



**ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION**

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El Monte, CA. 91731-3293

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

FOR

VALLEY & RAMONA RESIDENTIAL PROJECT AT 11127 RAMONA BOULEVARD AND ZONING MAP CHANGE FOR ADJACENT PROPERTY AT 11105 AND 11107 RAMONA BOULEVARD

Zoning Change (ZC) 01-15, Tentative Tract Map (TTM) 73528,
Variance 03-15, Design Review (DR) 05-15

Prepared for:

City of El Monte

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- A. Valley & Ramona Residential/Mixed Use Project and Zoning Map Change for Adjacent Property Located at the Northeast Corner of Valley Boulevard and Ramona Boulevard in the City of El Monte Focused Air Quality and Greenhouse Gas Analysis, prepared by Synectecology, January 2016.
- B. Valley & Ramona Residential Project Health Risk Assessment”, prepared by Tin Cheung & Associates, August 2015.
- C. Noise Impact Analysis, Valley & Ramona Residential Project”, prepared by Giroux and Associates, October 2015.
- D. Valley & Ramona Traffic Impact Analysis, prepared by Kunzman Associates October 2015; Supplemental information provided by Kunzman Associates, December 2015.
- E. Valley & Ramona Parking Analysis, prepared by Kunzman Associates October 2015.
- F. Valley & Ramona Trip Generation Comparison Analysis to Assess Traffic Impacts Associated with Zoning Map Change for Adjacent Property Located at the Northeast Corner of Valley Boulevard and Ramona Boulevard in the City of El Monte, prepared by Kunzman Associates January 2016.

EXECUTIVE SUMMARY

This Initial Study assesses the potential environmental impacts of a proposal by The Olson Company to construct and operate the Valley & Ramona Residential project, which consists of a 62 single family attached residential community, located at 11127 Ramona Boulevard in the City of El Monte. This project is referred to within this document as the Valley & Ramona Residential project (or project part # 1), and the site as project site #1.

This Initial Study also assesses the potential environmental impacts associated with a City initiated Zoning Map change for the adjacent property at 11105 and 11107 Ramona Boulevard. This project is referred to within this document as project part # 2, and the site as project site #2.

Project parts #1 and #2 are related because of their adjacency and their mutual requirement for a zone change to Mixed/Multiuse (MMU), consistent with the City of El Monte General Plan. Both parts #1 and #2 comprise the Project and all references in this document to the Project refer to both parts. Similarly, all references in this document to the Project site refer to both project sites #1 and #2.

This Initial Study finds with the imposition of mitigation measures related to Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise and Transportation/Traffic delineated herein, all potentially significant impacts associated with the Project would be reduced to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the Project.

1. INTRODUCTION

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines. Section 15063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e. the City of El Monte) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the Project to qualify for a Negative Declaration or Mitigated Negative Declaration ;
3. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects;
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the findings in a Negative Declaration or Mitigated Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

INCORPORATION BY REFERENCE

The information contained in this document is based, in part, on the following documents that include the Project site or provide information addressing the general project area or use:

- **City of El Monte Vision El Monte General Plan** (General Plan). The General Plan, adopted June 2011, is a policy document designed to provide long-range guidance for decision-making affecting the future character of El Monte. It represents the official statement of the community's physical development, as well as its economic, social, and environmental goals. The Plan was used throughout this Initial Study as the fundamental planning document governing development on the Project site.

- **The Final City of El Monte General Plan and Zoning Update Environmental Impact Report** (State Clearinghouse No. 2008071012), (General Plan EIR). The General Plan EIR was prepared in support of the General Plan and in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.). The General Plan EIR identifies baseline conditions for the City, potential impacts associated with implementing the General Plan and mitigation measures necessary to reduce potential impacts to less than significant levels.
- **City of El Monte Zoning Code.** Chapter 17 of the City of El Monte Municipal Code establishes the basic zoning regulations under which land is developed and utilized and by which the General Plan is systematically implemented. This includes allowable uses, building setback and height requirements, and other development standards. The basic intent of the El Monte Zoning Code is to promote and protect the public health, safety, convenience, and welfare of present and future citizens of the City.

2. PROJECT DESCRIPTION

The Project consists of project part #1, which is the Valley & Ramona Residential project that proposes to create a sixty-two (62) unit residential community with six common areas at 11127 Ramona Boulevard (project site #1) in the City of El Monte. The project site #1 is 3.08 acres (134,035 square feet) in size, currently undeveloped and covered with paving and scattered vegetation. Removal of the paving and vegetation and the filling of the site with 3600 cubic yards of imported soil is part of the Valley & Ramona Residential project (project part #1). Its development requires a rezoning to Mixed/Multiuse (MMU) zone which is intended to provide opportunities for new mixed/multiuse housing along major corridors, and would be consistent with the pending Downtown Specific Plan.¹ Project part #1 entitlement also includes:

- Environmental Compliance: To ensure consistency with CEQA
- Design Review: For review of new commercial units
- Tentative Tract Map: To subdivide the lot for ownership units
- Variance or Modification to zoning: To allow for a variation from the MMU zone, including:
 - a) Modification for the wall height on Ramona Boulevard and along the railroad tracks; also a modification for the wall setback on Ramona Boulevard
 - b) Modification to the density

¹ The City of El Monte is in the process of preparing a transit oriented development specific plan for the City's downtown area. A draft of the Specific Plan document is currently available. It contains proposed development and design standards to ensure the consistent development of the downtown, inclusive of the Project site. An EIR for the Specific Plan is currently being prepared. <http://elmonteca.gov/Government/EconomicDevelopment/Planning/PlanningDocuments.aspx>; accessed January 29, 2016.

- c) Modification to the distance between buildings
- d) Modification to the ground floor interior height for the live-work units.
- e) Variance to provide individual trash carts

The Project also consists of project part #2 is a City initiated rezoning of the adjacent property (project site #2) to MMU zone. No other entitlements or construction are proposed for project part #2. Project site #2 is located at 11105 and 11107 Ramona Boulevard in the City of El Monte and consists of approximately 11,000 square feet.

LOCATION

The Project site is northeast of Ramona Boulevard and Valley Boulevard in the City of El Monte, and addressed as 11127, 11105 and 11107 Ramona Boulevard. Figure 1 shows the Project’s regional location and Figure 2 shows the Project location aerial map with surrounding land uses. Figure 3 shows project sites #1 and #2 locations on an aerial map.

CONCEPT SITE PLAN

Figure 4, Conceptual Site Plan for the Valley & Ramona Residential project, presents the concept site plan for project part #1 which includes 62 detached dwelling units with common landscape and amenity areas. As outlined in Table 1, Valley & Ramona Land Use Summary, the 62 dwelling units on site are divided into 7 floor plans. The style of the units includes the Live/Work Units, Townhome and narrow lot Townhome. The Live/Work units include office or retail space on the first floor.

As proposed, the project part #1 maximum building height is 3 stories and 40 feet. Proposed minimum building separation is 10 feet; and proposed minimum setbacks are 1–14 feet at the front, 8–15 feet at the side and 10 feet at the rear. Proposed private open spaces consist of either front yard patios, decks, courtyards or porches. Total private open space proposed for the Project is 8,035 square feet. Proposed Common Open Space consists of 232 square feet per unit, for a total common open space for the Project of 14,411 square feet. Total proposed building coverage is 46,067 square feet or 34% of the Project site area, and Project gross density is 20 units per acre and net density is 23 units per acre.

Plan Type	Number of Units	Total Living Area Square Feet (SF)	Floor Plan	Private Parking
Carriage Unit	9	1,195	2-bedroom 2.5-bath	2-car garage
Single Aspect Home	13	1,324	2-bedroom 2.5-bath	2-car garage

TABLE 1: VALLEY & RAMONA PROJECT LAND USE SUMMARY

Plan Type	Number of Units	Total Living Area Square Feet (SF)	Floor Plan	Private Parking
Tandem 16' Wide Units	13	1,552	3-bedroom 3-bath	2 tandem
16' Wide Units	13	1,6651	3-bedroom 3.5-bath	2-car garage
28.5' Wide Units	4	1,689	3-bedroom 2.5-bath	2-car garage
21' Wide Units	6	1,822	4-bedroom 3.5-bath	2-car garage
Live Work Units ^[1]	4	2,297	3-bedroom 3.5-bath	2-car garage
Totals	62			

^[1] Includes approximately 437.5 square feet of office/retail space on the first floor of each Live/Work unit, for a total of 1,750 square feet of office/retail space.

With each unit receiving 2 garage spaces as shown in Table 1 above, the project part #1 proposes a total of 124 private garage spaces. In addition, it proposes 35 off-street resident guest parking spaces (3 of which are for disabled access), 6 Live/Work off-street guest parking spaces, and 4 off-street driveway spaces. Total parking provided is 169 spaces, which breaks down as 2.73 spaces per unit.

PROJECT ARCHITECTURAL CONCEPT

Each of the 7 plan types in the Valley & Ramona site plan share a similar architectural style that consists of Spanish elements including: tile roofing, light sand colored stucco exterior walls, stucco window sill trim, wrought iron railing, decorative entry doors and decorative lighting, and wood post and corbel. Figure 5 shows the architectural elevations for the Live/Work units.

REQUIRED ENTITLEMENTS

According to the City of El Monte General Plan, the Project site is within El Monte’s Downtown, which encompasses 200 acres, bordered by the Rio Hondo River, Interstate 10, and Ramona Boulevard. Current General Plan designation on the Project site is Downtown Core which allows a range of land uses and development types that create a vibrant mixed-income and multiuse environment. To provide for an appropriate mix of land uses within the Downtown, the General Plan specifies that a Downtown Specific Plan shall be created. The City Economic Development Department has initiated the Downtown Specific Plan Process. When complete, the General Plan designation for the Downtown, including the Project site, will be Downtown Specific Plan.

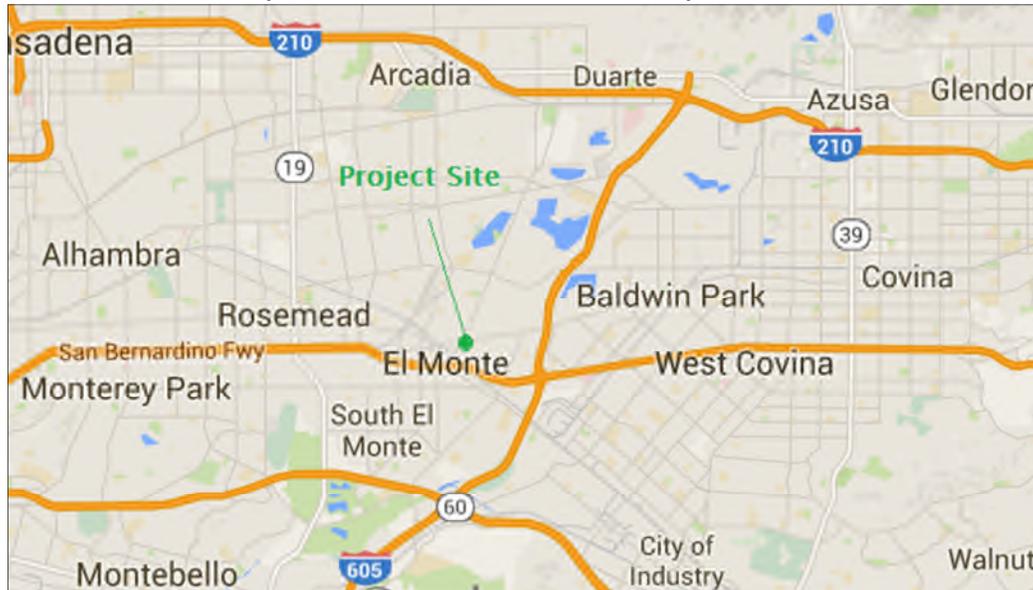
Current zoning for the Project site is C3-D which allows for a wide variety of stores and business. To entitle the Project, both project sites #1 and #2 require rezoning to Mixed/Multiuse (MMU) zone which is intended to provide opportunities for new mixed/multiuse housing along major corridors, and would be consistent with the

Downtown Specific Plan. Entitlement for the project site #1 to facilitate development of the Valley & Ramona Residential project also includes:

- Design Review: For review of new commercial units
- Tentative Tract Map: To subdivide the lot for ownership units
- Variance or Modification to zoning: To allow for a variation from the MMU zone.

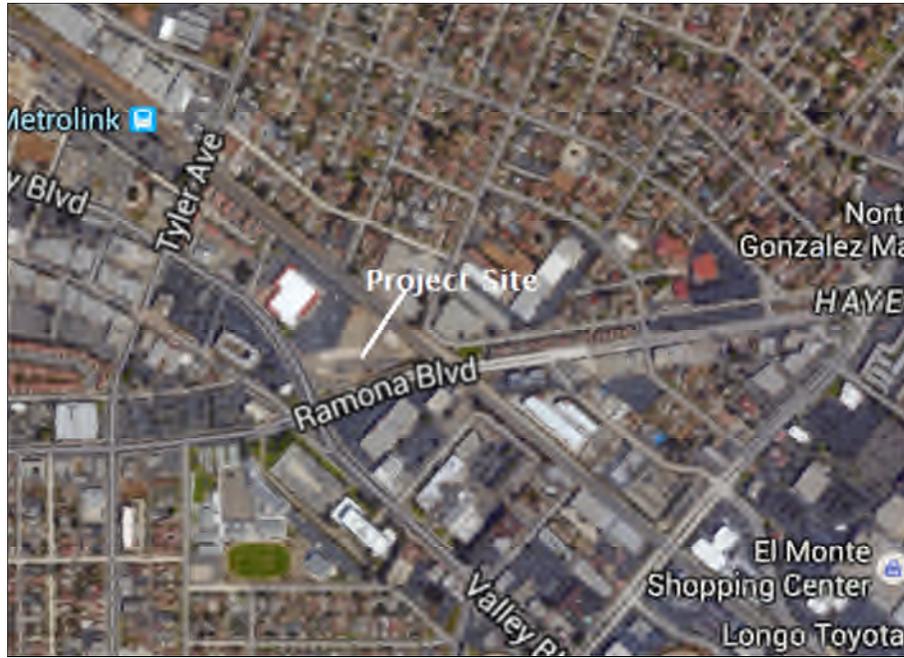
The Project also requires

- Environmental Compliance: To ensure consistency with CEQA.



(SOURCE: GOOGLE MAPS)

FIGURE 1. REGIONAL LOCATION MAP



(SOURCE: GOOGLE MAPS)

FIGURE 2. PROJECT AERIAL LOCATION MAP



FIGURE 3. PROJECT SITES #1 AND #2 AERIAL LOCATION

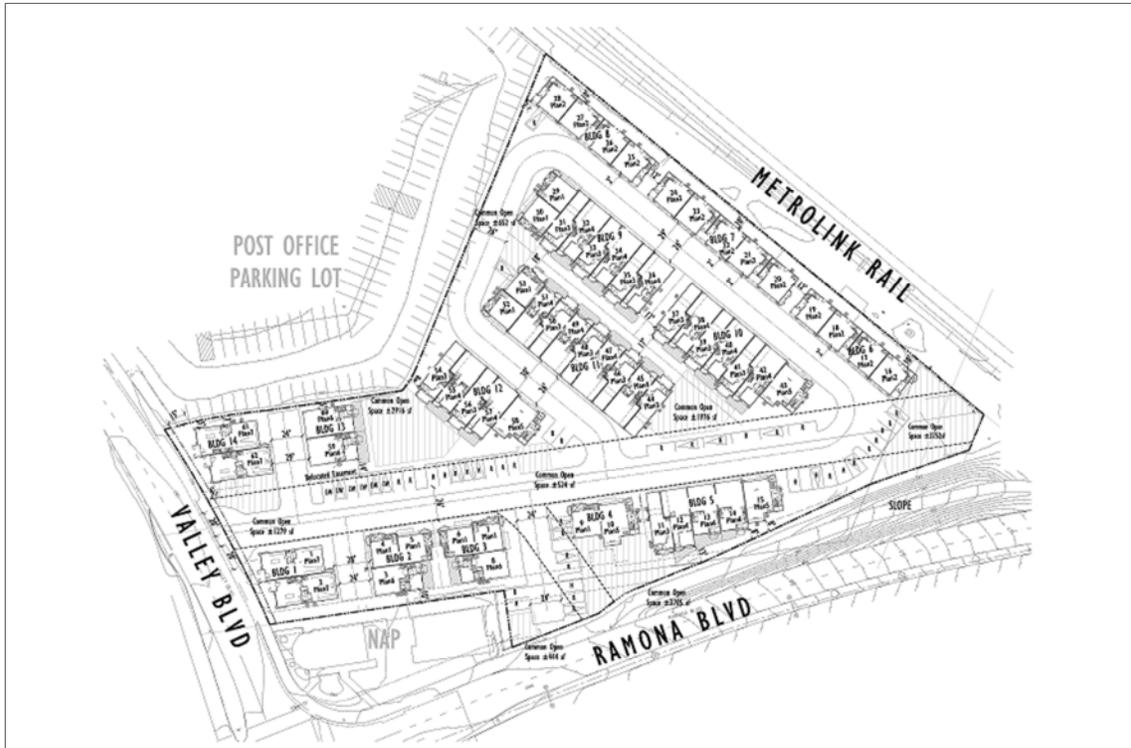


FIGURE 4. PROJECT CONCEPT SITE PLAN FOR THE VALLEY & RAMONA RESIDENTIAL



FIGURE 5. ARCHITECTURAL STYLE – LIVE/WORK

PHASING

Development of the Valley & Ramona Residential project on project site #1 is proposed to occur in six phases and to be completed and occupied in 2017. No development plans for project site #2 are currently proposed.

3. EXISTING PROJECT SITE CONDITIONS

Project site #1 consists of 4 parcels totaling 134,035 square feet or 3.08 acres, near the northeast corner of Ramona Boulevard and Valley Boulevard in the City of El Monte, County of Los Angeles, California. Topography of the site is relatively flat with a slight gradient to the west. Most of the surface of the site is concrete and asphalt, the property is fenced and contains billboards facing out to Valley Boulevard and Ramona Boulevard. There are also two storm drains and a sump in the southern portion, and a concrete pad in the northern portion with several parking spaces labeled as “bus parking only”. Currently, the site is accessible from a gate along Valley Boulevard. Past uses on the project site #1 include a dry cleaner, automotive repair building and an El Monte Union High School facility.

Project site #2 is approximately 11,000 square feet or 0.25 acres in size and consists of two retail one-story buildings, one which is 1,612 square feet, and the second which is 1,312 square feet. Both buildings were constructed around 1960 and have been vacant since 2012. Past uses at the buildings include a floral shop, smoke shop, general office and retail. The remainder of project site #2 is paved with some lawn area and scattered shrubs.

The El Monte Legion Stadium once occupied the full Project site as well as the existing El Monte Post Office site immediately to the northwest. Constructed in 1926 by the El Monte Union High School District, the stadium was first used as an auditorium and gymnasium for the high school. During World War II, the school district rented the majority of the stadium building to the Defense Department and Northrup Aircraft, and subsequently sold the building to the El Monte American Legion Post #261. Following the war, the Legion turned the stadium into a boxing and wrestling venue, hosting televised matches including those fought by then famous wrestlers, Gorgeous George and Mr. Moto. In 1950, the stadium was rented out as a western music hall, which ran a televised program called “The Home Town Jamboree”. The show was popular and showcased a number of well-known performers, including Tennessee Ernie. In the 1960’s, the stadium was turned over to a rock & roll venue, where disc jockey, Art Laboe

hosted dance shows. By 1970, the cost of maintaining the stadium became too costly and the Legion sold the building to the United States Government. The building was subsequently demolished and the northwesterly portion of the property became the site of the El Monte Post office.²

Figure 6 shows an aerial of the existing conditions of the Project site. Figure 7 provides a photo key map of the Project site and surrounding areas, and Figures 8, 9 and 10, Photos 1–9, show photos of existing site conditions.

