

# MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

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## EL MONTE MIXED-USE & ASSISTED LIVING DEVELOPMENT 11619-11707 GARVEY AVE., 11726-11728 ASHER ST. & 3024 LA MADERA AVE. EL MONTE, CALIFORNIA



**LEAD AGENCY:**

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

**REPORT PREPARED BY:**

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**APRIL 29, 2016**  
ELMT 008

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## MITIGATED NEGATIVE DECLARATION

- NAME:** El Monte Mixed-Use Development.
- ADDRESS:** 11707 Garvey Avenue and 3100 Baseball Avenue, El Monte, California 91731. Los Angeles County Assessors Parcel Numbers (APNs) include: 8565-015-001, 8565-015-002, 8565-015-003, 8565-015-004, 8565-015-005, 8565-015-0013, 8565-015-017, 8565-015-018, 8565-015-022, 8565-015-025, 8665-016-002, and 8556-016-003.
- CITY/COUNTY:** City of El Monte, Los Angeles County.
- APPLICANT:** Soo Properties, LLC. 25 E Huntington Drive, Arcadia, California 91006.
- PROJECT:** The City of El Monte Economic Development Department, in its capacity as the Lead Agency, is reviewing an application that would allow for the development of a mixed-use development within a 2.98-acre property located along the north side of Garvey Avenue and to the east of La Madera Avenue. Two new buildings (referred to as Building 1 and Building 2) will be constructed within the property. The larger building, Building 1, will be located along the Garvey Avenue frontage and will consist of four levels. The new Building 1 will include ground floor commercial uses (retail and restaurant), assisted living units, and senior apartments on the upper floors. Building 1 will have a total floor area of 122,800 square feet. Building 2 will be located on the site's interior, north of Building 1. Building 2 will have a total floor area of 25,051 square feet. Building 2 will contain assisted living units and administrative offices. The entire facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 119 parking spaces will be provided. Discretionary approvals that would be required as part of the proposed project's implementation include the following discretionary actions:
- A General Plan Amendment for that portion of the site that includes the parcels along Asher Street and the northern portion along La Madera Avenue from Medium Density Residential to Mixed/Multi-Use;
  - A Zone Change for that portion of the site that includes Asher Avenue and La Madera Avenue from Medium Density Multiple-family (R-3) to Mixed Multiple Use;
  - A Tentative Tract Map to consolidate multiple parcels, which will include a vacation of the existing alley within the project area;
  - A Conditional Use Permit for a senior housing development;
  - A Conditional Use Permit to establish a residential care facility for the elderly with seven (7) or more residents;

## MITIGATED NEGATIVE DECLARATION (CONTINUED)

- A Conditional Use Permit for a multi-tenant development;
- Design Review for the mixed use development;
- Modifications to reduce the minimum requirements setback areas for parking purposes, reduce the minimum required residential density, and reduce the minimum required number of loading spaces; and,
- Approval of the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program.

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

### FINDINGS:

The environmental analysis provided in the attached Initial Study indicates that the proposed project would not result in any significant adverse unmitigable impacts. For this reason, the City of El Monte has determined that a *Mitigated Negative Declaration* is the appropriate CEQA environmental determination for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

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

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

Signature \_\_\_\_\_

City of El Monte Economic Development Department

\_\_\_\_\_

Date



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## SECTION 1 - INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

The City of El Monte Economic Development Department, in its capacity as the Lead Agency, is reviewing an application to allow for the construction and operation of a mixed-use development within a 2.98-acre property located along the north side of Garvey Avenue and to the east of La Madera Avenue. Two new buildings (referred to as Building 1 and Building 2) will be constructed within the property. Building 2 will be located in the site's interior, north of Building 1. The larger building, Building 1, will be located along the Garvey Avenue frontage and will consist of four levels. The new Building 1 will include ground floor commercial uses (retail uses and a restaurant) and assisted living units, and senior apartments on the upper floors. Building 1 will have a total floor area of 122,800 square feet. Building 2 will have a total floor area of 25,051 square feet. Building 2 will contain assisted living units and administrative offices. The entire facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 119 parking spaces will be provided. The project Applicant is Soo Properties, LLC. With offices located at 25 E Huntington Drive, Arcadia, California 91006

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

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

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

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

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

proposed project and the findings of this Initial Study.<sup>2</sup> Questions and/or comments should be submitted to the following contact person:

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

## 1.2 INITIAL STUDY'S ORGANIZATION

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

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

## 1.3 INITIAL STUDY CHECKLIST

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

- The proposed project *would not* have the potential to degrade the quality of the environment.
- The proposed project *would not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *would not* have impacts that are individually limited, but cumulatively considerable.

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

- The proposed project *would not* have environmental effects that would adversely affect humans, either directly or indirectly.

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

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

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

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>c)</b> Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			<b>X</b>	
<b>d)</b> Expose sensitive receptors to substantial pollutant concentrations?		<b>X</b>		
<b>e)</b> Create objectionable odors affecting a substantial number of people?		<b>X</b>		
<b>Section 3.4 Biological Resources Impacts.</b> <i>Would the project have a substantial adverse effect:</i>				
<b>a)</b> Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
<b>b)</b> On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
<b>c)</b> On Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
<b>d)</b> In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				<b>X</b>
<b>e)</b> In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
<b>f)</b> By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				<b>X</b>
<b>Section 3.5 Cultural Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				<b>X</b>
<b>b)</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		<b>X</b>		

