	Cu. Ft./Day
Single-Family Residential	0	6,665.00	0.0
Medium Density Residential	0	4,011.50	0.0
Multiple-Family Residential	72	4,011.50	791.3
Mobile Home Park	0	4,011.50	0.0
<b>Office Uses</b>			
	Square Feet	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Office	0	2.00	0.0
Medical Office Building	0	2.00	0.0
Office Park	0	2.00	0.0
Bank/Financial Services	0	2.00	0.0
<b>Commercial Uses</b>			
	Square Feet	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Specialty Retail Commercial	0	2.90	0.0
Convenience Store	0	2.90	0.0
Movie Theater	0	2.90	0.0
Shopping Center	0	2.90	0.0
Sit-Down Restaurant	0	2.90	0.0
Fast-Food Restaurant	0	2.90	0.0
<b>Manufacturing Uses</b>			
	Square Feet	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Industrial Park	0	4.70	0.0
Manufacturing	0	4.70	0.0
General Light Industry	0	4.70	0.0
Warehouse	0	4.70	0.0
<b>Public/Institutional Use</b>			
	Square Feet	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Public/Institutional	0	2.90	0.0
Open Space	0	2.90	0.0
<b>Total Daily Natural Gas Consumption (cubic feet/day)</b>			791.3

Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993

Project Component	Units of Measure	Consumption Factors	Projected Consumption
<b>Residential Uses</b>			
	No. of Units	Gals./Day/Unit	Gals./Day
Single-Family Residential	0	250.00	0.0
Medium Density Residential	0	250.00	0.0
Multiple-Family Residential	72	250.00	18,000.0
Mobile Home Park	0	250.00	0.0
<b>Office Uses</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Office	0	0.14	0.0
Medical Office Building	0	0.14	0.0
Office Park	0	0.14	0.0
Bank/Financial Services	0	0.14	0.0
<b>Commercial Uses</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Specialty Retail Commercial	0	0.10	0.0
Convenience Store	0	0.10	0.0
Movie Theater	0	0.10	0.0
Shopping Center	0	0.10	0.0
Sit-Down Restaurant	0	0.11	0.0
Fast-Food Restaurant	0	0.11	0.0
<b>Manufacturing Uses</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Industrial Park	0	0.14	0.0
Manufacturing	0	0.14	0.0
General Light Industry	0	0.14	0.0
Warehouse	0	0.14	0.0
<b>Public/Institutional Use</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Public/Institutional	0	0.10	0.0
Open Space	0	0.10	0.0
<b>Total Daily Water Consumption (gallons/day)</b>			<b>18,000.0</b>
Source: Derived from Orange County Sanitation District rates.			

Project Component	Units of Measure	Consumption Factors	Projected Consumption
<b>Residential Uses</b>			
	No. of Units	Gals./Day/Unit	Gals./Day
Single-Family Residential	0	180.00	0.0
Medium Density Residential	0	180.00	0.0
Multiple-Family Residential	72	180.00	12,960.0
Mobile Home Park	0	180.00	0.0
<b>Office Uses</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Office	0	0.11	0.0
Medical Office Building	0	0.11	0.0
Office Park	0	0.11	0.0
Bank/Financial Services	0	0.11	0.0
<b>Commercial Uses</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Specialty Retail Commercial	0	0.08	0.0
Convenience Store	0	0.08	0.0
Movie Theater	0	0.08	0.0
Shopping Center	0	0.08	0.0
Sit-Down Restaurant	0	0.08	0.0
Fast-Food Restaurant	0	0.08	0.0
<b>Manufacturing Uses</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Industrial Park	0	0.11	0.0
Manufacturing	0	0.11	0.0
General Light Industry	0	0.11	0.0
Warehouse	0	0.11	0.0
<b>Public/Institutional Use</b>			
	Square Feet	Gals./Day/Sq. Ft.	Gals./Day
Public/Institutional	0	0.08	0.0
Open Space	0	0.08	0.0
<b>Total Daily Sewage Generation (gallons/day)</b>			<b>12,960</b>
Source: Orange County Sanitation Districts, 1994			

<b>Table 7: Solid Waste Generation</b>			
<b>Project Component</b>	<b>Units of Measure</b>	<b>Generation Factors</b>	<b>Projected Generation</b>
<b>Residential Uses</b>			
	<b>No. of Units</b>	<b>Lbs./Day/Unit</b>	<b>Lbs./Day</b>
Single-Family Residential	0	4.00	0.0
Medium Density Residential	0	4.00	0.0
Multiple-Family Residential	72	4.00	288.0
Mobile Home Park	0	4.00	0.0
<b>Office Uses</b>			
	<b>Square Feet</b>	<b>Lbs./Day/1,000 Sq. Ft.</b>	<b>Lbs./Day</b>
Office	0	6.00	0.0
Medical Office Building	0	6.00	0.0
Office Park	0	6.00	0.0
Bank/Financial Services	0	6.00	0.0
<b>Commercial Uses</b>			
	<b>Square Feet</b>	<b>Lbs./Day/1,000 Sq. Ft.</b>	<b>Lbs./Day</b>
Specialty Retail Commercial	0	42.00	0.0
Convenience Store	0	42.00	0.0
Movie Theater	0	6.00	0.0
Shopping Center	0	6.00	0.0
Sit-Down Restaurant	0	6.00	0.0
Fast-Food Restaurant	0	42.00	0.0
<b>Manufacturing Uses</b>			
	<b>Square Feet</b>	<b>Lbs./Day/1,000 Sq. Ft.</b>	<b>Lbs./Day</b>
Industrial Park	0	6.00	0.0
Manufacturing	0	6.00	0.0
General Light Industry	0	6.00	0.0
Warehouse	0	6.00	0.0
<b>Public/Institutional Use</b>			
	<b>Square Feet</b>	<b>Lbs./Day/1,000 Sq. Ft.</b>	<b>Lbs./Day</b>
Public/Institutional	0	4.00	0.0
Open Space	0	3.00	0.0
<b>Total Daily Solid Waste Generation</b>			<b>288</b>
<b>Source: City of Los Angeles Average Solid Waste Generation Rates, April 1981</b>			