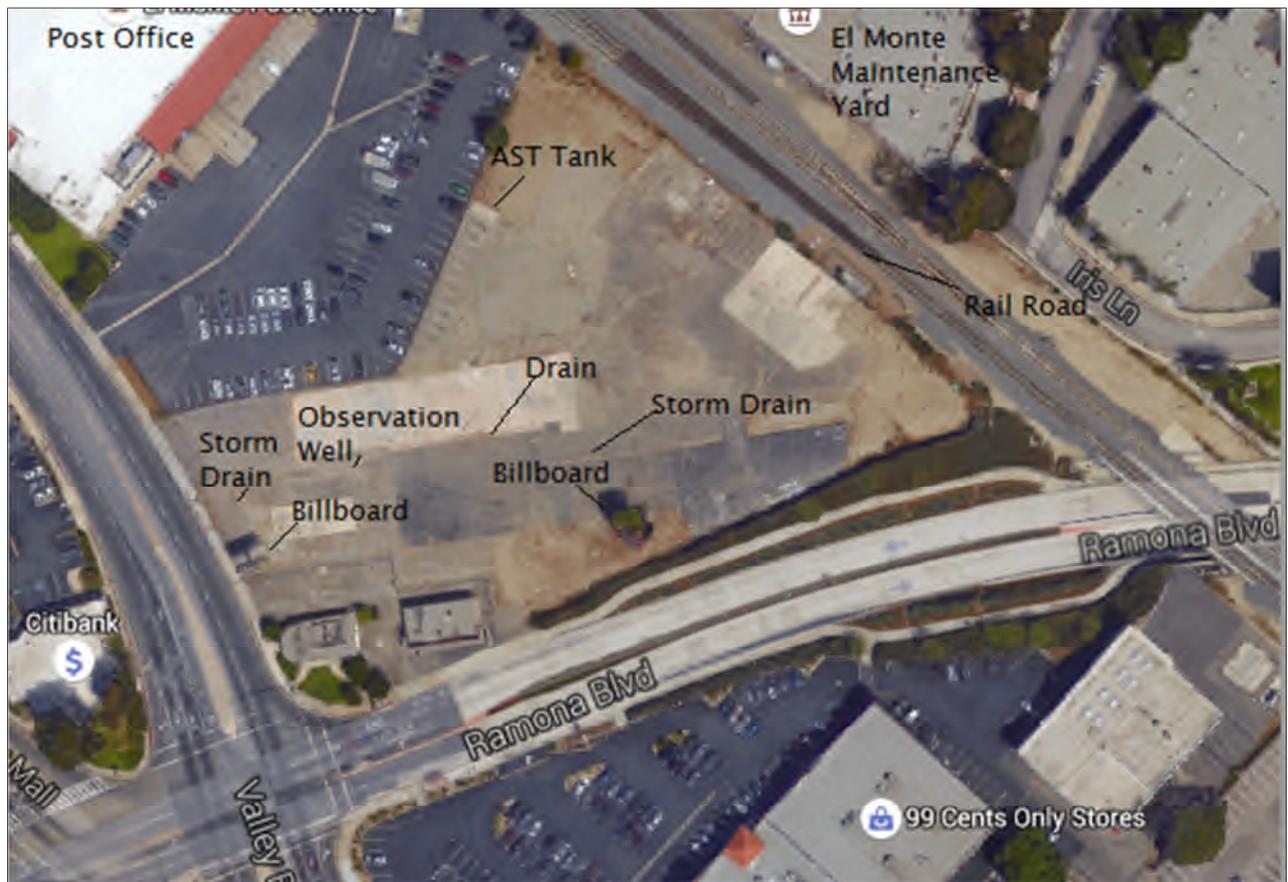


FIGURE 6. EXISTING PROJECT SITE CONDITIONS

SURROUNDING LAND USES

The Project site is located within a commercial area of El Monte. Surrounding properties include the following:

² Information provided by City of El Monte Economic Development staff, January 29, 2016.

- North: United States Postal Service facility
- South: Ramona Boulevard, then the County Courthouse and retail
- East: Railroad tracks followed by several commercial properties
- West: Valley Boulevard followed by a bank and Valley Mall.

Figures 7 and 9, Photos 10–12, show photos of surrounding areas.



Figure 7. Photo Key Map

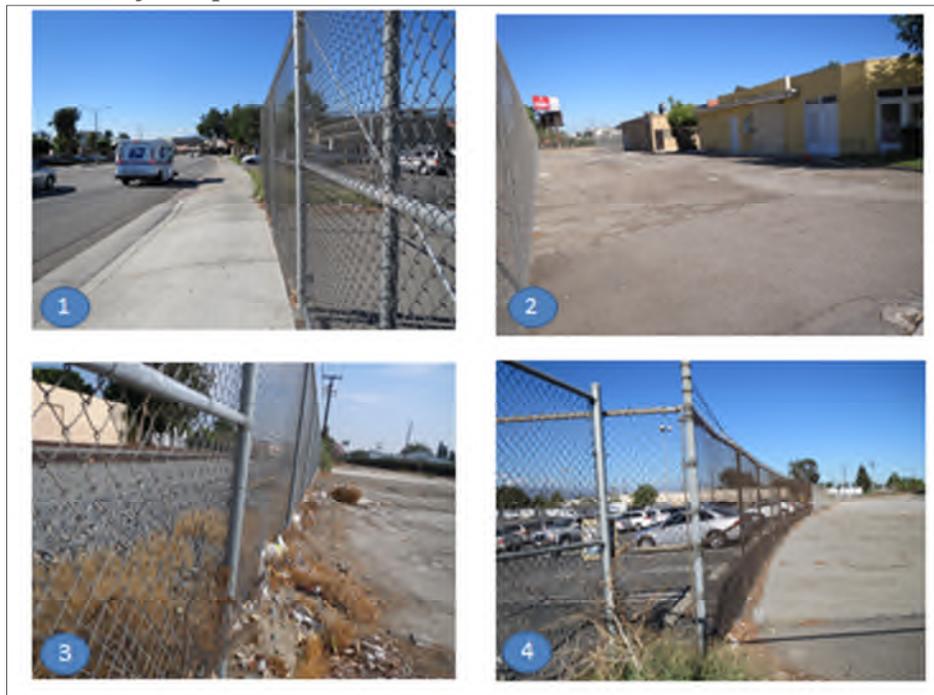


Figure 8. Existing Condition Photos



Figure 9. Existing Conditions Photos



Figure 10. Existing Conditions Photos

4. INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Valley & Ramona Residential project at 11127 Ramona Boulevard and Zoning Map Change for Adjacent Property at 11105 and 11107 Ramona Boulevard (Zoning Change 01-15, Tentative Tract Map 73528, Variance 03-15, Design Review 05-15).
2. **Lead Agency Name and Address:** City of El Monte, 11333 Valley Boulevard, El Monte, California 91731.
3. **Contact Person and Contact Information:** Tony Bu, Assistant Planner; Phone: (626) 258-8626; Email: tbu@ci.el-monte.ca.us.
4. **Project Location:**

Project site #1: The property is addressed at 11127 Ramona Boulevard, El Monte, California 91731. It consists of 4 parcels near the northeast corner of Ramona Boulevard and Valley Boulevard. The Assessor Parcel Numbers (APNs) are 8568-032-901, 8568-032-907, 8568-032-909 and 8568-032-910. Reference Figures 1 and 2, above.

Project site #2: The project site consists of two buildings, one addressed at 11105 Ramona Boulevard and the other at 11107 Ramona Boulevard, El Monte, California 91731. It consists of one parcel at the northeast corner of Ramona Boulevard and Valley Boulevard. The APN is 8568-032-005. Reference Figures 1, 2 and 3, above.

5. **Project Applicant Name and Address:**

Project site #1: The Olson Company, 3010 Old Ranch Parkway, Suite 100, Seal Beach, CA 90740-2751; Attention: Doris Nguyen.

Project site #2: City of El Monte, 11333 Valley Boulevard, El Monte, California 91731; Attention: Tony Bu.

6. **Project Site Owner Name and Address:**

Project site #1: El Monte Union High School, 3537 Johnson Avenue, El Monte, CA 91731.

Project site #2: Ramona Valley, LLC, 1517 Sepulveda Boulevard, Los Angeles, CA 90025-331.

7. **General Plan Designation(s):** The Project site is designated on the General Plan Land Use Map as "Downtown Core".
8. **Zoning:** The City's current zoning for the Project site area is C3-D.
9. **Description of Project:** The proposed Project consists of two parts. Reference Section 2, Project Description, above:

Project part #1: The Olson Company proposes to construct and operate the Valley & Ramona Residential project, which consists of a 62 single family attached residential community, located at 11127 Ramona Boulevard in the City of El Monte.

Project part #2: The City of El Monte proposes a Zoning Map change for 11105 and 11107 Ramona Boulevard.

10. **Surrounding Land Uses and Setting**: North: United States Postal Service facility; South: Ramona Boulevard, then the County Courthouse and retail; East: Railroad tracks followed by several commercial properties; West: Valley Boulevard followed by a bank and Valley Mall. Reference Section 3, Existing Project Site Conditions, above.

11. **Existing Site Conditions**: Reference Section 3, Existing Project Site Conditions, above.

Project site #1: Project site #1 site is currently vacant with the surface covered by concrete and asphalt. The property is fenced with chain link and contains billboards facing out to Valley Boulevard and Ramona Boulevard.

12. Project site #2: Project site #2 has two abandoned buildings, paving and scattered vegetation.

13. **Other agencies whose approval is required (e.g. permits, financing approval, or participating agreement)**: No approval from other agencies is required.

5. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages. Mitigation Measures are recommended in this document that would reduce each of these identified potentially significant impacts to less than significant levels.

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

6. DETERMINATION

ON THE BASIS OF THIS INITIAL EVALUATION: (To be completed by the City of El Monte)

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the proposed project MAY have a 'Potentially Significant Impact' or 'Potentially Significant Unless Mitigated' Impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or Mitigation measures that are imposed upon the proposed project, nothing further is required.	
Signature:		Date:
Jason Mikaelian, City Planner		City of El Monte Economic Development Department
Printed name		For

7. EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. 'Potentially Significant Impact' is appropriate if there is substantial evidence that an effect may be significant. If there are one or more 'Potentially Significant Impact' entries when the determination is made, an EIR is required.

4) 'Negative Declaration: Less Than Significant with Mitigation Incorporated' applies where the incorporation of mitigation measures has reduced an effect from 'Potentially Significant Impact' to a 'Less Than Significant Impact.' The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, 'Earlier Analyses,' may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are 'Less than Significant with Mitigation Measures Incorporated,' describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

- a) The significance criteria or threshold, if any, used to evaluate each question; and
- b) The mitigation measure identified, if any, to reduce the impact to less than significance.

8. ENVIRONMENTAL IMPACTS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS –Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
<p><i>Less Than Significant.</i> The General Plan identifies views of the San Gabriel Mountains as a scenic resource for the community. General Plan policy CD-6.6 calls for the placement of buildings to preserve views of the Mountains, of which the foothills are located approximately 7 miles north and the ridgelines are located approximately 20 miles north of the Project site. In the area of the Project site, the closest view sensitive land uses are single family residential located on Clark Avenue, approximately 100 feet north of the Project site; on Iris Lane, approximately 300 feet east of the site and also separated by the rail line; on Encanto Way, approximately 300 feet west of the site and separated by the post office; and on California Avenue and Oak Street, approximately 1,000 feet south and southwest of the site and located behind Columbia School, the courthouse and other institutional and retail buildings. Of these nearby residential areas, only those situated south and southwest of the site could have their views of the mountains affected by the Project. Views can be protected by providing open spaces (or view windows) between buildings and a distance equal to at least two times the height of the tallest adjacent structure to the view sensitive land use.</p> <p>The project part #1 proposes a maximum building height of 3 stories and 40 feet, and a site plan with groupings of buildings separated by setbacks, local streets and common open space. The residential properties south and southwest of the site are separated by approximately 1,000 feet, buildings ranging in height from 30 to over 50 feet, and trees. There is no current development proposed as part of project part #2. However the proposed rezoning to MMU would result in future buildings that would comply with the development standards of the zone, which would be similar to that proposed from project part #1. Consequently views from these residential properties would not be blocked by the Project, and impacts to scenic vistas would be less than significant.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
<p><i>No Impact.</i> There are no California designated scenic highways within or adjacent to the City of El Monte. The Project site consists of concrete and asphalt paving, abandoned buildings and scattered vegetation. There are a few scattered non-native trees on the periphery of the site, no rock outcroppings and no buildings on the site that could be considered a scenic resource. Consequently, the Project would not substantially damage a scenic resource.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
<p><i>No Impact.</i> As shown in Figures 6–9, the Project site contains a vacant lot, abandoned buildings, asphalt and concrete paving, chain link fencing, and billboards. Properties surrounding the site are largely retail or institutional in nature, with the closest adjacent residential land use located approximately 100 feet north of the Project site on Clark Avenue. As proposed, the project part #1 would construct a 62-unit residential community, designed with a consistent Spanish architectural theme, common open spaces and landscape. Project part #2 would be rezoned and is expected to develop in a similar manner consistent with the MMU and pending Downtown Specific Plan. By improving the Project site with well-designed buildings and landscape, the Project would enhance the visual character of the area. The Project would not degrade the visual character or quality of the surrounding properties.</p>				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
<p><i>Less Than Significant.</i> Street lights and lighting from adjacent retail uses currently exist in the vicinity of the Project site. Other existing light sources include headlights from vehicles travelling on adjacent streets. As a residential use, the light generated from the Valley & Ramona Residential (project part #1) would be similar to that of nearby residential uses, with closest being approximately 100 feet north on Clark Avenue. Exterior surfaces of the residences would be finished with stucco which is not glare creating material. The project part #1 would be conditioned to provide a photometric plan to ensure all exterior lighting in the common areas is arranged to prevent glare or direct illumination in any adjacent public right of way. Similar uses, design elements and conditions are expected to apply for the project site #2 at the time site specific development is proposed. Consequently, the Project impacts would be less than significant relative to a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>				
<p>II. AGRICULTURE AND FOREST RESOURCES – Would the project:</p>				
<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.</i></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
<p><i>No Impact.</i> According to the State of California Los Angeles County Important Farmland Map 2010, the Project site is designated as “urban land”, which consists of urban development with a density of at least</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>1 unit to 1.5 acres or greater. The Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Consequently, the Project would not convert Farmland to a non-agricultural use.</p>				
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p><i>No Impact.</i> There are no agricultural uses currently on the Project site or on adjacent properties. The Project site is currently zoned C3-D which allows for a wide variety of stores and business. No agriculture zoning occurs in the City of El Monte, and consequently, there are no Williams Act contracts, which were established by the California Land Conservation Act of 1965 to enable local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The Project would not conflict with existing zoning for agricultural use or a Williamson Act contract.</p>				
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)</p>				X
<p><i>No Impact.</i> The Project site is currently zoned C3-D and is surrounded by other C3-D properties. It is located within the City Downtown Core which, as noted in the General Plan, allows a range of land uses and development types that create a vibrant mixed-income and multiuse environment. No forest zoning occurs within the City of El Monte. Consequently, the Project would not conflict with existing zoning for, or cause rezoning of forest land.</p>				
<p>d) Result in loss of forest land or conversion of forest land to non-forest use?</p>				X
<p><i>No Impact.</i> As discussed in Section 3, Existing Project Site Conditions, above, the Project site is surrounded by urban development. No forest lands occur in the vicinity of the Project site. Consequently, the Project would not result in a loss of forest land or conversion of forest land.</p>				
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>				X
<p><i>No Impact.</i> No Farmland or forest land occurs in the vicinity of the Project site. No agriculture or forest zoning occur in the City. Consequently, the Project would not result in the conversion from Farmland to a non-agricultural use or from forest to a non-forest use.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Would the project:				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
<i>Data presented in this Air Quality section is based on a “Valley & Ramona Residential Project and Zoning Map Change for Adjacent Property Located at the Northeast Corner of Valley Boulevard and Ramona Boulevard in the City of El Monte Focused Air Quality Analysis”, prepared by Synectecology, January 26, 2016 and contained as Appendix A.</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
<p>No Impact. Applicable Air Quality Policies: The City of El Monte is within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SCAB. Since 1979, a number of AQMPs have been prepared. The AQMP was designed to comply with State and federal requirements, reduce the high level of pollutant emissions in the SCAB, and ensure clean air for the region through various control measures.</p> <p>On December 7, 2012, the SCAQMD adopted the 2012 Air Quality Management Plan. The purposes of the 2012 AQMP for the Basin are to set forth in a comprehensive and integrated program that will lead the Basin into compliance with the federal 24-hour (most fine particulate matter) PM2.5 air quality standard, to satisfy the planning requirements of the federal Clean Air Act, and to provide an update to the Basin’s commitments towards meeting the federal 8- hour ozone standards. The 2012 AQMP incorporates the most recent planning assumptions and the best available information including: revised stationary point and area source emissions inventories; on-road and off-road mobile source emissions inventories; the use of new meteorological episodes for ozone and expanded air quality modeling analysis; and the latest demographic growth forecasts based on the approved 2012 Regional Transportation Plan (2012 RTP) developed by the Southern California Association of Governments (SCAG).</p> <p>Project Compliance with Air Quality Plan: CEQA requires that projects be consistent with the AQMP. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the AQMP in the following ways: (1) it fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed; and (2) it provides the local agency with ongoing information assuring local decision-makers that they are making real contributions to clean air goals contained in the AQMP.</p> <p>Only new or amended general plan elements, specific plans, and regionally significant projects need to</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are, therefore, considered consistent with the air quality management plan.</p> <p>While the Project site is currently vacant, the General Plan designates the Project site Downtown Core which allows a range of land uses and development types that create a vibrant mixed-income and multiuse environment, including housing. The Project is consistent with the General Plan designation. Neither the construction (Table 2) nor the operation (Table 3) emissions of the Project, presented below in Checklist Item #III.b, would exceed the daily threshold values suggested by the SCAQMD. Additionally, the Project would not result in significant localized air quality impacts (reference Checklist Item #III.d. As such, the Project is consistent with the goals of 2012 AQMP.</p>				
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> A violation of an air quality standard could occur over the short-term during construction, or over the long-term during its subsequent operation. Each is addressed below.</p> <p><u>Short-Term Impacts:</u> Project construction raises localized ambient pollutant concentrations. Construction air quality impacts are considered significant if they exceed any of the following thresholds that have been established by SCAQMD to measure construction emissions. Each of the thresholds represents a daily maximum of acceptable pollutant emissions during the construction period³:</p> <ul style="list-style-type: none"> • 75 pounds per day for ROG (reactive organic gases) • 100 pounds per day for NOx (oxides of nitrogen) • 550 pounds per day for CO (carbon monoxide) • 150 pounds per day for PM10 (respirable 10-micron diameter particulate matter) • 55 pounds per day for PM2.5 (respirable 2.5-micron diameter particulate matter) • 150 pounds per day of SOx (oxides of sulfur) <p>Air quality impacts may occur during demolition, site preparation, and construction activities associated with the project. Major sources of emissions during construction include exhaust emissions, fugitive dust generated as a result of soil and material disturbance during site preparation, and grading activities, and the emission of ROG's during the painting of the structures.</p> <p>Grading for the Valley & Ramona residential project would require the import of approximately 3600</p>				

³ ROG (reactive organic gases); NOx (oxides of nitrogen); CO (carbon monoxide); PM-10 (respirable 10-micron diameter particulate matter); PM-2.5 (respirable 2.5-micron diameter particulate matter); SOx (oxides of sulfur).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>cubic yards of soil to create the pads for each of the buildings and compensate for the loss of volume from the demolition of the existing pavement and slabs. Although the import of soils to the site would be limited to a few weeks during construction, the transport of the soils could add to truck emissions and dust during the grading phase. Mitigation Measure AQ-1 is added to the Valley & Ramona project to reduce the added emissions of dust and vehicle exhaust associated with transport of imported soil to less than significant levels.</p> <p><u>Mitigation Measure</u></p> <p>AQ-1. During the grading phase for the Valley & Ramona project, trucks transporting soils to the site shall not travel during peak hour, and their number and route to and from the site shall be managed by a truck traffic control plan subject to review and approval of the City Economic Development Department and Public Works Department.</p> <p>SCAQMD’s Rule 403 governs fugitive dust emissions from construction projects. This rule sets forth a list of control measures that must be undertaken for all construction projects to ensure that no dust emissions from the Project are visible beyond the property boundaries. These measures include: (1) soil stabilizers shall be applied to unpaved roads; (2) ground cover shall be quickly applied in all disturbed areas; and (3) the active construction site shall be watered twice daily. Adherence to Rule 403 is mandatory. The Project is a relatively small, under 5 acres, infill development. Construction of the Project would involve standard grading, trenching, paving, building and coatings, typical of construction activities that occur in residential area.</p> <p>To evaluate Project air quality impacts, the Air Quality Analysis assumed development of the entire Project site that would rezone 3.33 acres of land (3.08 for project site #1 and 0.25 for project site #2) to MMU. Project site #1 was assigned its proposed 62 unit Valley & Ramona Residential project inclusive of four Live/Work units. For project site #2, four alternative development scenarios were considered: Alternative 1 consisting of 2,500 square feet of commercial retail; Alternative 2 consisting of 3,000 square feet of office space; Alternative 3 consisting of 2,000 square feet of non-residential (office) and three multi-family attached residential units, with each unit being a studio to one-bedroom (residential condominium/townhouses); Alternative 4 consisting of three multi-family attached residential units with each dwelling unit being one to two bedrooms (residential condominium/townhomes). The Air Quality Analysis assumed the most conservative scenario for project site #2, which includes the 124 daily vehicle trips that would be generated by Alternative 1 consisting of 2,500 square feet of commercial retail, and the stationary emissions from heating and ventilation of Alternative 3 that includes three residential units and 2,000 square feet of office space.⁴ Based on these development assumptions, Table 2 presents the</p>				

⁴ Reference Section XVI.a, Transportation/Traffic and the Traffic Impact Analysis (TIA) for the Project, Appendices D and F for a discussion of vehicle trip generation.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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daily emissions projected for Project site construction and demonstrates that all Project construction emissions would be below their respective thresholds and the impact is less than significant. Consequently, with inclusion of Mitigation Measure AQ-1, short-term air quality impacts would be less than significant.