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

Environmental Issues Area Examined	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?			<b>X</b>	
d) Disturb any human remains, including those interred outside of formal cemeteries?			<b>X</b>	
<b>Section 3.6 Geology &amp; Soils Impacts.</b> <i>Would the project result in or expose people to potential impacts involving:</i>				
a) The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides?		<b>X</b>		
b) Substantial soil erosion or the loss of topsoil?			<b>X</b>	
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			<b>X</b>	
d) Location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property?				<b>X</b>
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				<b>X</b>
<b>Section 3.7 Greenhouse Gas Emissions Impacts.</b> <i>Would the project:</i>				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				<b>X</b>
<b>Section 3.8 Hazards &amp; Hazardous Materials Impacts.</b> <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<b>X</b>	

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>c)</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		<b>X</b>		
<b>d)</b> Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?			<b>X</b>	
<b>e)</b> Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				<b>X</b>
<b>f)</b> Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				<b>X</b>
<b>g)</b> Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?			<b>X</b>	
<b>h)</b> Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				<b>X</b>
<b>Section 3.9 Hydrology &amp; Water Quality Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Violate any water quality standards or waste discharge requirements?		<b>X</b>		
<b>b)</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				<b>X</b>
<b>c)</b> Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				<b>X</b>
<b>d)</b> Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				<b>X</b>
<b>e)</b> Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		<b>X</b>		
<b>f)</b> Substantially degrade water quality?				<b>X</b>

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

Environmental Issues Area Examined	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>g)</b> Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				<b>X</b>
<b>h)</b> Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				<b>X</b>
<b>i)</b> Expose people or structures to a significant risk of flooding because of dam or levee failure?			<b>X</b>	
<b>j)</b> Result in inundation by seiche, tsunami, or mudflow?				<b>X</b>
<b>Section 3.10 Land Use Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Physically divide an established community, or otherwise result in an incompatible land use?				<b>X</b>
<b>b)</b> Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			<b>X</b>	
<b>c)</b> Conflict with any applicable habitat conservation or natural community conservation plan?				<b>X</b>
<b>Section 3.11 Mineral Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				<b>X</b>
<b>b)</b> Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan?				<b>X</b>
<b>Section 3.12 Noise Impacts.</b> <i>Would the project result in:</i>				
<b>a)</b> Exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		<b>X</b>		
<b>b)</b> Exposure of people to, or the generation of, excessive ground-borne noise levels?			<b>X</b>	
<b>c)</b> Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			<b>X</b>	

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

<b>Environmental Issues Area Examined</b>	<b>Significant Unavoidable Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>d)</b> Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		<b>X</b>		
<b>e)</b> For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>f)</b> For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>Section 3.13 Population &amp; Housing Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			<b>X</b>	
<b>b)</b> Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>c)</b> Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>Section 3.14 Public Services Impacts.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in any of the following areas:</i>				
<b>a)</b> Fire protection services?		<b>X</b>		
<b>b)</b> Police protection services?		<b>X</b>		
<b>c)</b> School services?				<b>X</b>
<b>d)</b> Other governmental services?				<b>X</b>
<b>Section 3.15 Recreation Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
<b>b)</b> Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			<b>X</b>	

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

Environmental Issues Area Examined	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.16 Transportation &amp; Circulation Impacts.</b> <i>Would the project:</i>				
a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		<b>X</b>		
b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?				<b>X</b>
c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				<b>X</b>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				<b>X</b>
e) Result in inadequate emergency access?				<b>X</b>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		<b>X</b>		
<b>Section 3.17 Utilities Impacts.</b> <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			<b>X</b>	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?			<b>X</b>	
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?			<b>X</b>	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		<b>X</b>		
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				<b>X</b>

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

Environmental Issues Area Examined	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			<b>X</b>	
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				<b>X</b>
<b>Section 3.18 Mandatory Findings of Significance.</b> <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				<b>X</b>
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				<b>X</b>
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				<b>X</b>
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				<b>X</b>
e) This Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				<b>X</b>



## SECTION 2 - PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

The project, if approved, will be a mixed-use development within a 2.98-acre property located along the north side of Garvey Avenue and to the east of La Madera Avenue. The project addresses include 11619-11707 Garvey Avenue, 11726 and 11728 Asher Street and 3024 La Madera Avenue. Two new buildings (referred to as Building 1 and Building 2) will be constructed within the property. The larger building, Building 1, will be located along the Garvey Avenue frontage and will consist of four levels. The new Building 1 will include ground floor commercial uses (retail and restaurant), assisted living units, and senior apartments on the upper floors. Building 1 will have a total floor area of 122,800 square feet. Building 2 will be located on the site's interior, north of Building 1. Building 2 will have a total floor area of 25,051 square feet. Building 2 will contain assisted living units and administrative offices. The facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 119 parking spaces will be provided.<sup>3</sup>

### 2.2 PROJECT LOCATION

The proposed project site is located in the south-central portion of the City of El Monte. The City of El Monte is bounded on the north by Arcadia and Temple City; on the west by Rosemead; on the east by Irwindale, Baldwin Park, Industry, and unincorporated areas; and on the south by South El Monte.<sup>4</sup> The City's location in a regional context is illustrated in Exhibit 2-1. The City's location in relation to the surrounding communities is illustrated in Exhibit 2-2. In addition, a local map is provided in Exhibit 2-3. The City of El Monte is located in the west San Gabriel Valley approximately 13.0 miles east of downtown Los Angeles. Major physiographic features in the area include the concrete lined San Gabriel River, located approximately one mile to the east of the project site; the Puente Hills located approximately three miles to the southeast; and the San Gabriel Mountains located approximately seven miles to the north.<sup>5</sup> Regional access to El Monte is provided by two area freeways: the San Bernardino Freeway (I-10) and the San Gabriel River Freeway (I-605). The nearest freeway access is provided by the Peck Road and Valley Boulevard ramps to the I-10 (San Bernardino) Freeway.