Long-Term Impacts: Long-term or operational Project emissions are caused by mobile emissions from truck and passenger vehicle traffic, and stationary source emissions from Project building heating and electrical systems. These air quality impacts are considered significant if they exceed any of the following thresholds that have been established by SCAQMD to measure long-term or operational emissions. Each of the thresholds represents a daily maximum of acceptable pollutant emissions:

- 55 pounds per day of ROG
- 55 pounds per day of NOx
- 550 pounds per day of CO
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5
- 150 pounds per day of Sox

TABLE 2: COMPARISON OF PROJECT CONSTRUCTION EMISSIONS AND DAILY CRITERIA VALUES (POUNDS/DAY)

Source	ROG	NOx	CO	SO ₂	PM ₁₀ Dust	PM ₁₀ Exhaust	PM ₁₀ Total	PM _{2.5} Dust	PM _{2.5} Exhaust	PM _{2.5} Total
Demolition										
Off Road Diesel	4.29	45.66	35.03	0.04	1.12	2.29	3.41	0.17	2.14	2.31
On Road Diesel	0.48	7.41	5.89	0.02	0.44	0.11	0.55	0.12	0.10	0.22
Worker Trips	0.07	0.09	1.04	0.00	0.17	0.00	0.17	0.04	0.00	0.05
Totals	4.84	53.16	41.96	0.06	1.73	2.40	4.13	0.33	2.24	2.58
Site Preparation										
Off Road Diesel	5.07	54.63	41.11	0.04	3.66	2.94	6.60	2.01	2.70	4.71
Worker Trips	0.08	0.11	1.25	0.00	0.20	0.00	0.20	0.05	0.00	0.06
Totals	5.15	54.74	42.36	0.04	3.86	2.94	6.80	2.06	2.70	4.77

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact						
TABLE 2: COMPARISON OF PROJECT CONSTRUCTION EMISSIONS AND DAILY CRITERIA VALUES (POUNDS/DAY) - CONTINUED										
Source	ROG	NOx	CO	SO ₂	PM ₁₀ Dust	PM ₁₀ Exhaust	PM ₁₀ Total	PM _{2.5} Dust	PM _{2.5} Exhaust	PM _{2.5} Total
Off Road Diesel	3.67	38.45	26.08	0.03	1.33	2.20	3.53	0.68	2.02	2.70
Grading										
Worker Trips	0.07	0.09	1.04	0.00	0.17	0.00	0.17	0.04	0.00	0.05
Totals	3.74	38.54	27.12	0.03	1.50	2.20	3.70	0.72	2.02	2.75
Building Construction										
Off Road Diesel	3.41	28.51	18.51	0.03	0.00	1.97	1.97	0.00	1.85	1.85
	0.07	0.71	0.99	0.00	0.05	0.01	0.06	0.01	0.01	0.02
Vendor Trips	0.22	0.30	3.33	0.01	0.54	0.00	0.54	0.14	0.00	0.14
Worker Trips	3.70	29.52	22.83	0.04	0.59	1.98	2.57	0.15	1.86	2.01
Totals	3.41	28.51	18.51	0.03	0.00	1.97	1.97	0.00	1.85	1.85
Asphalt Paving										
Off Road Diesel	1.66	16.80	12.48	0.02	0.00	1.01	1.01	0.00	0.93	0.93
Worker Trips	0.08	0.11	1.26	0.00	0.22	0.00	0.23	0.06	0.00	0.06
Asphalt Totals	1.74	16.91	13.74	0.02	0.22	1.01	1.24	0.06	0.93	0.99
Coating										
Off-Gas	46.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off Road Diesel	0.33	2.19	1.87	0.00	0.00	0.17	0.17	0.00	0.17	0.17
Worker Trips	0.04	0.05	0.57	0.00	0.10	0.00	0.10	0.03	0.00	0.03
Coating Totals	46.41	2.24	2.44	0.00	0.10	0.17	0.27	0.03	0.17	0.20
Daily Threshold	75	100	550	150	→	→	150	→	→	55
Exceeds Threshold?	No	No	No	No			No			No
Notes: The CalEEMod model projects summer and winter emissions and the higher of the two values is included in the table.										

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><i>Mobile Source Emissions:</i> The major source of long-term air quality impacts for criteria pollutants is that associated with the emissions produced from project-generated vehicle trips, though stationary sources add to the total. The Traffic Impact Analysis (TIA) for the Project, Appendices D and F, estimates traffic for the 62 dwelling units and the 1,750 square feet of retail space in the Live/Work units. Although the Live/Work space could include office as well as retail, the TIA assumes all retail as the traffic generation for retail is higher than office. Combined, the dwelling units and retail square footage for the Project would generate 396 average daily vehicle trips (ADT), 27 vehicles per hour during the weekday morning peak and 35 vehicles per hour during the weekday evening peak hour. Adding the 124 daily trips for project site #2 Alternative 1, the Project would generate approximately 520 ADT on a weekday. While Kunzman does not report Saturday and Sunday trip rates, these are derived from the CalEEMod Model and include 538 ADT on a Saturday and 403 ADT on a Sunday. Because the model is reported to present the highest day's emissions, the reported daily emissions are actually those produced on a Saturday. Applying Saturday ADT, which is the highest (or worst case), emissions associated with Project-related trips are presented in Table 3. All Project operational mobile source emissions are below their respective threshold values and the impact is less than significant.</p> <p><i>Stationary Source Emissions:</i> With regards to stationary source emissions, in addition to vehicle trips, the occupants would produce emissions from on-site sources, including the combustion of natural gas for space and water heating. Additionally, the structures would be maintained and this requires repainting over time, thus resulting in the release of additional Volatile Organic Compounds (VOCs) emissions.⁵ Also, the use of consumer aerosol products, such as cleaners, is associated with the Project. Finally, the landscape would require maintenance and this equipment produces emissions. Project stationary source emissions are presented in Table 3. All Project stationary source emissions are below their respective threshold values and the impact is less than significant.</p>				

⁵ Volatile Organic Compounds (VOCs) are a large group of carbon-based chemicals that easily evaporate at room temperature. While most people can smell high levels of some VOCs, other VOCs have no odor. Odor does not indicate the level of risk from inhalation of this group of chemicals. There are thousands of different VOCs produced and used in our daily lives. Some common examples include: Acetone, Benzene, Ethylene glycol, Formaldehyde, Methylene chloride, Perchloroethylene, Toluene, Xylene, 1,3-butadiene.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact		
TABLE 3: COMPARISON OF PROJECT DAILY OPERATIONAL EMISSIONS AND DAILY CRITERIA VALUES (POUNDS/DAY)						
Source	ROG	NOx	CO	SO₂	PM₁₀	PM_{2.5}
Mobile Sources	2.03	5.86	22.59	0.06	3.82	1.08
Natural Gas	0.03	0.24	0.11	0.00	0.02	0.02
Structural Maintenance	0.23	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.95	0.00	0.00	0.00	0.00	0.00
Hearth	17.03	0.43	32.67	0.05	4.97	4.97
Landscape Maintenance	0.17	0.06	5.42	0.00	0.03	0.03
Operational Total	21.44	6.59	60.79	0.11	8.84	6.10
Threshold	(0.48)	(0.87)	(3.65)	(0.01)	(0.52)	(0.45)
Exceeds Threshold?	20.96	5.72	57.14	0.10	8.32	5.65
Notes: The CalEEMod model projects summer and winter emissions. These can differ for mobile sources and the higher of the two values were included in the table.						
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X			
<i>Less Than Significant.</i> In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Because, as shown in Tables 2 and 3, the Project generated air quality impacts would be less than significant, cumulative air quality impacts would be less than significant.						
d) Expose sensitive receptors to substantial pollutant concentrations?			X			
<i>Less Than Significant. Short-Term Impacts:</i> In addition to the mass daily threshold standards discussed above, Project construction has the potential to raise localized ambient pollutant concentrations. This could present a significant impact if these concentrations were to exceed the State or federal ambient air quality standards at receptor locations. The Project is estimated to disturb about 3.33 acres. Dozers, graders, and tractors are estimated to						

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>disturb an area of 0.5 acre while scrapers are estimated to disturb 1.0 acre over an 8-hour work day. The site preparation phase is estimated to use a scraper (1 acre) and a grader (0.5 acre) during each of the three days for a disturbance of 1.5 acres per day. The grading phase would use grader (0.5 acre) and a rubber-tired dozer (0.5 acre) for a disturbance of 1 acre per day for a period of 6 days. While other equipment is used in the construction effort on a daily basis, it is considered to work within these areas and do not add to the total area of disturbance.</p> <p>The Air Quality Analysis (Appendix A), evaluates CO, NOx, PM10 and PM2.5 emissions from Project construction to the nearest sensitive receptors which are the residents residing northeast of the Project site at the end of Clark Avenue at a distance of about 115 feet (35 meters). As presented in Appendix A, CO, NOx, PM10 and PM2.5 emissions from Project construction would be well below SCAQMD levels when measured to the closest residential uses. Consequently short term localized impacts to sensitive receptors would be less than significant.</p> <p><u>Long-Term Localized Impacts:</u> Long-term effects of the Project could be significant if they exceed the State or federal ambient air quality standards. As noted for construction, these criteria only apply to CO, NO₂, PM₁₀, and PM_{2.5}. CO and NO₂ would be significant if the Project were to raise existing levels above those values included in the standards. Because the Basin is a non-attainment area for particulate matter, the operational thresholds for both PM₁₀ and PM_{2.5} are set at a measurable increase of 2.5 µg/m³.⁶</p> <p>Unlike construction equipment that generates exhaust and dust in a set area, the primary source of emissions from Project operations is due to the addition of vehicles on the roadway system. These emissions are then spread over a vast area and do not result in localized concentrations in proximity to the Project site. As such, localized modeling for the Project operations is not prepared for residential, limited commercial, or light industrial development that does not include a truck terminal.</p> <p>CO is the criteria pollutant that is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere. In the past, areas of vehicle congestion had the potential to create “pockets” of CO called “hot spots.” However, the SCAB has now been designated as an Attainment area of both the State and federal CO standards, and no hot spots have been reported in the Project area in more than the last 5 years. CO is no longer a localized pollutant of concern near roadways and as such a formal analysis is no longer necessary. Emissions calculated from proposed Project vehicle trips would not add measurably to local CO levels in the Project area. Similarly, NOx, PM10 and PM2.5 emissions would also be below levels of significance.</p> <p>The Project site is located adjacent to the Metrolink Railroad easement and a Health/Risk Assessment</p>				

⁶ Micrograms (one-millionth of a gram) per cubic meter air or µg/m³.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>(HRA), as discussed in Checklist Item #VIII below, was conducted to determine if there is a potential impact to site occupants from exposure to diesel particulate matter from the proximate Metrolink operations. The HRA quantified the estimated emissions of several Toxic Air Contaminants (TAC) from the operation of Metrolink railway and applied an air dispersion model to quantify cancer risks and non-cancer hazards from the TAC emissions to the residents of the project. The HRA concludes that the TAC emissions from the Metrolink locomotive operations would not result in an exceedance of the cancer risk significance thresholds adopted by the South Coast Air Quality Management District's (SCAQMD's) at any residential receptor located within the project. Additionally, the assessment finds that the TAC emissions from the Metrolink locomotive operations would not result in an exceedance of the non-cancer hazard index significance thresholds adopted by the SCAQMD at any residential receptor located within the project. Any impact from these emissions would be less than significant.</p>				
<p>e) Create objectionable odors affecting a substantial number of people?</p>		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. With regards to nuisance odors, any air quality impacts would be confined to the immediate vicinity of the equipment itself. By the time such emissions reach neighboring residential properties, they would be diluted to well below any level of air quality concern. Any exposure of the general public to common construction odors would be of short duration and not significant.</p> <p>Operational odors associated with residential uses typically include cooking and vehicle use. These odors would be nominal, and consistent with existing site uses. The commercial components of the Live/Work units proposed by the Valley & Ramona Residential are expected to be occupied by home occupation or office uses, neither of which produce significant objectionable odors. However to ensure that odor producing businesses do not locate in the Live/Work units, Mitigation AQ-2 is added to the Project. With inclusion of the measure, potential impacts associated with objectionable odors would be reduced to less than significant levels.</p> <p><u>Mitigation Measure</u></p> <p>AQ-2: Commercial uses in the Live/Work units of the Valley & Ramona Residential (project part #1) shall be limited to those that do not generate odors discernibly greater than those associated with a typical residential use. This provision shall be included in the Project Covenants, Conditions and Restrictions (CC&R's).</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
<p><i>No Impact.</i> As discussed in the General Plan, El Monte was originally known as the wooded place between the Rio Hondo and San Gabriel Rivers that provided habitat for plant and animal life. With postwar suburbanization, these biological resources were replaced with urban development. Although the General Plan establishes policies to restore habitat around the Emerald Necklace⁷, the General Plan EIR does not identify any significant sensitive species or habitats within the City. The Project site is a previously developed vacant lot with abandoned buildings and surrounded by urban land uses. No sensitive species as identified by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW) are found on the Project site or surrounding properties. Consequently, the Project would not cause a substantial adverse effect, either directly or through habitat modifications, on a sensitive species.</p>				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				X
<p><i>No Impact.</i> As discussed in Checklist Item #IV.a, above, the Project site is not within the vicinity of identified natural resources that have the potential to contain riparian habitat or other natural communities. Riparian habitat refers to the trees, other vegetation, and physical features normally found on the banks and floodplains of rivers, streams, and other bodies of fresh water. The Project site is vacant, with abandoned buildings, asphalt and concrete paving, and sparse vegetation. There are no natural occurring water sources or native plant habitats on the site. Additionally the site is surrounded by urban land uses. Consequently, the Project would not cause a substantial adverse effect on a USFWS or CDFW regulated riparian habitat or other sensitive natural community identified in local or regional plans or policies.</p>				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or				X

⁷ The Emerald Necklace is described in the General Plan Policy CD-1.8 as multiuse trails and parks around the as Rio Hondo and San Gabriel Rivers.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
other means?				
<p><i>No Impact.</i> As discussed in Checklist Item #IV.a, above, the Project site is not within the vicinity of identified natural resources that have the potential to contain riparian habitat or natural water courses. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, streams, lakes, and bogs. According to the USFWS National Wetlands Mapper⁸, there are lakes at the northern and southern edges of the City, and the Rio Hondo River which runs along the western portion of the City and the San Gabriel River which runs immediately east of the City. No wetlands are within the vicinity of the Project site. Consequently, the Project would not cause a substantial adverse effect on federally protected wetlands.</p>				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> As discussed in Checklist Item #IV.a, above, the Project site is surrounded by urban land uses and does not contain identified native or sensitive species, riparian or sensitive habitats or wetlands. There are 8 scattered non-native trees on the periphery of the Project site, but because they are surrounded by asphalt, concrete and buildings, the trees are unlikely to provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and under Section 3513 et. seq. of the CDFW Code.⁹ The Project site is graded and covered with paved surface, with no evidence of dirt for burrows or rodent populations to support burrowing owls. However, because there is some possibility that a migratory bird could nest in one of the existing trees on the Project site, Mitigation Measure BIO-1 is added to the Project. With inclusion of this measure, potential impacts relative to interference with a wildlife nursery, area or corridor would be reduced to less than significant levels.</p>				

⁸ <http://www.fws.gov/wetlands/data/mapper.HTML>; accessed August 14, 2015.

⁹ Migratory birds include all native birds in the United States, as listed in 50 CFR (Code of Federal Regulations) 10.13 (List of Migratory Birds).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><u>Mitigation Measure</u></p> <p>BIO-1: Removal of any trees or vegetation shall occur outside the bird nesting season, which occurs between January 1st to September 15th (which accommodates the nesting period for passerine birds and raptors). If the nesting season cannot be avoided and tree or vegetation removal occurs between January 1st to September 15th, the Applicant shall retain a qualified biologist subject to the review and approval of the City Economic Development Department to verify the presence of nesting birds and to develop a plan for avoidance. The Applicant shall comply with the plan for avoidance if required.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> Chapter 14.03 of the El Monte Municipal Code establishes polices for the protection and preservation of trees. The Code protects native and heritage trees. Native trees include several species of oak, cottonwood, walnut, willow, sycamore, and redwood. Heritage trees include any woody plant having a single trunk circumference of 36 inches or 35 feet in height, and exclude palm trees. The Code requires a permit before any protected tree can be removed. For projects subject to a discretionary land use entitlement, the permit shall be granted upon the issuance of building permits for the improvements requiring the removal of the protected tree. The issuance of a tree removal permit is subject to review and approval of the City arborist and subject to mitigation at a ratio of two replacement trees for every one protected tree removed.</p> <p>There are approximately eight non-native trees, including palm trees, mostly on the periphery of the Project site. None of the trees are native, but a few could be as tall as 35 feet and could be considered heritage trees. To ensure that the status of these trees is confirmed and, if warranted, replacement trees planted, Mitigation Measure BIO-2 is added to the Project. With inclusion of this measure, potential Project impacts regarding conflicts with a tree protection ordinance would be reduced to less than significant levels.</p> <p><u>Mitigation Measure:</u></p> <p>BIO-2: Prior to issuance of building permits, the Applicant shall provide to the City arborist all required application materials to ensure compliance with Chapter 14.03 of the El Monte Municipal Code.</p>				
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><i>No Impact.</i> The Project site is not within the vicinity of this area or any other local, regional or state conservation plan area. Consequently, the Project would not conflict with provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.</p>				
<p>V. CULTURAL RESOURCES – Would the project:</p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</p>				X
<p><i>No Impact.</i> The CEQA Guidelines, Section 15064.5, define “historic resources” as resources listed in the California Register of Historical Resources, or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.¹⁰ The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the National Register which recognizes properties that are significant at the national, state and local levels. To be eligible for listing in the National Register, a district, site, building, structure, or object that must possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture, archaeology, engineering, or culture.¹¹ In addition, unless the property possesses exceptional significance, it must be at least 45 years old to be eligible.</p> <p>The General Plan identifies a number of historic resources within the City, including Santa Fe Trail Park and the Osmond house. The Downtown area in which the Project site is located contains the site of the original El Monte settlement. The City’s Historic Resource Identification Report, February 2015, identified a number of buildings that could be eligible for the National Register of Historic Places within the Downtown. These include the old U.S. Post Office, the old JC Penny’s department store, old Thrifty’s drug store and old Bank of America building generally located along Valley Mall, the old Main Street for El Monte, located approximately 500 feet west of the Project site.</p> <p>The proposed Valley & Ramona Residential on project site #1 would construct a 62–unit residential community, designed with a consistent Spanish Mediterranean architectural theme, common open spaces and landscape. By improving the Project site with well–designed buildings and landscape, the Project would enhance the overall character of the area. It would not adversely impact potential historical resources located in the Downtown.</p> <p>The abandoned buildings on project site #2 were constructed around 1960 and have been vacant since 2012. Although these buildings are over 45 years old, they do not possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture,</p>				

¹⁰ California Public Resources Code Section 5020.1(k), Section 5024.1(g).