The development site is a 2.98-acre property located along the north side of Garvey Avenue and to the east of La Madera Avenue (11707 Garvey Avenue and 3024 La Madera Avenue).<sup>6</sup> The Los Angeles County Assessors Parcel Numbers (APNs) include: 8565-015-001, 8565-015-002, 8565-015-003, 8565-015-004, 8565-015-005, 8565-015-0013, 8565-015-017, 8565-015-018, 8565-015-022, 8565-015-025, 8665-016-002, and 8556-016-003.<sup>7</sup>

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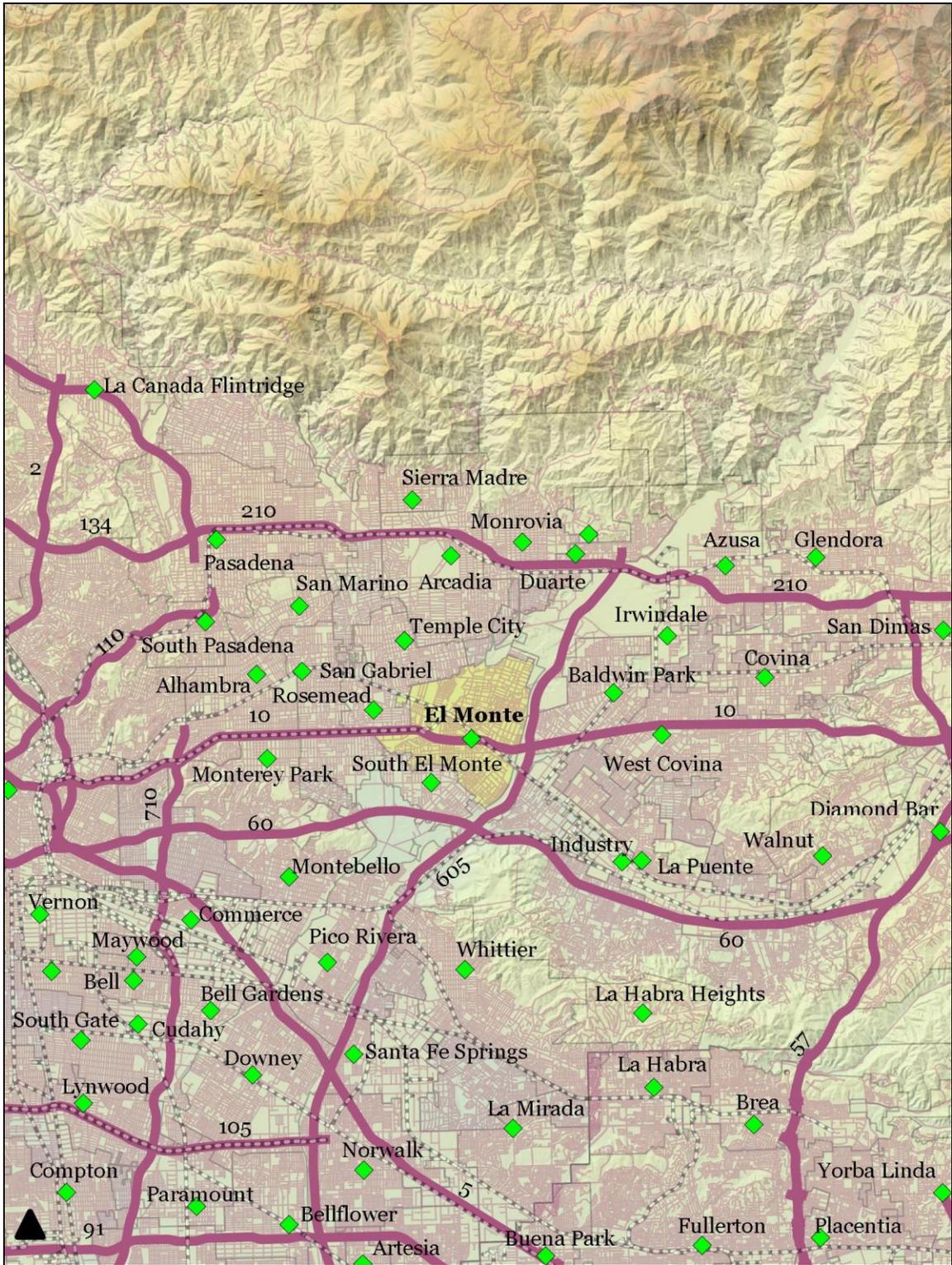
<sup>3</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet*. April 1, 2015

<sup>4</sup> Quantum GIS. City boundary shapefile layer provided by the Southern California Association of Governments.

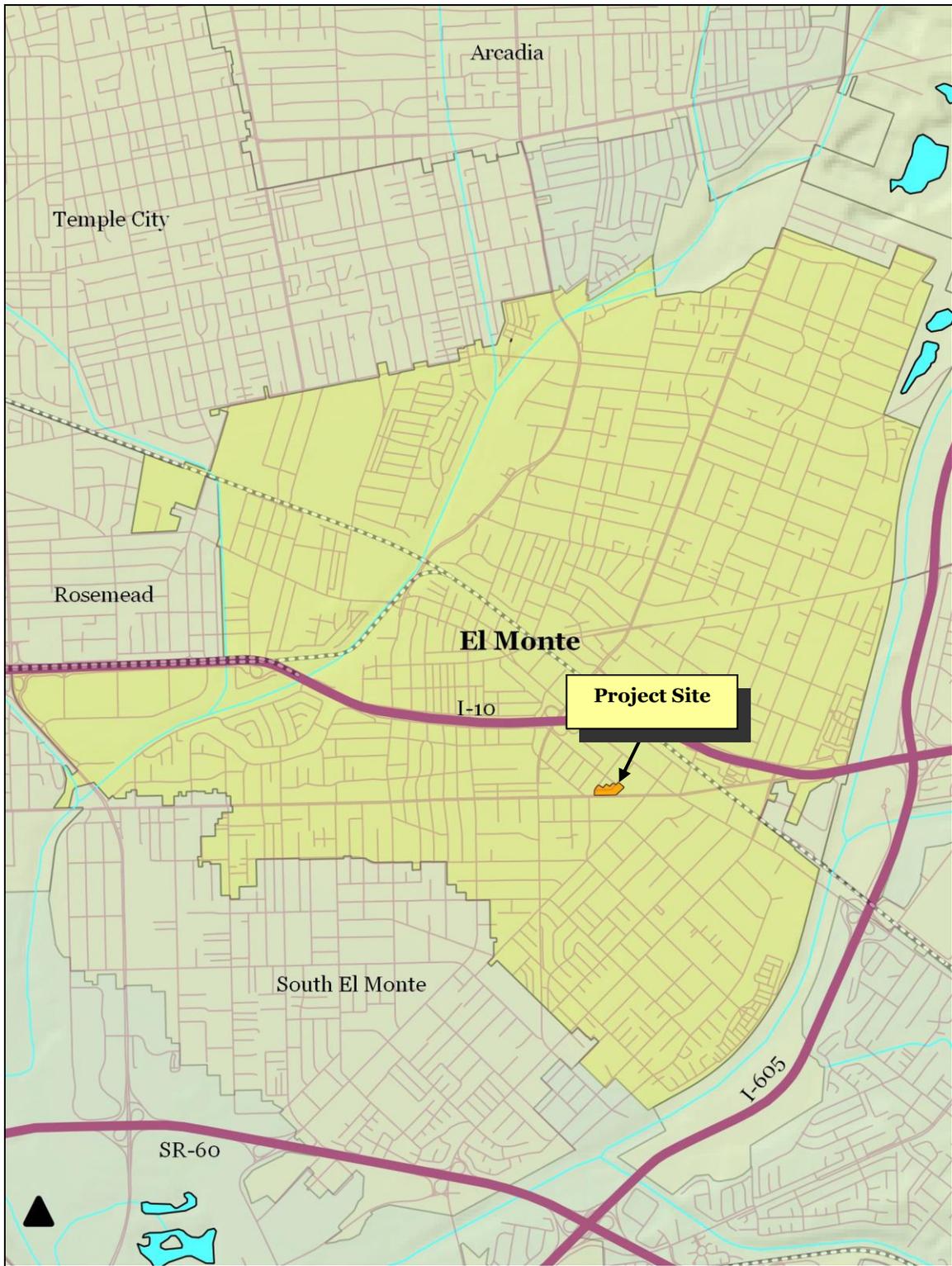
<sup>5</sup> Google Earth. Site accessed October 3, 2015.

<sup>6</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet*. April 1, 2015

<sup>7</sup> Los Angeles County Tax Assessor Office. Parcel Viewer. <http://maps.assessor.lacounty.gov/> (Website accessed on September 28, 2015)