¹¹ Guidelines for Completing National Register Forms, National Register Bulletin 16, U.S. Department of the Interior, National Park Service, September 30, 1986 (“National Register Bulletin 16”).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>archaeology, engineering, or culture. Consequently, these buildings do not qualify as a historical resource.</p> <p>As discussed in Section 3, above, the El Monte Legion Stadium was once located on the Project site. The stadium was first a school gymnasium, then bought by Northrop Aviation before becoming an American Legion Hall, then a venue for sporting events and live music. Although the building has long been demolished and the City has no Historical Preservation Ordinance, the American Legion Stadium is included in the General Plan as a famous or unique place in El Monte’s history. The Project will be conditioned to incorporate an art feature or similar amenity to commemorate the past activities on the site. Consequently, the Project would not result in a substantial adverse change in the significance of a historical resource.</p>				
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>		X		
<p><i>Less than Significant with Mitigation Incorporated.</i> The General Plan EIR identified no significant archaeological resources within the City. AB52 which became effective July 1, 2015, requires public agencies to respond to Native American tribal representative requests by providing formal notification of proposed projects within the geographic area that is traditionally and culturally affiliated with the tribe. Andrew Salas, the representative from the Gabrieleno Band of Mission Indians/ Kizh Nation contacted the City of El Monte requesting notification and information regarding projects within the City which Mr. Salas identified as part of his tribal bands historic territory. To comply with Mr. Salas’ request, an AB52 notification was sent to him via certified mail and email on July 13, 2015. A follow-up email to Mr. Salas was sent on September 10, 2015 to request his response to the AB52 notification. No response from Mr. Salas has been received to date. However, because of the City, inclusive of the Project site, is within the tribal band’s historic territory, Mitigation Measure CR-1 is added to the Project to ensure any Native American resources that may be found on the site are properly identified and protected. With inclusion of this measure, potential Project impacts regarding archaeological resources would be reduced to less than significant levels.</p> <p><u>Mitigation Measure:</u></p> <p>CR-1: If potential Native American resources are uncovered during grading, the Applicant shall be required to halt work in the immediate area of the find, inform the Economic Development Department immediately and retain a qualified professional archaeologist and an experienced and certified Native American monitor acceptable to the City to examine the material to determine whether it is a “unique cultural resource” as defined in Section 21083.2 (g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside the area of the find. However, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning same filed with the City, a designated repository as</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
appropriate and made available to interested representatives of Native American tribes that are traditionally and culturally affiliated with the Project area.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
<p><i>No Impact.</i> The General Plan EIR found that the City is fully developed with minimal vacant land. The geology of the City, located within the San Gabriel Basin, consists primarily of recent, unconsolidated alluvial materials, which have a low probability of containing paleontological resources. The Project site is already graded and development of the project site #1 does not include subsurface excavation such as that necessary to accommodate a subterranean garage or basement. No development on the project site #2 is proposed at this time. Consequently, it is unlikely that the Project would encounter or destroy a paleontological resource, and potential Project impacts to paleontological resources would not be significant.</p>				
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
<p><i>No Impact.</i> As discussed in Checklist Item #V(c), above, the Project site is not within the vicinity of identified archaeological resources, has already been graded, and does not include subsurface excavation such as that necessary to accommodate a subterranean garage or basement. Pursuant to state of California Health and Safety Code provisions (notably § 7050.5–7055), should any human remains be uncovered, all construction activities must cease and the Los Angeles County Coroner, City Economic Development Department and Police Department be immediately contacted. With this legal requirement in place and the already disturbed nature of the Project site, the Project’s potential to encounter or disturb any human remains would not be significant.</p>				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
<p><i>Less Than Significant Impact.</i> As noted in the General Plan EIR, there are no active or inactive faults within the City of El Monte and no Alquist–Priolo delineated fault. However the City is within the seismically active Southern California region that includes nearby faults, including San Andreas, San Gabriel, Newport–Inglewood, Palos Verdes, Whittier and Puente Hills. As required by the California Building Code</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>(CBC), the Project would be required to provide a geotechnical study for review and approval by the City prior to issuance of a building permit. Project construction must then comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would mitigate potential adverse impacts from regional seismic activity. Consequently, Project impacts related to rupture of a known earthquake fault would be less than significant.</p>				
ii) Strong seismic ground shaking?			X	
<p><i>Less Than Significant.</i> As discussed in Checklist Item #VI.a(i), above, although there are no faults in El Monte, the City and the Project site is in a seismically active region. Consequently, the Project could be affected by a future seismic event. Compliance with the requirements of an approved geotechnical report as required by the CBC would mitigate potential adverse impacts from an earthquake. Consequently, Project impacts related to strong seismic ground shaking would be less than significant.</p>				
iii) Seismic-related ground failure, including liquefaction?			X	
<p><i>Less Than Significant.</i> According the General Plan Figure PHS-1, the majority of El Monte, including the Project site, is within a liquefaction hazard area. Liquefaction occurs during moderate to great earthquakes, when ground shaking causes water-saturated soils to become fluid and loose strength, much like quicksand. If the liquefied layer is in the subsurface, the material above it may slide laterally depending on the confinement of the unstable mass. As discussed in Checklist Item #VI.a(i), above, the Project would be required to provide a geotechnical study for review and approval by the City, and to comply with the requirements of the approved geotechnical report. Compliance with these measures would mitigate potential adverse impacts associated with seismic-related ground failure including liquefaction. Consequently, Project impacts from seismic related ground failure would be less than significant.</p>				
iv) Landslides				X
<p><i>No Impact.</i> Landslides often occur during or after strong earthquakes typically involving hillside or canyon land. As discussed in the General Plan, El Monte is mostly built out, relatively flat, and with no hillsides that would be subject to substantial soil erosion, landslides, and mudslides. The Project site is relatively flat, with elevations generally between 285 feet Mean Sea Level (MSL) and 297 feet MSL, and not susceptible to landslides. Consequently, the Project would not expose people or structures to substantial adverse risks associated with landslides.</p>				
b) Result in substantial soil erosion or the loss of topsoil?			X	
<p><i>Less Than Significant.</i> As noted in Checklist Item #VI.a(iv), above, the City inclusive of the Project site is not susceptible to soil erosion. The General Plan describes soil erosion as a natural process driven by</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>water and wind, with the rate and magnitude of soil erosion controlled by rainfall intensity and runoff. The Project site is currently covered with paving.</p> <p>Grading for the Valley & Ramona residential project would require the import of approximately 3600 cubic yards of soil to create the pads for each of the buildings and compensate for the loss of volume from the demolition of the existing pavements and slabs. During grading and other construction activities when soils are exposed and/or stockpiled, temporary soil erosion may occur which could be exacerbated by rainfall. Potential erosion related to grading and stockpiling would be managed through the preparation of a Stormwater Pollution Prevention Plan (SWPPP) as required by State Water Resources Control Board. In addition, Los Angeles Regional Water Quality Control Board (LARWQCB) requires that all post development stormwater runoff shall not exceed the predevelopment peak flow. With compliance with the SWPPP and LARWQCB requirements, Project impacts related to substantial soil erosion would be less than significant.</p>				
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>			X	
<p><i>Less Than Significant.</i> As discussed above, compliance with the requirements of an approved geotechnical report as required by the CBC would mitigate potential adverse impacts from geologic events related to seismic activities. Consequently, Project impacts related to unstable soils, including landslide, lateral spreading, subsidence, liquefaction or collapse liquefaction, would be less than significant.</p>				
<p>d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>			X	
<p><i>Less Than Significant.</i> The Project site is a 3.33 acre infill site, relatively flat and surrounded by urban development. As discussed in the General Plan, expansive soils swell when wet and shrink when dry and, if located on a slope, can cause soil to creep downhill or a landslide. Because the Project site is relatively flat, it is not susceptible to potential impacts associated with expansive soils such as downhill creep or landslide. However, compliance with the requirements of an approved geotechnical report as required by the CBC would ensure protection of structures and occupants should expansive soils be found on site. Consequently, Project impacts related to expansive soils would be less than significant.</p>				
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>				X
<p><i>No Impact.</i> An existing City sanitary sewer line runs along Valley Boulevard adjacent to the Project site.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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The Project proposes to connect to the existing line. The Project would not use septic tanks or an alternative waste water disposal system.

VII. GREENHOUSE GAS EMISSIONS –

Would the project:

Data presented in this Greenhouse Gas section is based on a “Valley & Ramona Residential Project and Zoning Map Change for Adjacent Property Located at the Northeast Corner of Valley Boulevard and Ramona Boulevard in the City of El Monte Focused Air Quality Analysis”, prepared by Synectecology, January 26, 2016 and contained as Appendix A.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
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Less Than Significant. To provide guidance to local lead agencies on determining significance for greenhouse gas (GHG) emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group. The SCAQMD is in the process of establishing a threshold for GHG emissions to determine a project’s regional contribution toward global climate change impacts for California. On December 5, 2008, SCAQMD adopted a threshold of 3,000 metric tons (Mtons) of CO₂e per year for residential and commercial projects for which it is the lead agency under CEQA.

Construction: As presented in Appendix A, the default greenhouse gas modelling (CalEEMod model) estimates that construction would take approximately 299 working days to complete with construction estimated to begin in summer 2016 and continue for a year. Although no development is currently proposed for project site #2, the Air Quality Analysis assumes the development scenario described in Item #IIIb, above. Construction activities would consume fuel and result in the generation of greenhouse gases. Construction CO₂e emissions are as projected using the CalEEMod computer model and included in Table 4, which demonstrates that even if construction were to be completed in a single calendar year, the total emissions (i.e., 452.64 Mtons of CO₂e), would remain well within the 3,000 Mtons threshold, below a level of significance.

TABLE 4: PROJECT CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS BY YEAR (MTONS/YEAR)				
Year	CO ₂	CH ₄	N ₂ O	Total CO ₂ e ¹
2016	229.31	0.05	0.00	230.30
2017	221.38	0.05	0.00	222.34
Total	450.69	0.10	0.00	452.64

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
TABLE 4: PROJECT CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS BY YEAR (MTONS/YEAR) - CONTINUED				
Year	Year	Year	Year	Year
Total per Year ²	15.02	0.00	0.00	15.09
Notes: ¹ Because different gases have different conversion factors, totals may not equal. ² Averaged over a period of 30 years.				
<p>Site Operations: In the case of site operations, the majority of greenhouse gas emissions, and specifically CO₂, is due to vehicle travel and energy consumption. As shown in Table 5, combined, mobile, area source, energy, waste, and water conveyance would generate 975.81 Mtons of CO₂e on an annual basis. When the construction emissions are amortized over 30 years and added to this value, the total (i.e., 990.39 Mtons of CO₂e) is under the suggested threshold of 3,000 Mtons per year and the impact is less than significant. With removal of potential use of the two existing buildings on project site #2, this value to 876.45 generate 876.45 Mtons of CO₂e on an annual basis, and the impact remains less than significant.</p>				
TABLE 5: PROJECT YEARLY OPERATIONAL GREENHOUSE GAS EMISSIONS (MTONS/YEAR)				
Source	CO₂	CH₄	N₂O	Total CO₂e¹
Mobile Sources	754.49	0.03	0.00	755.14
Electricity	98.50	0.00	0.00	98.99
Natural Gas	51.23	0.00	0.00	51.54
Hearth	20.17	0.02	0.00	20.75
Landscape Maintenance	1.10	0.00	0.00	1.12
Water Use	28.52	0.16	0.00	32.98
Waste Disposal	6.82	0.40	0.00	15.29
Proposed Land Use Sub-Total	960.83	0.61	0.00	975.81
Construction Amortization	14.52	0.10	0.00	14.58
Amended Sub-Total	975.35	0.71	0.00	990.39
(Existing Land Use Emissions)	(112.82)	(0.38)	(0.00)	(113.94)
Overall Net Total	864.53	0.33	0.00	876.45
Threshold	---	---	---	3,000
Exceeds Threshold?				No
Notes: ¹ Because different gases have different conversion factors, totals may not equal.				
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><i>Less than Significant Impact.</i> In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). Statewide strategies to reduce GHG emissions include reduced building emission requirements specified in the 2013 Building and Energy Efficiency Standards and California Green Building Standards Code. Title 15 of the City of El Monte Municipal Code adopts the California Green Building Code.</p> <p>Like air quality impacts, projects that generate de minimus levels (i.e., less than 3,000 Mtons of CO₂e per year) and don't result in a significant impact or can be mitigated to less than significant would be deemed to be in compliance of the local policies with respect to GHG.</p> <p>Additionally, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the Southern California Association of Governments (SCAG) region, the SCS was adopted in April 2012 (SCAG 2012) which includes infill development as a strategy for achieving SB375 compliance. The City of El Monte does not have an adopted action plan for the purpose of reducing the emissions of greenhouse gases. As an infill project, the Project would be consistent with the regional SCS policies and would be constructed in accordance with the Green Building Code. Consequently, the Project would not conflict with policies ore regulations aimed at reducing greenhouse gas.</p>				
<p>VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</p>				
<p><i>Data presented in this Hazards and Hazardous Materials section is based on a “Valley & Ramona Residential Project Health Risk Assessment”, prepared by Tin Cheung & Associates, August 24, 2015 and contained as Appendix B. Additional data is from the following environmental site assessment documents prepared on behalf of The Olson Company by Stantec Consulting Services Inc. and available at the City of El Monte Economic Development Department offices: Phase I Environmental Site Assessment, prepared by Stantec Consulting Services Inc., dated September 10, 2014; Phase II Environmental Site Assessment, prepared by Stantec Consulting Services Inc., dated November 25, 2014; Additional Phase II Environmental Site Assessment, prepared by Stantec Consulting Services Inc., dated February 13, 2015; Summary Letter from Stantec Consulting Services Inc. to The Olson Company, dated October 1, 2015.</i></p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous</p>		X		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
materials?				

Less Than Significant with Mitigation Incorporated. The proposed residential Valley & Ramona project is not associated with the transport or use of hazardous materials. Future uses on project site #2 would consist of commercial, office and or residential, none of which are associated with the transport or use of hazardous materials. However past uses on the Project site and its proximity to the Metrolink rail line could create existing on-site hazards that could require removal and disposal prior to Project development.

The health risk assessment (HRA) contained in Appendix B was prepared to evaluate whether the potential health risk impacts resulting from emissions of toxic air contaminants (TACs) from Metrolink locomotive exhaust would significantly impact the residents of the proposed Project. The California Air Resources Board (ARB) has identified toxic air contaminants, including diesel particulate matter (DPM), as carcinogenic substances, based on their potential to cause cancer, premature death, and other health problems. Those most vulnerable are children whose lungs are still developing and the elderly who may have other serious health problems.

Results of the HRA study found that the highest concentrations of DPM on the Project site occur adjacent to the rail line, with future residents of the Project residing adjacent to the rail line exposed to DPM concentrations as high as 0.00146. These concentration levels are below SCAQMD thresholds as summarized below:

- The TAC emissions from the Metrolink locomotive operations would not result in an exceedance of the cancer risk significance threshold of 10 in 1 million adopted by the South Coast Air Quality Management District (SCAQMD) at any residential receptor located within the Project.
- The TAC emissions from the Metrolink locomotive operations would not result in an exceedance of the non-cancer hazard index of significance thresholds of 1 or greater adopted by the SCAQMD at any residential receptor located within the Project.

Results from the Phase I Environmental Site Assessment (Phase I) for project site #1 found evidence of three recognized environmental conditions (RECs) for the site: (1) the fact that a portion of the site lies within the National Priority List (NPL) for remediation, (2) the historical presence of a dry cleaner on the Site, and (3) the historical presence of three underground storage tanks (USTs) and one former above ground storage tank (AST) on the site.¹² The NPL is established by the United States Environmental

¹² Phase I Environmental Site Assessment, prepared by Stantec Consulting Services Inc., dated September 10, 2014; Phase II Environmental Site Assessment, prepared by Stantec Consulting Services Inc., dated November 25, 2014; Additional Phase II Environmental Site Assessment, prepared by Stantec Consulting

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>Protection Agency (EPA) to identify sites that are uncontrolled or abandoned places where hazardous waste is located, possibly affecting local ecosystems or people.¹³ Historically dry cleaners used tetrachloroethylene (PCE) as a cleaning solvent. Use of PCE, which is now an expected carcinogen, is now restricted. The USTs are associated with the former El Monte Union High School facility and include two (2) 500 gallon unleaded gasoline tanks and one (1) 1,000 gallon regular gasoline tank. The AST was formerly located at the concrete pad in the northern portion of the site adjacent to the several parking spaces labeled as “bus parking only”.</p> <p>The Phase I identified three other potential sources of concerns: (1) the heavy metals from a former railroad spur (which traversed the southern portion of the site and from the adjacent railroad tracks, (2) an oil well located on the property adjacent approximately 200 feet northeast of the site, which is listed as plugged (DOGGR, 2014), and (3) previous automobile repair facilities and a sump.</p> <p>To further investigate potential project site #1 impacts associated with the REC’s and the other areas of concerns, a Phase II Environmental Site Assessment (Phase II) was prepared. Based on the results of soil sampling and analysis, the Phase II found elevated levels of arsenic in the southern portion of the site where the former railroad spur was located. Levels of identified arsenic were found to potentially exceed California Human Health Screening Levels (CHHSLs) for residential use, and could require remedial action. Elevated levels of arsenic and lead were also detected in the former AST location. PCE-impacted soil vapor was found subsurface at levels above the CHHSLs for residential use across portions of the site.</p> <p>Based on the results of the Phase II study, additional Phase II subsurface analysis was conducted. PCE was detected in the additional soil samples at 10 foot intervals to 60 feet in depth. Peak levels of PCE were found at 10 and 50 feet in depth, with concentrations decreasing at 60 feet. All detected PCE concentrations were found by the additional Phase II analysis to be low and are not concentrations that would warrant remedial action, or concern for impact to groundwater. Stantec has clarified that this finding the vapor concentrations are not at high enough concentrations that require active removal or remediation.¹⁴</p> <p>An October 1, 2015 letter from Stantec to The Olson Company summarized these completed environmental assessments, and concluded that two general environmental issues require further</p>				

Services Inc., dated February 13, 2015; Summary Letter from Stantec Consulting Services Inc. to The Olson Company, dated October 1, 2015; all of which are available at the City of El Monte Economic Development Department offices.

¹³ <http://www.epa.gov/superfund/sites/>; accessed September 11, 2015.