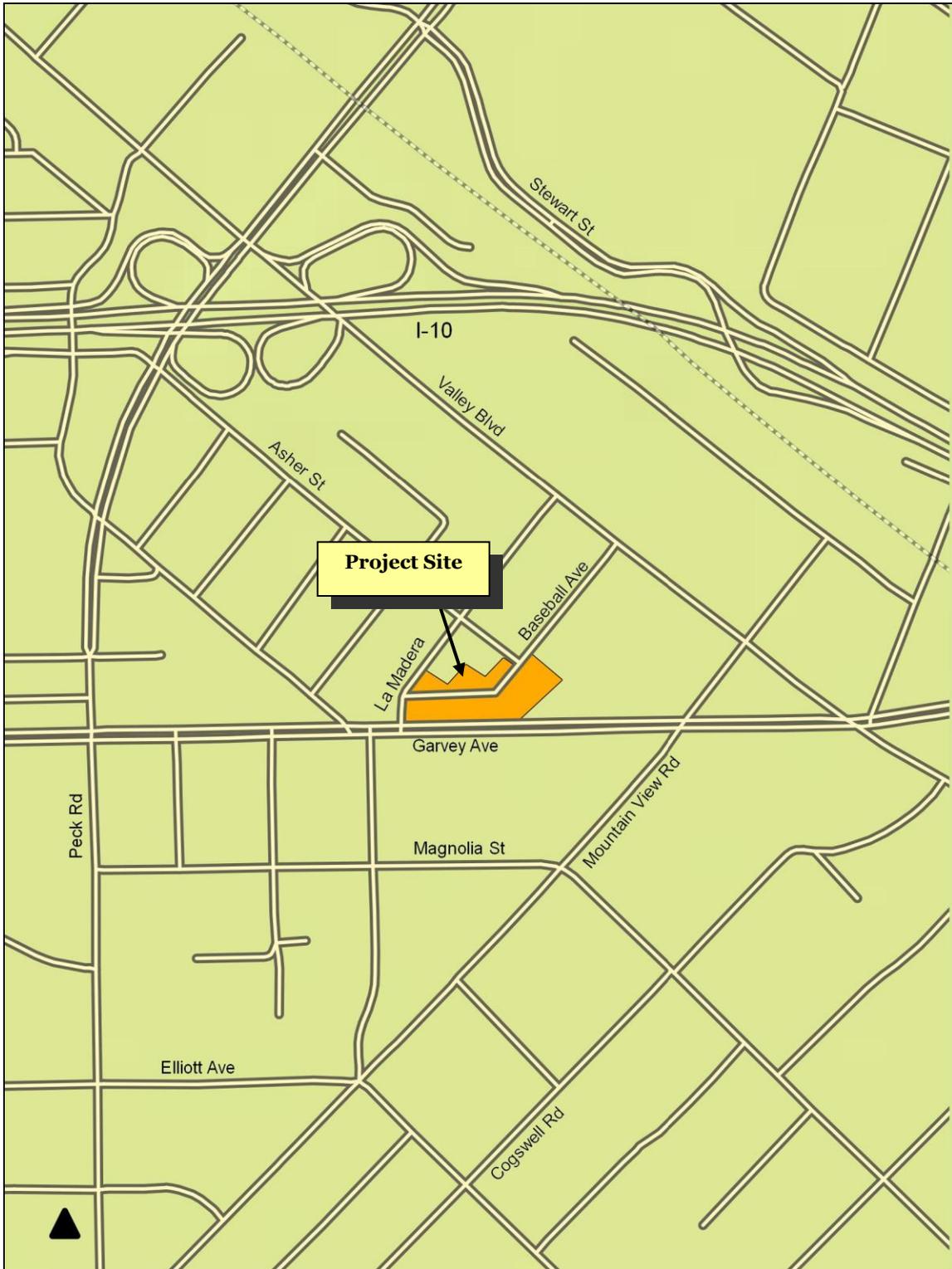


**EXHIBIT 2-1**  
**REGIONAL LOCATION MAP**  
Source: Quantum GIS



## EXHIBIT 2-2 CITYWIDE MAP

Source: Quantum GIS



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

## 2.3 ENVIRONMENTAL SETTING

The project site is located in an urban area and is surrounded by a mix of uses that include residential uses to the north and west, and commercial uses to the east, west, and south of the site. Garvey Avenue extends along the project site's south side. An aerial photograph of the project site is shown in Exhibit 2-4. Surrounding land uses in the vicinity of the project site include the following:

- *North of the project site.* A residential neighborhood characterized by a mix of single-family and multiple-family development (duplex units, triplex units, etc.) is located to the north of the site. The homes located nearest to the project site are found along the east side of La Madera Avenue, the north side of Asher Street, and on the east side of Baseball Avenue.<sup>8</sup> Views of this area are shown in Exhibit 2-5.
- *South of the project site.* Garvey Avenue extends along the length of the project site, on the south. Commercial land uses are located further south, along the southerly side of Garvey Avenue. This commercial corridor includes a mix of commercial retail and service uses.<sup>9</sup> Views of this area are shown in Exhibit 2-6.
- *West of the project site.* La Madera Avenue is located to the west of the project site. A fast-food restaurant, several vacant parcels, and the aforementioned residential neighborhood are located on the west and east sides of La Madera Avenue.<sup>10</sup> Views of this area are shown in Exhibit 2-7.
- *East of the project site.* The El Valley Center, a community shopping center, is located to the east of the project site.<sup>11</sup> Views of this area are shown in Exhibit 2-8.

The majority of the project site is vacant though portions of the site are presently occupied by a residential unit and a used car dealership. The remainder of the site is covered over in broken concrete and building foundation remnants. The segment of Baseball Avenue that extends from Asher Street on the north to La Madera Avenue will be vacated. The only landscaping remaining within the project site includes several trees within the yard area of the residential unit, trees in the area formerly occupied by the commercial uses, shrubbery along the northern perimeter, and ruderal vegetation elsewhere on the project site. Photographs of the project site are shown in Exhibits 2-9 and 2-10.

Other notable public uses in the vicinity of the project site include El Monte High School located 2,506 feet to the northwest, Payne Elementary School located 925 feet to the southeast, Arceo Park located 3,848 feet to the northwest, and Mountain View Park located 2,754 feet to the southeast.<sup>12</sup>

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<sup>8</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

<sup>12</sup> Google Earth. Site accessed October 6, 2015.