¹⁴ Email communication from Kyle Emerson, P.G., C.E.G. Management Principal Geologist, Stantec, December 8, 2015.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>analysis. Neither of these impacts are connected to the regional groundwater plume, but are from a detected release from the former on-site dry cleaner and the spraying of herbicides along a form rail line spur:</p> <ul style="list-style-type: none"> • Impact to soil by lead and arsenic along a former rail spur located in the southern portion of the Site. • Impact in soil vapor by tetrachloroethylene (PCE) primarily in the western portion of the property related to a release from a former dry cleaner and automotive repair activities. <p>Stantec is continuing to assess the two above listed issues and has essentially defined the vertical and lateral limits of arsenic and lead in soil along the former rail spur and at the former automotive repair facility in the eastern portion of the project site #1. All ongoing assessments are being overseen and approved by the Los Angeles County Fire Department, Hazardous Material Division (LACFD). The LACFD approved a remedial action plan (RAP) for the site on January 21, 2016. The RAP presents a method to excavate and remove the lead and arsenic impacted soil from the site to specified cleanup goals suitable for human habitation. After confirmation that all impacted soil is removed to the site cleanup level, the LACFD will issue a “No Further Action” letter for the lead and arsenic issue at the site.</p> <p>As noted above, the detected concentrations of PCE in soil vapor are not at levels that require removal from the subsurface by excavation or other means by the LACFD. Stantec will complete a human health risk assessment (HHRA) to establish at what concentration the detected PCE soil vapors are not acceptable for unrestricted residential development. Where concentrations of PCE are detected above the established thresholds, it will be necessary to place a vapor barrier below the residences to prevent intrusion of the soil vapor into the overlying structure. Those structures that require vapor barriers will require a deed notification and restriction to ensure protection of the barrier over time. With the proper installation of the barrier, the safe development and occupancy of the structures can occur. After placement and inspection, the LACFD will issue final closure for the Site.</p> <p>Mitigation Measures HAZ-1 and HAZ-2 are added to project site #1 to ensure all required environmental assessments and remedial action are taken prior to its development. The detected soil vapors are below the thresholds established by the South Coast Air Quality Management District (SCAQMD) for protection during earth movement. A soil management plan (SMP) would be required to be in place and approved by the LACFD providing specific procedures for the movement, monitoring, and placement of impacted soil to ensure worker and neighbor protection due to air emissions and direct exposure. The SMP would be designed to mitigate risks to all sensitive receptors.¹⁵</p>				

¹⁵ Ibid.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>Mitigation Measures HAZ-1 and HAZ-2 specifically address the known conditions on project site #1. Although similar conditions could exist on project site #2, a Phase I Environmental Assessment has not been conducted on that site. To address potential hazards on project site #2, HAZ-3 is added to require a Phase I Environmental Assessment and required follow-up prior to development of project site #2. With inclusion of these measures, potential Project impacts regarding significant hazards from the disposal of hazardous materials would be reduced to less than significant levels.</p> <p><u>Mitigation Measures:</u></p> <p>HAZ-1: During grading activities on the Valley & Ramona Residential project site #1, the Applicant shall provide evidence to the City Economic Development Department that a soil management plan (SMP) is in place and all lead and arsenic impacted soil has been excavated and removed pursuant to the approved Los Angeles County Fire Department, Hazardous Material Division (LACFD) remedial action plan (RAP) and LACFD has issued a “No Further Action” letter for the lead and arsenic issue at the site.</p> <p>HAZ-2: After grading activities on the Valley & Ramona Residential project site #1, the Applicant shall provide evidence to the City Economic Development Department that a human health risk assessment (HHRA) has been completed that established concentration of detected PCE soil vapors. Where concentrations of PCE are detected above the established thresholds, the Applicant shall ensure placement of a vapor barrier below the residences to prevent intrusion of the soil vapor into the overlying structure. Those structures that require vapor barriers will require a deed notification and restriction to ensure protection of the barrier over time. No certificate of occupancy shall be issued for the Project until these measures are completed and LACFD has inspected and provided concurrence placement for each affected unit on the Project Site.</p> <p>HAZ-3: Prior to approval of any development proposal for project site #2, a Phase I Environmental Site Assessment shall be conducted to identify existing hazardous site conditions and required remediation. Required remediation shall be completed prior to construction on project site #2.</p>				
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> As discussed above, the proposed residential Project is not associated with the transport or use of hazardous materials. However past uses on the site and its proximity to the Metrolink rail line could create existing on-site hazards that could require removal and disposal prior to Project development. Based on a health risk assessment prepared by Tin Cheung & Associates and several environmental site assessments prepared by Stantec Consulting Services Inc.,</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>there are two general environmental issues on the Project site that require further analysis:</p> <ul style="list-style-type: none"> • Impact to soil by lead and arsenic along a former rail spur located in the southern portion of the Site. • Impact in soil vapor by tetrachloroethylene (PCE) primarily in the western portion of the property related to a release from a former dry cleaner and automotive repair activities. <p>Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 are added to the Project to ensure all required environmental assessments and remedial action are taken prior to Project development. With inclusion of HAZ-1, HAZ-2 and HAZ-3, potential Project impacts regarding significant hazards from the release of hazardous materials would be reduced to less than significant levels.</p>				
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> The closest school to the Project site is Columbia, a public elementary school located 0.2 miles south of the site. As discussed above, the proposed residential Project is not associated with the transport or use of hazardous materials. However past uses on the site and its proximity to the Metrolink rail line could create existing on-site hazards that could require removal and disposal prior to Project development. Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 are added to the Project to ensure all required environmental assessments and remedial action are taken prior to Project development. These measures would reduce levels of lead, arsenic and PCE vapor within the Project soils to less than significant levels. With inclusion of these measures, no hazardous levels of these substances would occur and potential hazardous emissions would not impact future Project residents or existing sensitive receptors surrounding the site. Consequently, potential Project impacts regarding significant hazards from the release of hazardous materials within one quarter mile of a school would be reduced to less than significant levels.</p>				
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>			X	
<p><i>Less Than Significant.</i> Section 65962.5 requires that state of California Department of Toxic Substances Control (DTSC) shall compile and update as appropriate a list of all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (“HSC”).” The list contains one active site in El Monte which is San Gabriel Valley Area 1, located at Peck Road in El Monte, is an area of contaminated groundwater over 4 miles long and 1½ miles wide located in the San Gabriel Valley. ¹⁶</p>				

¹⁶ <http://www.envirostor.dtsc.ca.gov/public/search.asp>; accessed October 9, 2015.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>The San Gabriel Valley Area 1 is currently registered as an Active NPL superfund site by the EPA. Because it is on the NPL, San Gabriel Valley Area 1 is considered one of the worst hazardous waste sites identified by the EPA.</p> <p>As discussed above, results from the Phase I Environmental Site Assessment (Phase I) for project site #1 identified the fact that a portion of the site lies within the National Priority List (NPL) for remediation. The Phase II and subsequent environmental site assessments conducted on the site did not find evidence of groundwater contamination on the Project site from the NPL hazardous waste site. Consequently potential Project impacts associated with a NPL or Section 65962.5 are less than significant.</p>				
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?</p>				X
<p><i>No Impact.</i> The El Monte Airport is located at 4233 Santa Anita Avenue in El Monte, approximately 1.4 miles north of the Project site. El Monte Airport is under the jurisdiction of the County of Los Angeles Airport Land Use Commission which oversees implementation of an airport land use plan (ALUP) for each of its airport. The ALUP provides for the orderly growth of public-use airports over a 20-year span in a manner that minimizes land use conflicts with the surrounding area. The County adopted the El Monte ALUP in 1983 and the City's General Plan is in compliance with the adopted restrictions. Because the Project is consistent with the Downtown Core designation provided in the General Plan, it would not conflict with the El Monte Airport ALUP. Further the Project site is not within an approach or departure flight corridor for the El Monte Airport, and consequently would not result in an airport related safety hazard for future Project residents.</p>				
<p>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?</p>				X
<p><i>No Impact.</i> There is no private airstrip within the vicinity of the Project site. Consequently, the Project would not result in a safety hazard related to proximity to an airstrip.</p>				
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>				X
<p><i>No Impact.</i> The City's adopted 2004 Natural Hazard Mitigation Plan (NHMP) designates potential evacuation routes; east-west routes include Interstate 10, Ramona Boulevard, and Valley Boulevard, and north-south routes include Peck Road and Santa Anita Avenue. The Valley & Ramona residential project proposes one full access driveway at Valley Boulevard on the west end of the site. The driveway would loop around Buildings 9, 10 and 11 in the center of the site, providing full access to all areas of the site.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>(Reference Figure 4, Conceptual Site Plan for the Valley & Ramona Residential.) Project access has been designed pursuant to City of El Monte Public Works Department direction and would accommodate adequate emergency access, and would not interfere with the NHMP designation of Valley and Ramona Boulevards as potential evacuation routes. Further any Project construction activities that would impact Valley or Ramona Boulevard would require an encroachment permit from the City, which would include a plan for ensuring safe access and flow on the boulevards. Future development of project site #2 would require similar review and approval by the City of El Monte Public Works Department to ensure emergency routes are not impacts. Consequently, the Project would not interfere with the adopted emergency response plan or evacuation plan.</p>				
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>				X
<p><i>No Impact.</i> The City is fully urbanized and does not contain wildfire hazard areas. Consequently, the Project would not expose people or structures to risks from wildland fires.</p>				
<p>IX. HYDROLOGY AND WATER QUALITY – Would the project:</p>				
<p>a) Violate any water quality standards or waste discharge requirements?</p>				X
<p><i>No Impact.</i> Pursuant to the federal Water Pollution Control Act (also known as the Clean Water Act [CWA]), all developments in the City that are to implemented in accordance with the General Plan Update are required to include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Water Quality Management Plan (WQMP) for the operation phase of a project.¹⁷ These requirements were further clarified by the Los Angeles Regional Water Quality Control Board (LARWQCB) latest Municipal Separate Storm Sewer System (MS4) NPDES Permit in December 2012. The MS4 permit requires new development and redevelopment projects to incorporate storm water mitigation measures. Under the conditions of the permit, the Project applicant would be required to eliminate or reduce non-storm water discharges to waters of the nation, develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the Project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than storm water discharges, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established by federal regulations. The state permit also specifies that construction</p>				

¹⁷ General Plan EIR Impact 5.6-3.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>activities must meet all applicable provisions of Sections 30 and 402 of the Clean Water Act (CWA). Conformance with Section 402 of the CWA would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements. The City of El Monte requires a Stormwater Low Impact Development (LID) Plan that serves as the WQMP for development projects. The LID prescribes structural, operations, and maintenance best management practices (BMPs) to minimize water pollution and erosion during the operation phase of each development.</p> <p>Pursuant to these requirements, the proposed LID for the Valley and Ramona project part #1 includes a retention based BMP system that uses a Maxwell plus Drywell system to capture and infiltrate stormwater runoff. Drainage from the Valley & Ramona residential project would be directed via private street gutters and storm drain pipe to the drywell located at the southwestern corner of the property. The drywell utilizes a dual-chambered infiltration BMP that pre-treats the stormwater twice for constituent removal prior to infiltration. Both of the dual-chambers are equipped with hydrocarbon capture pillows that capture a wide range of hydrocarbons and liquid organic compounds. Specifically, during the pre-treatment process, the drywell traps out suspended solids and debris and wicks away petroleum-based organic compounds. The runoff is then infiltrated before being released into the public storm drain system.</p> <p>According to the engineer Valley & Ramona residential project, a project Home Owner's Association (HOA) would be responsible for the maintenance of all on-site storm drain facilities, including implementation of a routine maintenance and cleaning program to ensure that the drainage system is protected and in proper operating condition. The proposed drainage system is designed to require a minimal amount of maintenance and draw down standing water within 48 hours of the end of a storm as required by the County of Los Angeles to prevent vector breeding.¹⁸</p> <p>Future development of project site #2 would be subject to City review and approval of a LID study and its prescribed BMPs. Compliance with the County's MS4 and LID standards would ensure that County water quality and waste discharge standards are met. Consequently, the Project would not cause significant impacts relative to violation of water quality and waste discharge standards levels.</p>				
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits</p>				X

¹⁸ Email correspondence from Peter Gambino, PE, PLS, QSD, Associate Principal, IDS Engineers; received January 8, 2016.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
have been granted)?				
<p><i>No Impact.</i> The Project site was previously developed but is currently vacant with most of the surface paved. Water in El Monte is derived almost entirely from groundwater extracted from the Main San Gabriel Groundwater Basin. The City of El Monte Water Department operates six production wells throughout the City to extract water, including two within the Downtown area in which the Project site is located. Use of San Gabriel Groundwater Basin is adjudicated by decree through Superior Court Judgments, which limits groundwater pumping to safe yield amounts (safe yield based upon a calculation of rate of groundwater replenishment). The City of El Monte has water rights to approximately 1.4% of the safe yield, or approximately 2,395 acre-feet per year.¹⁹ The Project is designated Downtown in the General Plan which allows for a mix of uses including residential and commercial uses, and would be consistent with General Plan EIR findings that water supply and distribution systems are adequate to accommodate General Plan buildout. The Project would not tap into groundwater underneath or adjacent to the site.</p> <p>Further, to ensure adequate water supply throughout the state, the governor of California has mandated a 28% overall reduction in water consumption by significantly restricting outdoor irrigation. Current code requires the use of water efficient plumbing fixtures and landscape plants that require little irrigation. The Project would be required to comply with these water efficiency standards. Consequently, the Project would not substantially impact groundwater supplies or recharge.</p>				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
<p><i>No Impact.</i> The site is relatively flat and drains westerly. Proposed Valley & Ramona project part #1 LID plans specify that drainage would be captured in private street gutters, a storm drain pipe and into a drywell infiltration well, before being released into the public storm drain system. The post development storm water runoff will be greatly reduced due to a reduction in the impervious area by approximately fourteen thousand square feet. The existing site is 100 percent impervious and the proposed plans call for the site to be 84 percent impervious. As discussed above, future development of project site #2 would be subject to City review and approval of an LID and its prescribed BMPs.</p> <p>In addition, the Los Angeles County MS4 permit requires that all post development stormwater runoff shall not exceed the predevelopment peak flow. No modifications to the City public storm drain system</p>				

¹⁹ Downtown El Monte Main Street Transit Oriented Development (TOD) Specific Plan and Master Plan Initial Study, July 15; available at the City of El Monte Economic Development Department offices.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
would occur as a result of the Project, and the Project would not substantially alter the existing drainage pattern of the site or area or cause substantial erosion.				
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
<p><i>No Impact.</i> As discussed in Checklist Item #IX.a and c, above, the Valley & Ramona project proposes a series of onsite drainage facilities that would allow for storm drainage to be captured and filtered before entering the storm drain system. The Valley & Ramona project would substantially reduce the impervious area of the site as well as allow for the percolation of a portion of storm water, thereby greatly reducing the flow of storm water from the site into the existing public storm drain system which already has plenty of capacity. Future development of project site #2 would be subject to City review and approval of an on-site drainage system including a LID study and its prescribed BMPs. The Project would not create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>				
e) Otherwise substantially degrade water quality?				X
<p><i>No Impact.</i> As discussed in Item #IX.a and c, above, required compliance with the County's MS4 and LID standards would ensure that County water quality and waste discharge standards are met.</p> <p>Currently, the site is entirely impervious with no storm water treatment measure which allow for the anticipated pollutants such as oil, grease, and hydrocarbons from the parking lot to wash directly into the public storm drain. The Project would implement best management practices that require percolation of ground water as well as restricting the use of pesticides and landscape nutrients. Consequently, the Project would not degrade water quality.</p>				
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
<p><i>No Impact.</i> Pursuant to the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) identify areas subject to flooding during the 100-year storm event.²⁰ All of the City of El Monte is located within FEMA flood zone X (areas of less than 1 percent annual chance of Flood) and D (areas where flood hazards are underdetermined but possible).</p>				

²⁰ The term "100-year" is a measure of the size of the flood. The "100-year flood" is a flooding event that has a one percent chance of occurring in any given year.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
The Project site is located in Zone X which is outside the 100 year storm flooding area. Consequently, the Project would not place housing within a 100-year flood hazard area or other delineated flood hazard area.				
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
<i>No Impact.</i> As discussed in Checklist Item #IX.f, above, the Project site is relatively flat and located within a fully urbanized area of the City not susceptible to flooding. Consequently, the Project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows.				
h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
<i>Less Than Significant.</i> The City of El Monte is within the inundation area for the Santa Fe dam. As discussed in Section 5.7 of the General Plan EIR, the Santa Fe Dam is used for flood control and for spreading water for ground recharge, and does not normally impound water. The dam's maximum water storage capacity is 30,887 acre-feet, and the capacity is controlled by spreading basins that accept surplus waters from the dam. Because the dam doesn't impound excess water, there is only limited likelihood that the dam would cause a substantial risk of flooding. Consequently, the Project would cause less than significant level impacts relative to exposure people or structures to a significant risk of loss, injury, or death as a result of flooding due to dam inundation.				
i) Inundation by seiche, tsunami, or mudflow?			X	
<p><i>Less Than Significant.</i> A seiche is a surface wave created when an inland body of water is shaken. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement.</p> <p>Although there are no bodies of water within the City that would pose a threat of substantial inundation due to a seiche, the General Plan EIR identifies are bodies of water that are near the City limits that could pose a potential risk of inundation due to seiches to portions of the City: spreading basin in Peck Road County Park, adjacent to the northern city boundary, gravel pit in Irwindale and adjacent to the northern city boundary, a gravel pit in a portion of the city of Baldwin Park situated west of the San Gabriel River and east of the northeastern city limits of El Monte. The Project site is not within the vicinity of these bodies of water.</p> <p>The City of El Monte is located 23 miles inland from the Pacific Ocean and is therefore not at risk of inundation from tsunamis. Because the City is generally flat and developed with urban land uses, the City is at very low risk from mudflows. Consequently, the Project would cause less than significant level</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
impacts relative to exposure to impacts from seiche, tsunami, or mudflow.				
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?				X

No Impact. Current General Plan land use designation for the Project site is Downtown Core and current zoning designation is C3-D which allows for a wide variety of stores and business. The Project requires a rezoning to Mixed/Multiuse zone which is intended to provide opportunities for new mixed/multiuse housing along major corridors. As shown in Figure 2, Project Location Aerial Map, above, surrounding land uses are varied and include: United States Postal Service facility, commercial properties and the Metrolink rail line. Nearby residential uses include single family detached housing located approximately 100 feet north on Clark Avenue and approximately 300 feet east on Iris Lane.

To provide for an appropriate mix of land uses within the Downtown area inclusive of the Project site, the General Plan specifies that a Downtown Specific Plan (Specific Plan) shall be created. The City Economic Development Department is in the process of preparing the Downtown Specific Plan. Boundaries of the Specific Plan area encompass an approximately 115-acre triangular-like area bounded by the railroad tracks to the north, Santa Anita Avenue to the west, and Ramona Boulevard to the south. (Reference shown in Figure 11, below.)

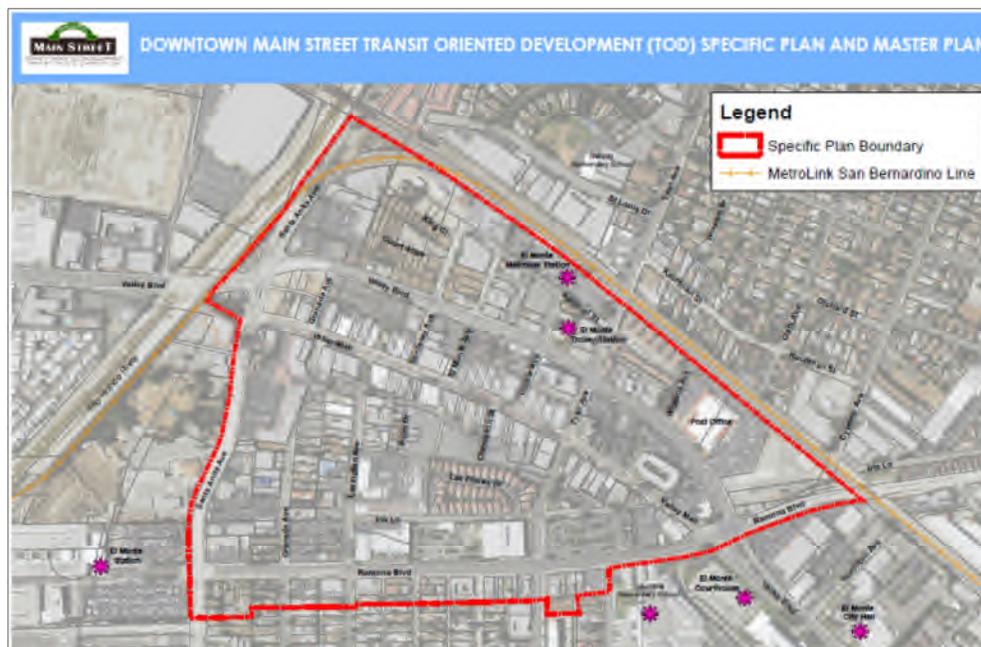


FIGURE 11. DOWNTOWN SPECIFIC PLAN BOUNDARY MAP

The purpose of the Specific Plan is to provide sufficient housing, retail, commercial, entertainment, dining, and recreational uses to create a critical mass of development sufficient to function as a true

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>Transit Oriented Downtown for the City of El Monte to implement regional planning policies and create the synergies needed for a more active urban experience in Downtown El Monte. When complete, the General Plan designation for the Downtown, including the Project site, will be Downtown Specific Plan.</p> <p>The varied residential products proposed by the Valley & Ramona Residential on project site #1, including narrow lots and Live/Work concepts, are consistent with the Specific Plan objectives for residential and commercial uses adjacent to transit. Future uses for project site #2 are expected to be either retail, office or housing consistent with the Downtown General Plan designation and pending Downtown Specific Plan.</p> <p>Prior to completion of the Specific Plan, the Project site would be rezoned to Mixed/Multiuse zone which provides for residential and nonresidential uses to be integrated vertically, including live/work opportunities. Areas of the City currently designated Mixed/Multiuse are located east of the Project site along Peck Road and south of the site along Garvey and Durfee Avenues.</p> <p>The Project would redevelop an infill site in a manner that would blend with the General Plan and proposed Specific Plan vision for an integrated residential and commercial area, and bring a planned development to the existing mix of varied surrounding uses. The Project would not divide an established community.</p>				
<p>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>			X	
<p><i>Less Than Significant.</i> Applicable land use plans include the General Plan and Municipal Code.</p> <p>General Plan: The General Plan establishes a Downtown Vision, which states: <i>Downtown El Monte is a mixed-use, mixed-income, and cultural heart of El Monte that epitomizes pride and opportunity. As the center of the community, its historical role is augmented by new housing, retail, office, parks, and cultural facilities. The Downtown takes advantage of transit-oriented development. The population is diverse, the architecture is human scaled, and the character is authentic to El Monte.</i></p> <p>This Vision is supported by General Plan Goal LU-5, which states: <i>Establish the Downtown as the mixed-use, mixed-income, and cultural heart of El Monte. Its historical role is augmented by new housing, business, parks, cultural facilities, and transit-oriented development. The population is diverse, the architecture is human scaled, and the character authentic.</i></p> <p>Policies of Goal LU-5 relevant to the Project include: <i>LU-5.1 Land Use Mix. Accommodate retail commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan's designations and subdistrict boundaries as may be more defined by a specific plan.</i> <i>LU-5.3 Housing. Facilitate development of mixed/multiuse housing, including transit-oriented development that provides housing options for persons of all ages and income levels that enhances the customer base for downtown business and activities.</i></p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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By proposing rezone the Project site to MMU which allows for a mix of residential and commercial uses, the Project supports mixed-use, mixed-income residential and retail/office development adjacent to transit consistent with General Plan policies for the Downtown Core.