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



**View of the houses located to the north of the site**

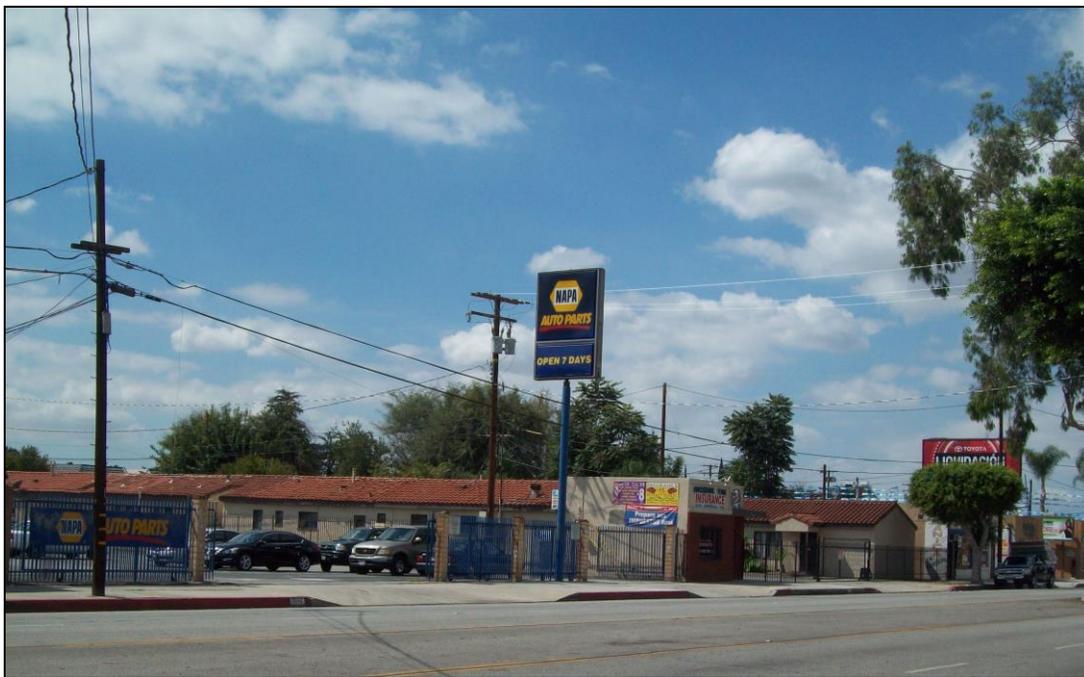


**View of the houses located to the north of the site**

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



**View of Garvey Avenue facing southeast**



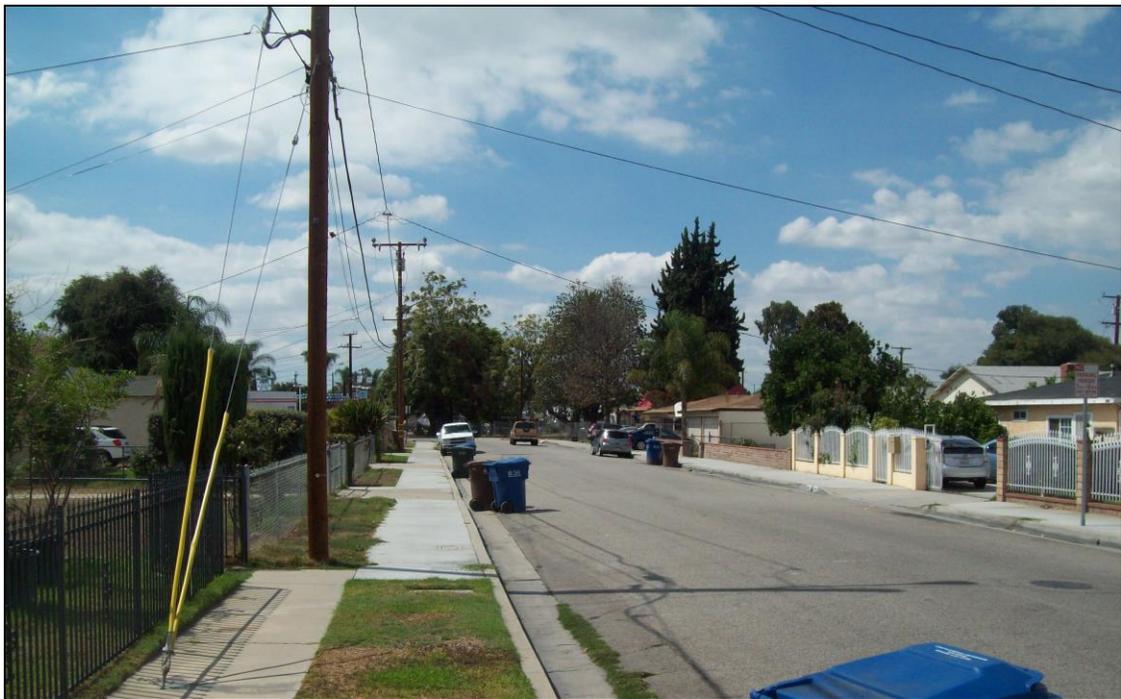
**View of the uses along Garvey Avenue facing southwest**

**EXHIBIT 2-6**  
**PHOTOGRAPHS OF THE AREA SOUTH OF THE PROJECT SITE**

Source: Blodgett Baylosis Environmental Planning



**View of the vacant use located at the corner of Garvey Avenue and La Madera Avenue facing southwest**



**View of La Madera Avenue facing south**

**EXHIBIT 2-7**  
**PHOTOGRAPHS OF THE AREA WEST OF THE PROJECT SITE**

Source: Blodgett Baylosis Environmental Planning



**View of the El Valley shopping center facing east**



**View of the adjacent use facing east**

**EXHIBIT 2-8**  
**PHOTOGRAPHS OF THE AREA EAST OF THE PROJECT SITE**  
Source: Blodgett Baylosis Environmental Planning