Municipal Code: Although the Project site will be part of the Downtown Specific Plan when adopted, it will be rezoned to the Mixed/Multiuse (MMU) zone. Multifamily dwellings (which includes single family attached housing products), live/work and a variety of commercial uses are permitted by right within the MMU zone.²¹

Table 6 below compares the MMU zone development standards to the proposed Valley & Ramona Residential development. No development is currently proposed for project site #2, but future development of that site would be subject to the standards outlined in Table 6. As shown in the Table, the Valley & Ramona Residential project would comply with most applicable requirements of the MMU zone, with the exception of minimum density. In addition, the Project proposes to provide each residential unit with individual trash containers, which deviates from Section 17.45.100. E of the MMU Zone, which requires a trash enclosure.

TABLE 6: COMPARISON OF THE VALLEY & RAMONA RESIDENTIAL PROJECT TO MIXED/MULTIUSE DEVELOPMENT REGULATIONS

Development Regulation	Table 17.45.030A MMU Development Regulations	Project Proposed	Comparison [Meets MMU Regulations: Yes/No]
1. Minimum density (residential uses)	25 du/ac	20 du/ac gross 23 du/ac net	No. Slightly lower than minimum density.
2. Maximum density (residential uses)	35 du/ac	20 du/ac gross 23 du/ac net	Yes. Below maximum.
3. Maximum intensity (nonresidential uses)	1.0 FAR	1.0 FAR	Yes.
3. Minimum lot area	22,000 s.f.	136,034 s.f.	Yes.
4. Minimum dwelling unit size	Studio: 500 s.f. 1-bdrm: 650 s.f. 2-bdrm: 800 s.f. 3-bdrm: 1,000 s.f.	2-bdrm: 1,173 s.f. 3-bdrm: 1,438 s.f. 4-bdrm: 1,807 s.f.	Yes.
5. Maximum building height	4 stories/50 ft.	3 stories/40 ft.	Yes.

²¹ Single family attached products are multifamily housing in that they include common walls, common guest parking and common amenities.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
TABLE 6: COMPARISON OF VALLEY & RAMONA RESIDENTIAL PROJECT TO MIXED/MULTIUSE DEVELOPMENT REGULATIONS - CONTINUED				
Development Regulation	Development Regulation	Development Regulation	Development Regulation	
6. Distance between buildings (minimum)	10 ft.	10 ft.	Yes.	
7. Front yard setback	5 ft. (min); 15 ft. (max)	5 ft. (min); 15 ft. (max)	Yes.	
8. Street side setback	5 ft. (min); 15 ft. (max)	8 ft. (min); 13 ft. (max)	Yes.	
9. Interior side setback	5 ft. (min); No max	5 ft.	Yes.	
10. Rear yard setback	10 ft. (min) for residential portion, no requirement for commercial portion	10 ft.	Yes.	
11. Permitted setback encroachments	6 ft. into setbacks	Not specified	Not applicable.	
12. Maximum lot coverage	None	34%	Yes. Exceeds minimum.	
13. Trash enclosures	Trash Enclosures be required for refuse and recycling bins.	Individual trash containers	No. Deviates from trash enclosure standard.	
Landscape/open space standards				
13. Publicly accessible open space (nonresidential)	15% of net lot area	15% of net lot area	Yes.	
14. Private open space (multi-family residential)	1st floor-150 s.f. per unit Upper floor-100 s.f. per unit	1st floor-150 s.f. per unit Upper floor-100 s.f. per unit	Yes.	
15. Common open space (multi-family residential)	200 s.f. per unit	231 s.f. per unit	Yes. Exceeds minimum.	
Parking Standards				
16. Surface parking	20 ft. min setback from front lot; 15 ft. min setback from side lot line	75 ft. min setback from Valley Boulevard; 15 ft. min setback from Ramona Avenue	Yes.	
17. Garage/tuck-under parking	Prohibited along front and street side lot lines	No garages along front and side property lines. No tuck-under parking	Yes.	
18. Underground/podium parking	Allowed beneath building footprint	Private garage space on first floor	Not applicable.	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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TABLE 6: COMPARISON OF VALLEY & RAMONA RESIDENTIAL PROJECT TO MIXED/MULTIUSE DEVELOPMENT REGULATIONS - CONTINUED

Development Regulation	Development Regulation	Development Regulation	Development Regulation
19. Above-ground parking structure	Permitted if screened from views from public right-of-way and adjacent single-family residential districts	No parking structure	Not applicable
20. Multi-family residential and condominiums	Studio – 1 space per unit 1 bedroom – 1.7 spaces per unit 2 bedrooms – 2 spaces per unit 3 or more bedrooms – 2.5 spaces per unit in common parking areas; 3 spaces per unit if private and enclosed. Additional guest parking – ¼ space per unit Total Parking Required: 165 spaces	Total Parking provided: 169 spaces	Yes. Exceeds minimum.

The City may consider approving the Valley & Ramona Residential project with the deviations relative to minimum density and trash enclosure subject to a Variance or Modification, as specified in Chapter 17.20 of the El Monte Municipal Code. The required findings for a Variance are as follows:

- A. There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to the property or class of use in the same zone or vicinity;
- B. The granting of such variance will not be materially detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity in which the property is located;
- C. Because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance is found to deprive subject property of privileges enjoyed by other properties in the vicinity and under the identical zone classifications;
- D. The granting of such variance will not adversely affect the comprehensive general plan.

The special circumstances applicable to project site #1 include its unusual hexagonal shape; its narrow frontage on Valley Boulevard frontage which creates an acute angle in which to site Buildings 4 and 5; the V configuration of the site's northwest property line; 15 on-site easements; and adjacency to the rail line. All of these special circumstances constrain site design. The City must also find that the proposed parking for the Valley & Ramona Residential project, which consists of 169 spaces or 2.73 spaces per each of the 62 units, is adequate and will not adversely impact surrounding areas. To evaluate the adequacy of the proposed parking given the mix of residential units, a Parking Analysis (Appendix E) was conducted which compared the parking ratios of several existing townhome developments with the

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>proposed 62-unit development.²² The Parking Analysis determined that the 169 parking spaces adequately provides for resident and guest parking.</p> <p>The Valley & Ramona Residential project also will require a Design Review which requires the City to make the following findings consistent with Section 17.22 of the El Monte Municipal Code:</p> <ul style="list-style-type: none"> A. The granting of the design review request will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity; B. The design of the proposed project would provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, textures, and colors that will remain appealing and will retain a reasonably adequate level of maintenance; C. The design and layout of the proposed project will not unreasonably interfere with the use and enjoyment of neighboring existing or future development, and will not result in vehicular and/or pedestrian hazards; D. The architectural design of the proposed project is compatible with the character of the surrounding neighborhood and will maintain the harmonious, orderly and attractive development contemplated by the provisions of this chapter and the general plan; and E. The landscape considerations including the location, type, size and coverage of plant materials, provisions for irrigation, maintenance and protection of landscaped areas, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment. F. The architectural design, layout and site configuration is consistent with the City's adopted "comprehensive design guidelines." <p>The Valley & Ramona Residential project proposes 7 plan types, each which share a similar architectural style that consists of Spanish elements including: tile roofing, light sand colored stucco exterior walls, stucco window sill trim, wrought iron railing, decorative entry doors and decorative lighting, and wood post and corbel. (Reference Figure 4, above.) The conceptual site plan provides common open spaces and landscape. By improving project site #1 with well-designed buildings and landscape, the Valley & Ramona Residential project would enhance the visual character of the area.</p> <p>Chapter 17.04.20 of the El Monte Municipal Code defines "Mixed use development" as an area of development containing two (2) or more of the following uses: office, commercial, residential, restaurant, rapid transit facility, hotel or entertainment". Permitted uses within the MMU zone include "Dwelling, multifamily" and "Live/Work".</p> <p>As discussed above, the Project is consistent with the Downtown Core General Plan designation and upon the granting of a modification for Valley & Ramona Residential project would be consistent with standards of the MMU Zone. Project conflicts with applicable land use plans would be less than significant.</p>				

²² Valley & Ramona Parking Impact Analysis prepared by Kunzman Associates October 26, 2015; contained in Appendix E.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
<p><i>No Impact.</i> As discussed in Checklist Item #IV.f, the Project site is not within the vicinity of a local, regional or state conservation plan area. Consequently, the Project would not conflict with a habitat or natural community conservation plan.</p>				
<p>XI. MINERAL RESOURCES -- Would the project:</p>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
<p><i>No Impact.</i> The Project site and surrounding areas are fully developed. Neither the General Plan nor the General Plan EIR identify significant mineral resources within the City inclusive of the Project site. Consequently, the Project would not impact a known mineral resource.</p>				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
<p><i>No Impact.</i> As noted above, there are no identified mineral resources on the Project site or in the City of El Monte. Consequently, the Project would not result in a loss of availability of a locally important mineral resource.</p>				
<p>XII. NOISE – Would the Project result in:</p>				
<p><i>Data presented in this Noise section is based on a “Noise Impact Analysis, The Valley & Ramona Residential Project”, prepared by Giroux and Associates, October 2, 2015 and contained as Appendix C.</i></p>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> <u>Noise Regulations:</u> Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called “A-weighting,” written as dB(A). Any further reference in this discussion to decibels written as “dB” should be understood to be A-weighted. Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.</p> <p>The City of El Monte land use noise compatibility standards recommend an exterior noise exposure of less than 60 dB CNEL in usable outdoor space for residential noise sensitive uses as “normally acceptable” and up to 70 dB CNEL are considered “conditionally acceptable” and may be permitted if noise mitigation is included in the design. Although the El Monte guidelines allows exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. CNEL-based standards generally apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.</p> <p>An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30 dB, an exterior noise exposure of 70-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.</p> <p>The City of El Monte noise standards also restricts hours of construction to 6 a.m. to 7 p.m. during the week and on 8 a.m. to 7 p.m. on Saturdays and Sundays. Construction is not permitted on federal Holidays.</p> <p>Baseline Noise Levels: The Project site is located in a higher noise environment due to background traffic and the adjacent rail line. Relative to the City of El Monte Noise Element goal of 65 dB CNEL for noise-sensitive land uses, noise levels along the train tracks are a severe constraint to residential development as proposed. Close to Valley Boulevard, noise levels are moderately elevated with respect to siting noise sensitive land uses very near the roadway. The Ramona Boulevard is least impacted because of lower traffic volumes and the terrain shielding effect of roadway and train track grade separation. Except close to the tracks, baseline noise levels along the Ramona Boulevard frontage only marginally exceed Noise Element standards for usable outdoor residential space.</p> <p>To determine existing noise levels in the Project area, the Noise Impact Analysis took baseline noise readings at the locations shown in Figure 12. Baseline noise measurements at these locations are shown</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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in Table 7, below.



FIGURE 12. NOISE MONITOR LOCATIONS

Time Interval	Leqs Meter 1	Leqs Meter 2	Leqs Meter 3	Leqs Meter 4
15:00-16:00	59.8	65.7	67.4	66.8
16:00-17:00	59.4	59.9	62.9	66.7
17:00-18:00	61.4	62.7	66.3	66.2
18:00-19:00	61.9	65.6	68.8	65.6
19:00-20:00	58.9	67.2	61.4	64.6
20:00-21:00	56.9	63.3	59.7	63.7
21:00-22:00	56.8	61.1	58.9	62.4
22:00-23:00	57.6	61.8	59.9	61.2
23:00-24:00	52.5	62.2	52.3	59.6
0:00-1:00	58.9	71.1	66.8	58.9
1:00-2:00	59.9	75.8	71.7	58.3

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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TABLE 7: NOISE MEASUREMENTS EXISTING HOURLY LEQ'S (dB)- CONTINUED				
Time Interval	Time Interval	Time Interval	Time Interval	Time Interval
2:00-3:00	64.1	76.4	71.1	65.3
3:00-4:00	46.6	53.2	45.5	57.2
4:00-5:00	48.3	58.8	47.8	58.3
5:00-6:00	55.7	74.5	69.1	64.2
6:00-7:00	58.5	62.3	66.3	66.3
7:00-8:00	63.6	67.9	79.5	67.1
8:00-9:00	59.1	59.1	59.7	67.3
9:00-10:00	59.4	67.7	65.6	66.3
10:00-11:00	60.5	70.0	65.2	66.5
11:00-12:00	60.6	71.4	69.5	66.2
12:00-13:00	58.4	64.6	60.0	67.8
13:00-14:00	61.9	72.9	69.0	66.5
14:00-15:00	59.4	70.2	62.8	70.0
CNEL	65.4	77.6	74.0	69.9

Construction Noise Impacts: Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment sources for demolition and grading. During construction and paving, equipment is generally less noisy.

Construction noise impacts are minimized by compliance to the allowable hours of operation of 6 a.m. to 7 p.m. during the week and on 8 a.m. to 7 p.m. on Saturdays and Sundays in the Municipal Code. Construction is not permitted on Federal Holidays. The temporary nature of construction noise and reasonable distance set-back from noisiest activities would maintain short-term construction noise impacts at less than significant levels. In addition, the Noise Impact Analysis recommends the following Mitigation Measure for the Valley & Ramona Residential project to further reduce potential construction nuisance noise:

Mitigation Measure:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact																								
<p>NOI-1: During all grading and construction activities for the Valley & Ramona project, the Applicant shall demonstrate to the satisfaction of the Economic Development Department that: (1) All equipment shall be equipped with properly operating and maintained mufflers. (2) Equipment and materials shall be staged in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the Project site during all Project construction. (3) All construction-related activities shall be restricted to the construction hours outlined in the City's Noise Ordinance.</p>																												
<p><u>Vehicular Noise Impacts:</u> The Noise Impact Analysis measured existing CNEL levels at 50 feet from the centerline of three roads adjacent to the Project site: Valley Boulevard, Ramona Boulevard and Tyler Avenue. Traffic noise levels in the site vicinity at 50 feet from respective road centerlines in the project vicinity are calculated by the Federal Highway Traffic Noise Prediction Model to be as follows (dB CNEL):</p>																												
<table border="1"> <thead> <tr> <th>Roadway</th> <th>Existing</th> <th>Ex. + Proj.</th> <th>Impact</th> <th>Cumulative</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Valley Blvd.</td> <td>70.3</td> <td>70.4</td> <td>+0.1</td> <td>71.3</td> <td>+1.0</td> </tr> <tr> <td>Ramona Blvd.</td> <td>68.3</td> <td>68.4</td> <td>+0.1</td> <td>68.6</td> <td>+0.3</td> </tr> <tr> <td>Tyler Ave.</td> <td>67.4</td> <td>67.5</td> <td>+0.1</td> <td>67.9</td> <td>+0.5</td> </tr> </tbody> </table>	Roadway	Existing	Ex. + Proj.	Impact	Cumulative	Impact	Valley Blvd.	70.3	70.4	+0.1	71.3	+1.0	Ramona Blvd.	68.3	68.4	+0.1	68.6	+0.3	Tyler Ave.	67.4	67.5	+0.1	67.9	+0.5				
Roadway	Existing	Ex. + Proj.	Impact	Cumulative	Impact																							
Valley Blvd.	70.3	70.4	+0.1	71.3	+1.0																							
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Tyler Ave.	67.4	67.5	+0.1	67.9	+0.5																							
<p>Relative to the adopted significance threshold of +3.0 dB CNEL, individual and cumulative vehicular noise impacts to the Project site are not significant. Although traffic noise along the Ramona Boulevard frontage may exceed the 65 dB CNEL target level by several dB on decks facing the roadway, the Valley & Ramona Residential project proposes decks that will be recessed such that the solid sides would partially shield the full field of view. With the proposed building set-back at Ramona Boulevard and partial screening of the decks, traffic noise at the decks of the closest units to Ramona Boulevard would be 64 dB CNEL and not require any supplemental noise protection.</p>																												
<p><u>On Site Noise Impacts from Roads:</u> Along the Valley Boulevard frontage, the ground floor of the work/live units of the Valley & Ramona Residential project would be commercial use with residential use upper levels. The upper level residential uses have balconies/decks fronting Valley Boulevard. These balconies/decks would have a 60 foot setback from the Valley Boulevard centerline, and are not required to meet the open space standards. Habitable residential interior space will be adequately noise protected to achieve 45 dB with only the ability to close windows at perimeter units. Where window closure is needed for policy compliance, supplemental fresh air ventilation will be provided at rates specified in the California Building Code. Consequently, on-site noise impacts from roads would be less than significant.</p>																												
<p><u>Interior Noise Roadway Adjacent Dwellings:</u> Noise protection capable of ensuring a 45 dB CNEL interior standard is required for dwellings exposed to traffic noise from adjacent roadways. The calculated noise level based upon future traffic volume is 69 dB CNEL at the proposed Valley & Ramona Residential</p>																												