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



**View of the existing car dealership located at the southern portion of the project site facing northeast**

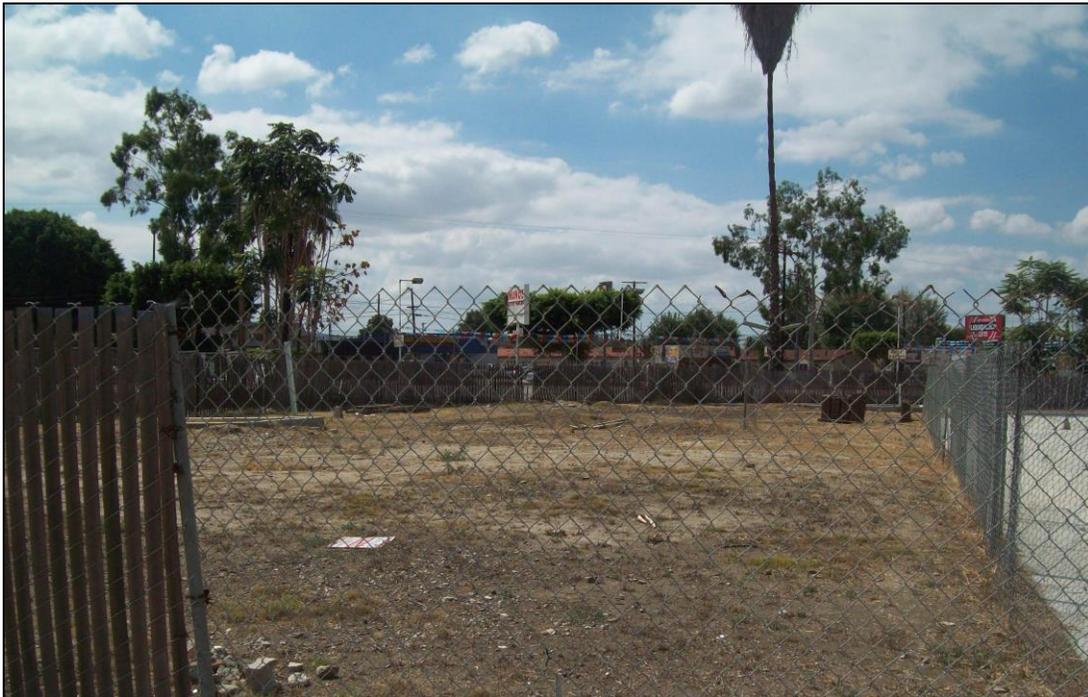
## **EXHIBIT 2-9**

### **PHOTOGRAPHS OF THE PROJECT SITE**

Source: Blodgett Baylosis Environmental Planning



**View of the alley traversing the center portion of the site facing east**



**View of the center portion of the project site facing southwest**

**EXHIBIT 2-10**  
**PHOTOGRAPHS OF THE PROJECT SITE**  
Source: Blodgett Baylosis Environmental Planning

## 2.4 PROJECT DESCRIPTION

### 2.4.1 OVERVIEW OF SITE PLAN

The proposed project is a mixed-use development within a 2.98-acre property located along the north side of Garvey Avenue and to the east of La Madera Avenue. Two new buildings (referred to as Building 1 and Building 2) will be constructed within the property. The larger building, Building 1, will be located along the Garvey Avenue frontage and will consist of four levels. The new Building 1 will include ground floor commercial uses (retail and restaurant), assisted living units, and senior apartments on the upper floors. Building 2 will be located on the site's interior, north of Building 1. Building 2 will contain assisted living units and administrative offices.<sup>13</sup>

### 2.4.2 PHYSICAL CHARACTERISTICS OF THE PROPOSED OVERVIEW OF SITE PLAN

The proposed project will be a mixed-use development within the 2.98-acre property. The proposed facility will provide housing for seniors, rooms for assisting living, and rooms for persons suffering from memory loss. The proposed project will consist of the following elements described below and in the remainder of the section:

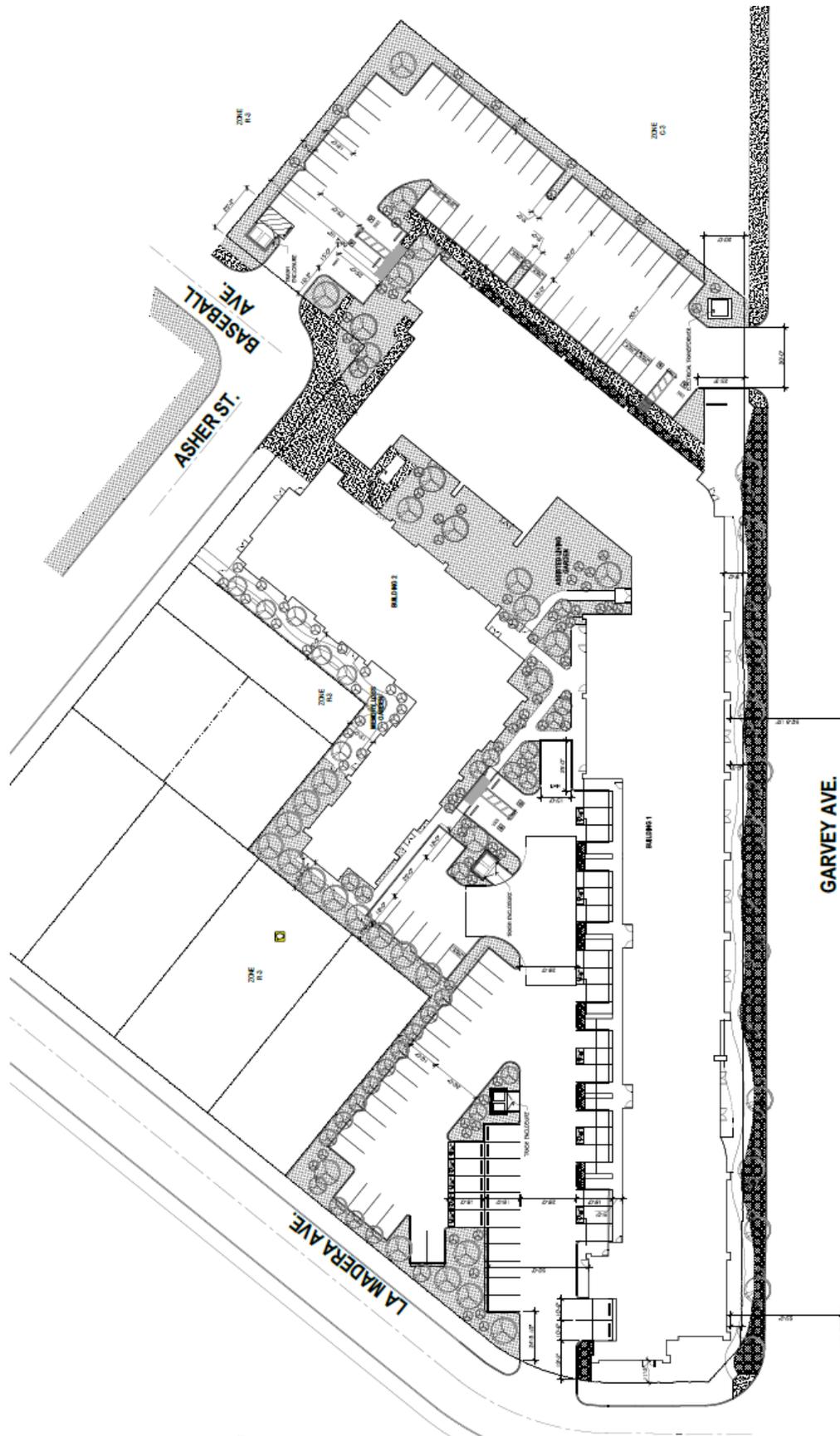
- *Site Plan.* Two new buildings (referred to as Building 1 and Building 2) will be constructed within the property. The larger building, Building 1, will be located along the Garvey Avenue frontage and will consist of four levels. Building 2 will be located on the site's interior, north of Building 1. The smaller Building 2 will consist of two levels. The site plan is shown in Exhibit 2-11.
- *Building 1.* The new Building 1 will include ground floor commercial uses (retail and restaurant) and assisted living units and senior apartments on the upper floors. Building 1 will have a total floor area of 128,391 square feet. Of this total floor area, 4,560 square feet will be devoted to the ground floor restaurant use and 15,195 square feet will be devoted to ground floor retail. The remaining 108, 636 square feet will be devoted to the senior units and assisted living rooms. The assisted living facilities and senior apartments will be located on all four floors. The maximum building height will be just over 50 feet.<sup>14</sup> Elevations for Building 1 are shown in Exhibit 2-12.
- *Building 2.* Building 2 will have a total floor area of 23,611 square feet and will contain two levels. Building 2 will contain rooms for those persons suffering memory loss due to Alzheimer's or other neurological disorders. The total floor area of these rooms will be 22,802 square feet. Building 2 will also contain and will be located on living units and administrative offices. The administrative offices, totaling 2,249 square feet, will be located on the ground level. The maximum building height of Building 2 will be 32 feet.<sup>15</sup> Elevations for Building 2 are shown in Exhibit 2-13.