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>dwelling adjacent to Valley Boulevard and 67 dB for units adjacent to Ramona Boulevard. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:</p> <ul style="list-style-type: none"> • Partly open windows - 12 dB • Closed single-paned windows - 20 dB • Closed dual-paned windows - 30 dB <p>Use of dual-paned windows is required by the CBC for energy conservation in new residential construction. Interior noise standards would therefore be met with closed windows. Interior standards will be met as long as residents have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning with a fresh air inlet on a whole house fan would meet this requirement.</p> <p>Mitigation Measure NOI-2 is added to the Project to reduce interior roadway noise at the Valley & Ramona Residential project to less than significant levels:</p> <p><u>Mitigation Measure:</u></p> <p>NOI-2: Prior to the issuance of building permits for the Valley & Ramona Residential project, the Applicant shall provide a supplemental acoustical analysis for review and approval of the Economic Development Department to verify that adequate structural noise protection exists in perimeter residences adjoining the roadways to meet the 45 dBA CNEL interior standard. Supplemental ventilation (most likely air conditioning with a fresh make-up air inlet) is required in any livable space where window closure to shut out transportation noise is needed to meet interior standards.</p> <p><u>On Site Noise Impacts from Rail:</u> The Union Pacific Railroad/Metrolink rail line handles commuter rail and freight trains. Of the two, freight rail noise is the more dominant, though a less frequent, noise source. Based on 2015 train schedules, 18 inbound and 18 outbound Metrolink trains traverse the line each day. No precise numbers of daily freight trains was identified. Although the noise metric used to address train noise is a CNEL or a daily average, the single event noise intrusion potential is high.</p> <p>On-site noise monitoring indicated maximum noise levels of 74-78 dB CNEL at a distance of approximately 30 feet from the track centerline. The amount of trains is not likely to substantially increase in the future. The property line of the Valley & Ramona Residential dwellings adjacent to the railroad would be located approximately 50 feet from the centerline of the tracks. A rear yard depth of 10 feet would result in a 60 foot setback to the nearest residential facade. The anticipated noise loading would be 76 dB at the residential property line and 75 dB CNEL at the closest facade. These noise impacts from the railroad tracks would be significant without noise reduction mitigation. Mitigation Measure NOI-3 is added to the Project to reduce exterior rail noise at the Valley & Ramona Residential project to less than significant levels:</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><u>Mitigation Measure:</u></p> <p>NOI-3: Prior to the issuance of building permits for the Valley & Ramona Residential project, the Applicant shall provide a supplemental acoustical analysis for review and approval of the Economic Development Department to verify that for residential units adjacent to the rail tracks, appropriate noise attenuation measures will be in place to reduce exterior rail noise to 70 dB CNEL which is a conditionally acceptable level. Appropriate measures that can achieve the reduction to 70 dB CNEL include:</p> <ul style="list-style-type: none"> • Sound barriers that are (1) high enough and long enough to break the line-of-sight between the sound source and the receiver, (2) of an impervious material, and (3) not have any gaps or holes between the panels or at the bottom. • A 14-foot high CMU or stucco sound wall at the residential Project property line. • All windows throughout the Project will be dual-paned glass and all upstairs living and bedrooms of units abutting the tracks shall be equipped with supplemental ventilation supplying at least 30 cubic feet per minute (CFM) of fresh make-up air (CBC requirement), and • Upstairs side windows of living or bedrooms in units abutting the tracks shall be rated at sound transmission class (STC) =33 or better (single event noise nuisance reduction). <p><u>Interior Noise for Railroad Adjacent Dwellings:</u> A main noise concern from railroad noise is the interior noise level. The requirement for habitable interior space is a noise level less than 45 dB CNEL. Units within the Valley & Ramona Residential project adjacent to the track are designed such that only stairwells and bathrooms front the tracks. No habitable rooms will face the track. Bedrooms and living areas are oriented towards the front of the structure. No habitable rooms will have any windows, doors or decks with a clear line-of-sight to the rail line. The residual noise loading for the track adjacent homes is 70 dB. Mitigation of noise levels can typically be achieved with the following upgraded structural features such that reductions up to 25-30 dB are typically attainable while still allowing for discretionary window opening.</p> <ul style="list-style-type: none"> • All facades must be constructed with substantial weight and insulation; • Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms; • Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade must be included for all exterior entries; • Acoustic baffling of vents is required for chimneys, fans and gable ends; • Installation of a mechanical ventilation system affording comfort under closed window conditions is required. <p>Because the exterior tier of development will shield any interior units, the above listed acoustic upgrades are needed on only the front and side faces of the outermost tier of residences. Standard construction including mandatory use of dual-paned windows as required by the CBC, will achieve required interior</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>levels of less than 45 dB CNEL. Because window closure is a necessary condition to meet the noise standard, the code requires the provision of supplemental ventilation, including a fresh air intake that provides 30 CPM of fresh outside air. In order to not compromise acoustic protection integrity of the HVAC systems, the fresh air inlet should be located on the building facades away from the track. Consequently, impacts related to interior noise for railroad adjacent dwellings within the Valley & Ramona Residential project would be less than significant.</p> <p><u>Site Operational Noise:</u> The Valley & Ramona Residential project proposes several Live/Work units with a possible retail/office component being downstairs and residential use upstairs. The intensity of Live/Work development is regulated by the MMU zone that only allows uses that are compatible with the residential nature of a portion of the given unit and of adjacent residences. Activities such as repair of vehicles, adult oriented businesses or entertainment are typically prohibited. Permitted types of retail uses traditionally have strict limits on the anticipated numbers of customer or delivery vehicles. The most common type of Live/Work use is for professional office use of the Live/Work space (accountants, consultants, engineers, etc.). Such uses would not distort the primary residential character of the proposed development while reducing off-site commuting, and would not entail late-night activity. The remaining residential uses are considered passive and not a source of noise disturbance.</p> <p>With the inclusion of Mitigation Measures NOI-1 through NOI-3, potential noise impacts associated with the Valley & Ramona Residential project would be reduced to less than significant levels. Potential noise impacts related to future uses on project site #2 would be evaluated at the time development on that site proceeds.</p>				
<p>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>		X		
<p><i>Less Than Significant Mitigation Incorporated.</i> Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.</p> <p>Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:</p> <ul style="list-style-type: none"> • 65 VdB: threshold of human perception • 72 VdB: annoyance due to frequent events • 80 VdB: annoyance due to infrequent events • 100 VdB: minor cosmetic damage. <p><u>Project Construction Vibration:</u> The on-site construction equipment that will create the maximum potential vibration is a large bulldozer which typically generates a vibration source level of 81 VdB at 50</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>feet from the source. With typical vibrational energy spreading loss, the vibration annoyance standard is met at 56 feet. The post office is more than 200 feet from the Project site. At this distance, vibrations levels will be less than even the annoyance threshold and well below the damage threshold. Construction activity vibration impacts would be as less-than-significant.</p> <p><u>Roadway Vibration:</u> As discussed above, Project implementation will not significantly increase traffic noise. Similarly such, no excessive ground borne vibrations would be created by the Project vehicular traffic. With respect to impacts to future Project site residents, adjacent traffic activity is typical of urban areas and would not result in perceptible vibrations at the Project site. The Federal Manual entitled “Transit Noise and Vibration Assessment” states that if arterial roadways are smooth such as Valley or Ramona Boulevards, the vibration from roadway traffic is rarely perceptible. Consequently, no excessive ground borne vibrations from roadway or Project traffic would be created, and vibrations from roadways would be less than significant.</p> <p><u>Rail Vibration:</u> Railroads generate ground-borne vibration that may be perceptible at on-site uses. Residential units in close proximity to railroad tracks can be affected by rattling windows and floors. Ground-borne vibration is generally not a problem for buildings near railroad tracks at- or above-grade, because the airborne noise from trains typically overshadows effects of vibration. According to the El Monte General Plan EIR, Impact Section 5.9-4 9-3 the following requirement applies to the Project:</p> <ul style="list-style-type: none"> • Prior to the issuance of building permits, any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops. <p>The Noise Impact Analysis finds that equipping all units of the proposed Valley & Ramona Residential project that face the railroad tracks equipped with dual-paned windows with upgraded seals for noise control would reduce window rattling and other vibration effects to acceptable levels as long as floors are carpeted or have been provided with acoustical underlayment on uncarpeted floors. The residual vibration impact with the application of floor vibration protection is from rattling windows. Consequently adding Mitigation Measure NOI-4 to the Valley & Ramona Residential project will reduce rail vibration impacts at the Project to less than significant levels:</p> <p><u>Mitigation Measure:</u></p> <p>NOI-4: Prior to the issuance of building permits for the Valley & Ramona Residential project, the Applicant shall provide documentation satisfactory to the Economic Development Department that all units facing the railroad tracks will be equipped with dual-paned windows with upgraded</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>seals for noise control would reduce window rattling and other vibration effects to acceptable levels.</p> <p>With the inclusion of Mitigation Measure NOI-4, potential vibration impacts associated with the Valley & Ramona Residential project would be reduced to less than significant levels. Potential vibration impacts related to future uses on project site #2 would be evaluated at the time development on that site proceeds.</p>				
<p>c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the project?</p>			X	
<p><i>Less Than Significant.</i> The Valley & Ramona Residential project will add 62 houses to an undeveloped infill site plus a total of 1,750 square feet of office/retail space within the 4 Live/Work units. Noise associated with the residential uses will be similar to existing residential development located north and east of the Project site. Noise associated with the non-residential use of the Live/Work unit would consist of periodic vehicle trips from clients or deliveries, and would be generally consistent with a residential home business, and less than adjacent commercial and institutional use that often has parking lot and truck delivery noise. Adjacent commercial uses include banks, retail and restaurant; and adjacent institutional uses include the El Monte maintenance yard and a United States post office.</p> <p>Future uses on project site #2 would develop pursuant to the MMU zone and would be of a residential or commercial character similar to Valley & Ramona Residential project and surrounding uses. Consequently, Project impacts associated with increases in ambient noise would be less than significant.</p>				
<p>d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the project?</p>			X	
<p><i>Less Than Significant.</i> Construction of the Project would not involve substantial grading, blasting operations, pile drivers or large-scale demolition. As discussed in Checklist Items XII a) and b), above, construction noise and associated vibration will be temporary and would be less than significant. Implementation of Mitigation Measure NOI-1 for the Valley & Ramona Residential project would further reduce construction noise impacts on nearby sensitive uses.</p>				
<p>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?</p>				X
<p><i>No Impact.</i> El Monte Airport is located along the Rio Hondo River 1.4 miles from the Project site. The</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>General Plan Public Health and Safety Element notes that no residential uses, even those much closer to the airport than the proposed Valley and Ramona Project site, fall within the 65 dB CNEL airport noise contour. Aircraft noise is not considered a siting constraint for the proposed Project. Consequently, no significant impacts relative to airport noise would result from the implementation of the Project.</p>				
<p>f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?</p>				X
<p><i>No Impact.</i> The Project site is not located within the immediate vicinity of any private airstrip. Consequently, no significant impacts relative to noise from a private airstrip would result from the implementation of the proposed project.</p>				
<p>XIII. POPULATION AND HOUSING – Would the project:</p>				
<p>a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>				X
<p><i>Less Than Significant.</i> According to the State of California Department of Finance Table 2: E-5 City/County Population and Housing Estimates, 1/1/2015, the average household size in the City of El Monte is 4.12 persons per household. Based on this average, the Valley & Ramona Residential project's 62 houses would result in a population of 256 persons. Project site #2, as discussed in Item #IIb, above, could support an additional 3 residential units or 12 persons. With a total population of 115,774, the additional 268 persons (256 plus 12 persons) would represent an increase in population of 0.23 percent. This increase is not significant, and as discussed in Checklist Item #X.b, the Project would be consistent with the General Plan Downtown goal to create a mixed-use, mixed-income district with new housing and business. Consequently, the Project would not result in a substantial increase of population and would not induce substantial population growth.</p>				
<p>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>				X
<p><i>No Impact.</i> The Project site is currently vacant with abandoned buildings and scattered vegetation. Consequently, the Project would not displace substantial numbers of existing housing.</p>				
<p>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>				X
<p><i>No Impact.</i> The Project site is currently vacant with abandoned buildings and scattered vegetation.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Consequently, the Project would not displace substantial numbers of people and would not necessitate the construction of replacement housing elsewhere.

XIV. PUBLIC SERVICES –

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

Fire protection?			X	
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Less Than Significant Impact. Fire protection and emergency services for the City of El Monte are provided by the Los Angeles County Fire Department (LACoFD). Table 8 presents the locations, equipment, and personnel at LACoFD stations in and within one mile of El Monte. In the event of a large-scale emergency in the City of El Monte, LACoFD stations from Rosemead, Temple City, and South El Monte would assist. Station 166 is the closest station to the Project site, located 0.9 miles directly west.

TABLE 8. FIRE STATION RESOURCES		
Name and Location	Equipment	Daily Firefighter Staffing
Fire Stations in El Monte		
Station 166 at 3515 Santa Anita Ave.	1 quint ¹ , 1 paramedic squad, 1 battalion, and 1 utility truck	6
Station 168 at 3207 Cogswell Road	1 engine	3
Station 169 at 5112 N. Peck Road	1 engine	3
Fire Stations within One Mile of El Monte City Limits		
TABLE 8. FIRE STATION RESOURCES - CONTINUED		
Station 42 at 9319 Valley Boulevard in City of Rosemead, about 0.2 mile west of El Monte city limits	1 engine	3
Station 90 at 10115 Rush Street in City of South El Monte, about 0.5 mile south of El Monte city limits	1 engine and 1 paramedic squad	5
¹ A quint is a combination fire engine and ladder truck		

The General Plan EIR, Section 5.11.1, finds that build-out of the General Plan could result in the need for additional fire protection resources, and determines that future projects should be reviewed by the City of El Monte individually and be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees). The Project would develop 62 single family attached dwellings and additional commercial or residential uses on two commercially zoned sites. This change is consistent with the General Plan Core designation and would not substantially increase fire response demand to levels requiring the provision of additional or expanded facilities. As part of the Project’s review process, the City Economic Development Department staff has included LACoFD review and will

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
include applicable conditions of approval as warranted. Consequently, Project impacts relative to new or physically altered fire protection facilities would be less than significant.				
Police protection?			X	
<p><i>Less Than Significant Impact.</i> Police services are provided by the City of El Monte through its Police Department, which is responsible for enforcing local, state, and federal laws, performing investigations and makes arrests, administering emergency medical treatment and responding to City emergencies.</p> <p>The main police station is at 11333 Valley Boulevard, located 0.2 miles southeast of the Project site. The El Monte Police Department (EMPD) also operates two community relations offices, one at 10503 Valley Boulevard and a second at 11204 Asher Street and an air-support unit office at the El Monte Airport. Two helicopters are available at the airport to assist police operations in the City. The EMPD has a qualified staff of 127 police officers, 46 civilian staff, and 4 K-9 units, which equates to about 1.1 police officers per 1,000 residents, slightly below the average of 1.4 for cities in the west San Gabriel Valley. The EMPD receives 17,000 to 20,000 calls per month. Of this total, approximately 17 percent are emergency calls.</p> <p>The General Plan EIR, Section 5.11.2, finds that build-out of the General Plan could result in the need for additional police resources, and determines that future projects should be reviewed by the City of El Monte individually and be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees). The Project would develop 62 single family attached dwellings and additional commercial or residential uses on two commercially zoned sites. This change is consistent with the General Plan Core designation and would not substantially increase police response demand to levels requiring the provision of additional or expanded facilities. As part of the Project’s review process, the City Economic Development Department staff has included EMPD review and will include applicable conditions of approval as warranted. Consequently, Project impacts relative to new or physically altered police facilities would be less than significant.</p>				
Schools?			X	
<p><i>Less Than Significant Impact.</i> There are three school districts that service the City of El Monte: the Mountain View School District, the El Monte City School District, and the El Monte Union High School District, which, combined, provide 35 public schools. There are also 10 private schools in the City. The General Plan EIR, Section 5.11.3, finds that build-out of the General Plan could result in the need for additional school resources.</p> <p>The schools serving the Project site and their respective current enrollments are listed below:</p> <ul style="list-style-type: none"> • Columbia Elementary School <ul style="list-style-type: none"> Location: 3400 California Ave, El Monte, CA 91731 Grades: K-8 				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Current Enrollment: 942 students²³

- El Monte High School

Location: 3048 Tyler Avenue, El Monte, CA 91731

Grades: 9-12

Current Enrollment: 1,970 students²⁴

As indicated in Table 9, the Valley & Ramona Residential project’s 62 units would generate an estimated 37 students, and the potential additional 3 units on project site #2 would generate an estimated 2 students, resulting in a total Project student generation of 39:

	Elementary School	High School	Total
Generation Rate ¹	0.4	0.2	0.6
Valley & Ramona Residential Project Site #1 Students Generated	25	12	37
Project Site #2 Students Generated	1	1	2
Total Project Student Generation	26	13	39

¹ Source: City of El Monte General Plan EIR.

Per California Government Code (CGC), the Project would be subject to the payment of school impact fees (Section 53080, CGC). As authorized under Section 17620(a) of the California Education Code (CEC) and Section 65995(b) of the CGC, local school districts are authorized to impose and collect school “impact fees” for all residential and non-residential development activities that occur within their jurisdiction to off-set the additional costs associated with the new students that result directly from the construction of new homes. Payment of school impact fees constitutes full mitigation for the impacts associated with new residential and non-residential development. Consequently, Project impacts relative to new or physically altered school police facilities would be less than significant.

Parks?			X	
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Less Than Significant Impact. The City of El Monte has 11 local parks covering approximately 50 acres of land. The parks are managed by the City Parks and Recreation Department. The Project would develop 62 single family attached dwellings and additional commercial or residential uses on two commercially zoned sites, resulting in a maximum population increase of 0.23 percent. The Project would be required

²³ Enrollment information provided by Margaret Alvarado, Columbia School, December 4, 2015. Ms. Alvarado indicates that the school does not have an established capacity.

²⁴ Enrollment information provided by <http://www.localschooldirectory.com>, accessed, December 4, 2015. School capacity not indicated.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact																
to pay City Quimby fees, which are established to provide for residential development's fair share of park facilities. Consequently, Project impacts relative to new or physically altered park facilities would be less than significant.																				
Other public facilities?			X																	
<p><i>Less Than Significant Impact.</i> Other public facilities include library and general municipal services. The Project would develop 62 single family attached dwellings and additional commercial or residential uses on two commercially zoned sites, resulting in a maximum population increase of 0.23 percent. This increase would not substantially increase the demand on other public facilities. Consequently, Project impacts relative to new or physically altered public facilities would be less than significant.</p>																				
XV. RECREATION																				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X																	
<p><i>Less Than Significant Impact.</i> The Project would develop 62 single family attached dwellings and additional commercial or residential uses on two commercially zoned sites, resulting in a maximum population increase of 0.23 percent. For use by its future residents, the Valley & Ramona Residential project proposes private open spaces consisting of either front yard patios, decks, courtyards or porches. Total private open space proposed for the Project is 8,035 square feet. Proposed Common Open Space consists of 232 square feet per unit, for a total common open space for the Valley & Ramona Residential project of 14,411 square feet. As shown in Table 6 and summarized below, the Valley & Ramona Residential project meets all exceeds the open space requirements of the MMU Zone.</p>																				
<table border="1"> <thead> <tr> <th data-bbox="285 1398 537 1423">MMU Zone Category</th> <th data-bbox="570 1398 776 1423">MMU Zone Standard</th> <th data-bbox="932 1398 1105 1423">Proposed Project</th> <th data-bbox="1230 1367 1446 1457">Comparison [Meets MMU Regulations: Yes/No]</th> </tr> </thead> <tbody> <tr> <td data-bbox="285 1478 537 1568">Publicly accessible open space (nonresidential)</td> <td data-bbox="570 1514 776 1539">15% of net lot area</td> <td data-bbox="932 1514 1105 1539">15% of net lot area</td> <td data-bbox="1230 1514 1274 1539">Yes.</td> </tr> <tr> <td data-bbox="285 1604 537 1661">Private open space (multi-family residential)</td> <td data-bbox="570 1604 867 1661">1st floor-150 s.f. per unit Upper floor-100 s.f. per unit</td> <td data-bbox="932 1587 1198 1675">1st floor-150 s.f. per unit Upper floor-100 s.f. per unit</td> <td data-bbox="1230 1619 1274 1644">Yes.</td> </tr> <tr> <td data-bbox="285 1696 537 1753">Common open space (multi-family residential)</td> <td data-bbox="570 1713 737 1738">200 s.f. per unit</td> <td data-bbox="932 1713 1101 1738">231 s.f. per unit</td> <td data-bbox="1230 1728 1474 1753">Yes. Exceeds minimum.</td> </tr> </tbody> </table>				MMU Zone Category	MMU Zone Standard	Proposed Project	Comparison [Meets MMU Regulations: Yes/No]	Publicly accessible open space (nonresidential)	15% of net lot area	15% of net lot area	Yes.	Private open space (multi-family residential)	1st floor-150 s.f. per unit Upper floor-100 s.f. per unit	1st floor-150 s.f. per unit Upper floor-100 s.f. per unit	Yes.	Common open space (multi-family residential)	200 s.f. per unit	231 s.f. per unit	Yes. Exceeds minimum.	
MMU Zone Category	MMU Zone Standard	Proposed Project	Comparison [Meets MMU Regulations: Yes/No]																	
Publicly accessible open space (nonresidential)	15% of net lot area	15% of net lot area	Yes.																	
Private open space (multi-family residential)	1st floor-150 s.f. per unit Upper floor-100 s.f. per unit	1st floor-150 s.f. per unit Upper floor-100 s.f. per unit	Yes.																	
Common open space (multi-family residential)	200 s.f. per unit	231 s.f. per unit	Yes. Exceeds minimum.																	
As discussed in Checklist Item #XIV, above, the Project would be required to pay City Quimby fees, which are established to provide for residential development's fair share of park facilities. Quimby Act fees may																				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
be used for rehabilitating existing parks and recreation facilities. Consequently, Project impacts relative to substantial physical deterioration of a recreational facility would be less than significant.				
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
<p><i>No Impact.</i> The Valley & Ramona Residential project includes 12,784 square feet of common open space. The Project does not include recreational facilities nor would it substantially increase the demand for recreational facilities. Consequently, the Project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>				
<p>XVI. TRANSPORTATION/TRAFFIC – Would the project:</p>				
<p><i>Data presented in this Transportation/Traffic section is based on a “Valley & Ramona Traffic Impact Analysis”, prepared by Kunzman Associates, Inc., October 8, 2015, and Supplemental information provided by Kunzman Associates, December 2015, and contained as Appendix D; and Valley & Ramona Trip Generation Comparison Analysis to Assess Traffic Impacts Associated with Zoning Map Change for Adjacent Property Located at the Northeast Corner of Valley Boulevard and Ramona Boulevard in the City of El Monte, prepared by Kunzman Associates January 2016, and contained as Appendix F.</i></p>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
<p><i>Less Than Significant. Nonmotorized:</i> Nearby transit facilities are provided by the Los Angeles County Metropolitan Transportation Authority Local Lines 76, 176 and 268 along Tyler Avenue, Local lines 76, 190 and 194 along Valley Boulevard, and Local Lines 76, 176 and 190 along Ramona Boulevard. Foothill Transit Route 488 also serves Ramona Boulevard. The closest bus stops are located across the street from the Project site on the south side of Ramona Boulevard at its southeast corner with Valley Boulevard, and on the north and south sides of Ramona Boulevard at tis southwest corner with Valley Boulevard.</p> <p>Existing and proposed pedestrian and bike paths are located adjacent to and surrounding the Project site. The El Monte Metrolink Station, El Monte Station and City Trolley Station are located near the Project site. These nonmotorized systems would be enhanced by the proposed City of El Monte Downtown</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Specific Plan which encompasses the Project site. As discussed above, the purpose of the Specific Plan is to provide sufficient housing, retail, commercial, entertainment, dining, and recreational uses to create a critical mass of development sufficient to function as a true Transit Oriented Downtown for the City of El Monte to implement regional planning policies and create the synergies needed for a more active urban experience in Downtown El Monte. The proposed Specific Plan would implement additional bicycle lanes and pedestrian walkways, narrowing of vehicle lanes, reorienting of intersection angles, and expansion of bicycle parking. An objective of these Specific Plan transportation proposals is to conform to the requirements and plans to reduce GHG in California as contained in SB 375 and the SCAG Sustainable Communities Strategy.

The mixed use character of the Project would be consistent SB 375, SCAG Sustainable Communities Strategy and the General Plan Downtown Core designation. Inclusion in the proposed Downtown Specific Plan would further support nonmotorized transportation options in the Project area. Therefore the Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness of the nonmotorized circulation system.

Motorized: The Traffic Impact Analysis (TIA) evaluated vehicular traffic impacts specific to the Valley & Ramona Residential project considering two alternatives. Alternative 1 consists of an access on Valley Boulevard and an emergency access only on Ramona Boulevard. Alternative 2 consists of an access on Valley Boulevard and an access on Ramona Boulevard. The TIA analysis focused on vehicle impacts at the following intersections which were identified by the City of El Monte Public Works Department:

- Tyler Avenue (NS) at: Ramona Boulevard (EW); and at Valley Boulevard (EW)
- Valley Boulevard (NS) at: Project Access (EW); and Ramona Boulevard (EW)
- Project Access (NS) at Ramona Boulevard (EW) – (Alternative 2 only).

To determine Valley & Ramona Residential project impacts on these intersections, the TIA followed the City of El Monte General Plan Circulation Element policy that states that peak hour intersection operations of Level of Service D or better are generally acceptable, except that Level of Service E may occur under 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.

The Circulation Element policy further states that an impact is considered significant for signalized intersections if the project related increase in the volume to capacity ratio equals or exceeds two percent (0.02), causing or worsening Level of Service F for all intersections on major corridors, truck routes, commercial corridors or adjacent to freeway ramps. A significant impact occurs when the project related increase in volume to capacity ratio equals or exceeds two percent (0.02), causing or worsening Level of Service E for all intersections which are not on major corridors, truck routes, commercial corridors or

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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adjacent to freeway ramps. For an unsignalized intersection, a significant impact occurs if the project related increase in traffic delay equals or exceeds two percent (0.02), causing or worsening Level of Service E for those intersections.

Level of Service (LOS) is generally defined according the following criteria. V/C (Volume to Capacity) refers to the volume of traffic relative to the traffic capacity of the roadway:

LOS DEFINITIONS

- LOS A: Free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
V/C 0.00 – 0.60
- LOS B: Stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A.
V/C 0.61 – 0.70
- LOS C: Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
V/C 0.71 – 0.80
- LOS D: High-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
V/C 0.81 – to 0.90
- LOS E: Operating conditions at or near the capacity level. Freedom to maneuver within the traffic stream is extremely difficult. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
V/C 0.91 – 1.00
- LOS F: Level-of-Service F. Forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.
V/C >1.00

As shown in Table 10, the TIA found that the existing LOS at the studied intersections operate at LOS A.

TABLE 10. EXISTING INTERSECTION CAPACITY UTILIZATION AND LEVEL OF SERVICE

Intersection	Jurisdiction	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Level of Service	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Tyler Avenue (NS) at: Ramona Boulevard (EW) Valley Boulevard (EW)	El Monte El Monte	TS	1	1.5	0.5	1	1	1	1	1.5	0.5	1	1.5	0.5	0.359- A	0.376- A
Valley Boulevard (NS) at: Ramona Boulevard (EW)	El Monte	TS	1	2	1	1	2	1	1	2	0	1	1.5	0.5	0.574- A	0.576-A

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (de facto right turn lane). L = Left; T = Through; R = Right
² TS = Traffic Signal

The Valley & Ramona Residential project is expected to add 394 daily vehicle trips to the studied intersections. As indicated in Table 11, the TIA calculates these trips for morning and evening peak hours and assumes a 10% reduction in trips based on the Live/Work component.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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TABLE 11. VALLEY & RAMONA RESIDENTIAL PROJECT TRIP GENERATION

Land Use	Quantity	Units ²	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation									
Residential Townhouse		DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
		TSF	0.80	0.53	1.33	1.19	1.52	2.71	44.32
Trips Generated									
Residential Townhouse	62	DU	5	23	28	22	11	33	360
	1,750	TSF	1	1	2	2	3	5	78
Subtotal			6	24	30	24	14	38	438
10% Reduction			-1	-2	-3	-2	-1	-3	-44
Total			5	22	27	22	13	35	394

With inclusion of Valley & Ramona Residential project traffic, the TIA estimates that LOS will remain at LOS A at the intersections, falling slightly to LOS B at the Project entrance. As indicated in Tables 12 and 13 below, these traffic conditions would occur for both alternatives considered by the TIA. Because all studied intersections would remain below the LOS threshold established by the General Plan Circulation Element,

TABLE 12. EXISTING PLUS VALLEY & RAMONA RESIDENTIAL PROJECT INTERSECTION CAPACITY UTILIZATION AND LEVEL OF SERVICE - ALTERNATIVE 1

Intersection	Jurisdiction	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Level of Service				
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening			
			L	T	R	L	T	R	L	T	R	L	T	R					
Tyler Avenue (NS) at: Ramona Boulevard (EW) Valley Boulevard (EW)	El Monte El Monte	TS TS	1	1.5	0.5	1	1	1	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	0.361-A 0.537-A	0.378-A 0.516-A
Valley Boulevard (NS) at: Project Access (EW) Ramona Boulevard (EW)	El Monte El Monte	CSS TS	0	1.5	0.5	0	2	0	0	0	0	0	0	0	1	1.5	0.5	12.4-B 0.576-A	10.7-B 0.579-A

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (de facto right turn lane). L = Left; T = Through; R = Right; 1 = Improvement

² TS = Traffic Signal; CSS = Cross Street Stop

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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TABLE 13. EXISTING PLUS VALLEY & RAMONA RESIDENTIAL PROJECT INTERSECTION CAPACITY UTILIZATION AND LEVEL OF SERVICE - ALTERNATIVE 2

Intersection	Jurisdiction	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Level of Service		
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening	
			L	T	R	L	T	R	L	T	R	L	T	R			
Tyler Avenue (NS) at:																	
Ramona Boulevard (EW) -	El Monte	TS	1	1.5	0.5	1	1	1	1	1.5	0.5	1	1.5	0.5	0.360-A	0.378-A	
Valley Boulevard (EW) #2	El Monte	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	0.537-A	0.512-A	
Valley Boulevard (NS) at:																	
Project Access (EW)	El Monte	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	1	12.2-B	10.6-B	
Ramona Boulevard (EW) -	El Monte	TS	1	2	1	1	2	1	1	2	0	1	1.5	0.5	0.578-A	0.580-A	
Project Access (EW)	El Monte	CSS	0	0	0	0	0	1	0	2	0	0	1.5	0.5	16.3-C	9.8-A	

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (de facto right turn lane). L = Left; T = Through; R = Right; 1 = Improvement

² TS = Traffic Signal; CSS = Cross Street Stop

The TIA included an analysis of potential traffic from development of project site #2 (reference Appendix F) assuming four alternative development scenarios were considered: Alternative 1 consisting of 2,500 square feet of commercial retail; Alternative 2 consisting of 3,000 square feet of office space; Alternative 3 consisting of 2,000 square feet of non-residential (office) and three multi-family attached residential units, with each unit being a studio to one-bedroom (residential condominium/townhouses); Alternative 4 consisting of three multi-family attached residential units with each dwelling unit being one to two bedrooms (residential condominium/townhomes).

For each of the project site #2 alternatives, the TIA subtracted the traffic that could be generated from the two existing commercial buildings that currently exist on the site. For each of the alternative scenarios for project site #2, the TIA found that development of the site under the MMU designation would result in less vehicle trips than currently could occur if the existing buildings were to be occupied: Alternative 1 would generate approximately 17 less daily vehicle trips, 1 less of which will occur during the morning peak hour and 2 less of which will occur during the evening peak hour; Alternative 2 would generate approximately 91 less daily vehicle trips, 2 less of which will occur during the morning peak hour and 6 less of which will occur during the evening peak hour; Alternative 3 would generate approximately 85 less daily vehicle trips, 1 less of which will occur during the morning peak hour and 6 less of which will occur during the evening peak hour; and Alternative 4 would generate approximately 107 less daily vehicle trips, 2 less of which will occur during the morning peak hour and 9 less of which will occur during the evening peak hour.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>Consequently Project traffic impacts for both project sites #1 and #2 would be less than significant, and the Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness of the motorized circulation system.</p>				
<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>				X
<p><i>No Impact.</i> Proposition 111, which was adopted in 1990, requires California's urbanized areas with populations of 50,000 or more to adopt a Congestion Management Program (CMP). The City of El Monte follows the Los Angeles County CMP. As discussed in Checklist Item #XVI.a, the Project would not significantly increase traffic. Further the Valley & Ramona Residential project would not impact the key intersections analyzed in the surrounding roadway system: Tyler Avenue (NS) at: Ramona Boulevard (EW); and at Valley Boulevard (EW); Valley Boulevard (NS) at: Project Access (EW); and Ramona Boulevard (EW); Project Access (NS) at Ramona Boulevard (EW) – (Alternative 2 only). Inclusion in the proposed Downtown Specific Plan would further support nonmotorized transportation options in the Project area. Therefore Project would not conflict with CMP levels of service or standards.</p>				
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>				X
<p><i>No Impact.</i> The nearest airport to Project site is El Monte Airport, located approximately 1.4 miles north of the site. The Project site is not located within the airport approach or departure zone. The Project would not result in changes to air traffic patterns or a change in air traffic locations.</p>				
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>		X		
<p><i>Less Than Significant with Mitigation.</i> As discussed in Checklist Item # III.b, above, grading of the Valley & Ramona residential project would include the import of an estimated 3600 cubic yards of soil. Trucks delivering the soil to the site would travel either via Valley Boulevard or Ramona Boulevard, both of which are designated truck routes. These truck deliveries are expected to be spread over several weeks and would not result in more than 50 trucks per day. None of the trucks would travel through residential areas. Mitigation Measure AQ-1 is added to the Valley & Ramona residential project to require that trucks transporting soils to the site not travel during peak hour, and that their number and route to and from the site be managed by a truck traffic control plan subject to review and approval of the City Economic Development Department and Public Works Department. Inclusion of this measure will facilitate flow of</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>traffic in and around the Valley & Ramona project during its grading phase.</p> <p>In addition, the Traffic Impact Analysis analyzed the Valley & Ramona Residential project's proposed vehicular access on Valley Boulevard and an emergency access that has been requested by the City of El Monte on Ramona Boulevard. Based on this analysis, the Traffic Impact Analysis recommends a series of improvements that are added as Mitigation Measure TR-1, and would reduce roadway hazards from Project development to less than significant levels.</p> <p><u>Mitigation Measure:</u></p> <p>TR-1: Prior to certificate of occupancy for the Valley & Ramona Residential project, the Applicant shall implement the following improvements: (1) Construct Valley Boulevard from the north project boundary to Ramona Boulevard at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary. (2) Construct Ramona Boulevard from Valley Boulevard to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary. (3) Sight distance at the project access shall comply with standard California Department of Transportation and City of El Monte sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City Public Works Department and approved as consistent with this measure prior to issue of grading permits. (4) The project shall provide sufficient parking spaces to meet the City of El Monte parking code requirements in order to service on-site parking or as otherwise approved by the City through the modification process. (5) On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.</p> <p>Potential impacts from future development of project site #2 will be evaluated at the time a development proposal is submitted to the City. The City's review process will include a review of vehicular circulation to ensure that any potential roadway hazards would be reduced to less than significant levels.</p>				
e) Result in inadequate emergency access?			X	
<p><i>Less Than Significant.</i> As discussed in Checklist Item #XVI.a., an emergency access has been requested by the City of El Monte on Ramona Boulevard. With inclusion of this emergency access, the Project will have adequate emergency access.</p>				
f) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
<p><i>No Impact.</i> As discussed in Checklist Item #XVI.a., existing and proposed transit, pedestrian and bike paths are located adjacent to and surrounding the Project site. Inclusion in the proposed Downtown Specific Plan would further support nonmotorized transportation options in the Project area.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Consequently, the Project would not conflict with alternative transportation plans or policies.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
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Less Than Significant Impact. Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City’s present wastewater system includes a total of 135 miles of pipeline, six pump stations, and 2,697 manholes. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants: the San Jose Creek Water Reclamation Plant, the Whittier Narrows Water Reclamation Plant, and the Los Coyotes Water Reclamation Plant. Table 14 summarizes the wastewater capacity and flow information contained in the General Plan EIR, and demonstrates that there is sufficient residual capacity at the three plants to accommodate City buildout.

Facility	Location	Capacity (mgd) ¹	Wastewater Flows (mgd)	Residual Capacity (mgd)
San Jose Creek Water Reclamation Plant (WRP)	1965 Workman Mill Road, near intersection of I-605 and SR-60	100	75	25
Whittier Narrows WRP	301 N. Rosemead Boulevard, City of El Monte	15	8	7
Los Coyotes WRP	16515 Piuma Avenue, City of Cerritos	37.5	23.3	14.2
Totals		152.5	106.3	46.2
¹ mgd = million gallons per day				
Source: City of El Monte General Plan Table 5.14.3.				

Applying the wastewater generation rates presented in Table 5.14–2 of the General Plan EIR, a medium density residential unit generates 243.75 gallons per day (gpd) of wastewater. At 62 units, the Project would generate 15,112.50 gpd of wastewater, which is well within the capacity of the wastewater treatment facilities shown in Table 14. Development of project site #2 could add 3 additional units and generate an additional 731.25 gpd of wastewater, also which is well within the capacity of the wastewater treatment facilities shown in Table 14. Consistent with the findings of the General Plan EIR, there is adequate wastewater treatment capacity to accommodate the proposed Project. The Project would not exceed the wastewater requirements anticipated in the General Plan. Consequently, Project impacts relative to wastewater treatment requirements are less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
<p><i>Less Than Significant Impact.</i> As discussed above, adequate wastewater treatment capacity would serve the Project. Wastewater facilities to be constructed as part of the Valley & Ramona project include a sewer lift station that would serve all 62 units and be privately maintained by the project homeowner's association. The sewer lift station would be required because the public connection at the public sewer main and manhole is fairly shallow. The lift station is proposed to be located underground, in a driveway in the southwest portion of the project. As proposed, the design of the sewer lift station includes two pumps to allow for redundancy should one of the pumps fail. The pumps would also be sized to accommodate the morning peak flow anticipated from the development. Conditions of Approval will also be added to the project, which designate the maintenance responsibilities for the lift station.</p> <p>Water supply is currently provided by the City of El Monte, with nine smaller water companies also serving portions of the City. Of these, the three major water providers are the City, San Gabriel Valley Water Company and the California Americana Water. These three major water providers have completed Urban Water Management Plans (UWMPs) and have demonstrated the ability to service the City for the next 25 years. General Plan EIR Table 5.14-1 illustrates this water supply and demand information, and demonstrates that there will be adequate water supply through year 2025. By year 2025, there will be a water supply available to the City of 3,272 acre feet and demand of 3,109 acre feet, resulting in a surplus capacity of 163 acre feet per year. The Project is consistent with the General Plan Downtown Core designation, and would not exceed the water supply or treatment requirements anticipated in the General Plan and the applicable UWMPs. Consequently, Project impacts relative to water or wastewater facilities would be less than significant impact.</p>				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
<p><i>No Impact.</i> As described in Section 5.14-3 of the General Plan EIR, the City's local storm drainage system consists of 233 storm drains and 6 underpass pumps that are essential in preventing and minimizing flooding during periods of heavy rains.</p> <p>The Project site drains westerly. As discussed in Checklist Items #IX.a and c, the Valley and Ramona Residential project proposes to capture site drainage through private street gutters and into a drywell infiltration system, where the runoff will be treated and infiltrated before being released into the public storm drain system. The storm drains would be installed and maintained in compliance with the County's MS4 and LID standards. Future development of project site #2 would be subject to City review and</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
approval of a LID study and its prescribed BMPs. As such, the Project would not alter the basic site drainage pattern but would include improvements to capture and filter stormwater. The Project would not result in the need to construct a new storm water drainage facility that could cause significant environmental effects.				
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
<i>Less Than Significant Impact.</i> As discussed in Checklist Item #XVII.b, above, the Project is consistent with the General Plan Downtown Core designation, and would not exceed the water supply requirements anticipated in the General Plan and the applicable UWMPs. Consequently, Project impacts relative to sufficient water supplies would be less than significant.				
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
<i>Less Than Significant Impact.</i> As discussed in Checklist Item #XVII.a, the Project is consistent with the General Plan Downtown Core designation and would not exceed the wastewater treatment requirements anticipated in the General Plan. The General Plan finds that there is adequate wastewater treatment capacity at the WRP. No new or expanded wastewater facilities would be required to support the project. Consequently, Project impacts relative to sufficient wastewater treatment capacity would be less than significant.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
<i>Less Than Significant Impact.</i> El Monte is served by four waste management companies: American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management. American Reclamation and Phoenix Waste collect and recycle trash from the multiple family residential. Each of these waste management companies use the following landfills: Sunshine Canyon with a current capacity of 80,000,000 tons; Olinda Alpha with a current capacity of 23,000,000 and El Sobrante with a current capacity of 144,000. ²⁵ Applying the solid waste generation rates presented in Table 5.14-9 of the General Plan EIR, multifamily generates 5.32 gallons per day (gpd) of solid waste. At 62 units, the Project				

²⁵ Initial Study/Mitigated Negative Declaration for 11022-11044 Garvey Mix Use Project, certified November 2014 by the City of El Monte.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>would generate 329.84 gpd of solid waste. Development of project site #2 could add 3 additional units and generate an additional 15.96 gpd of solid waste. Project solid waste generation is well within the capacity of the landfills that currently serve El Monte.</p> <p>Consistent with the findings of the General Plan EIR, there is adequate landfill capacity to accommodate solid waste generated by City build-out. The proposed Project is consistent with the General Plan Downtown Core designation. Consequently, potential impacts associated with landfill capacity would be less than significant.</p>				
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	
<p><i>Less Than Significant Impact.</i> As discussed above, the City is currently in compliance with the State of California Waste Management Act (AB 939), and there is adequate landfill capacity to serve the Project. Consequently, Project impacts relative to compliance with solid waste regulations would be less than significant.</p>				
<p>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</p>				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
<p><i>Less Than Significant with Mitigation Incorporated.</i> The Project would not have substantial impacts on special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed Project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Potential impacts to nesting birds and trees would be mitigated by Mitigation Measures BIO-1 and BIO-2, respectively. Potential impacts to archaeological resources would be mitigated by Mitigation Measure CR-1. With implementation of these mitigation measures, the Project's Mandatory Finding of Significance relative to degrading the quality of the environment would be less significant.</p>				
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other		X		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
current projects, and the effects of probable future projects)?				
<p><i>Less than Significant with Mitigation Incorporated.</i> The Project contribution to cumulative air quality, hydrology, public services and utilities would be less than significant. Project contribution to noise and traffic would be less than significant with mitigation incorporated. Consequently, the Project’s Mandatory Finding of Significance relative to contribution to cumulative impacts would be less than significant with mitigation incorporated.</p>				
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		
<p><i>Less than Significant with Mitigation Incorporated.</i> The Project would create potential impacts related to hazards, noise and traffic. However Mitigation Measures HAZ-1 and HAZ-2, NOI-1 through NOI-4, and TR-1 would reduce these potential impacts to a less than significant impact levels. Consequently, to adverse effects on humans either directly or indirectly would be less than significant.</p>				

9. LIST OF PREPARERS

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