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<sup>13</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet., Site Plan Sheet AO-0*  
April 1, 2015

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

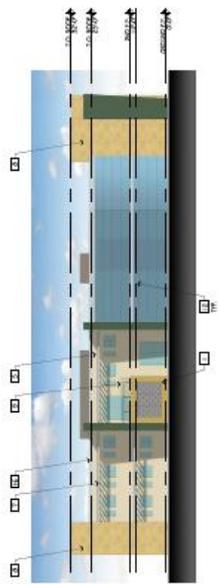


**EXHIBIT 2-11**  
**SITE PLAN CONCEPT**  
Source: Pacific Design Group.

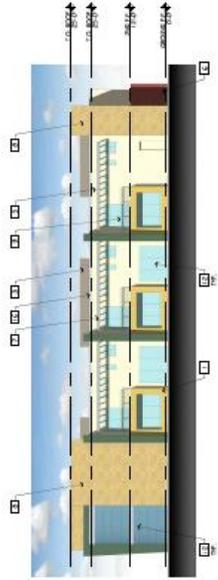


## EXHIBIT 2-12 ARCHITECTURAL ELEVATIONS FOR BUILDING 1

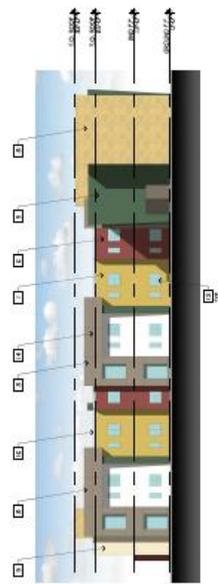
Source: Pacific Design Group.



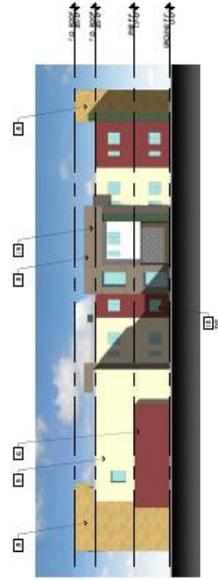
1 BLDG. 2 - WEST ELEVATION



2 BLDG. 2 - SOUTHEAST ELEVATION



3 BLDG. 2 - NORTHEAST ELEVATION



4 BLDG. 2 - NORTHWEST ELEVATION

## EXHIBIT 2-13 ARCHITECTURAL ELEVATIONS FOR BUILDING 2

Source: Pacific Design Group.

- *Occupancy Characteristics.* The entire facility will include 78 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 118 beds will be provided.<sup>16</sup>
- *Assisted Living Units.* A total of 78 units will be reserved for assisted living. Of the total number of units, 30 units will consist of studios (380 to 430 square feet) while the remaining 48 units will consist of one-bedroom units (593 square feet). One resident will be assigned to each studio and one-bedroom unit. All of the assisted living units will be located in Building 1.<sup>17</sup>
- *Senior Apartments.* A total of 28 units will be reserved for senior occupancy. These senior apartments will include two studio apartments (532 square feet), 23 one-bedroom units (658 to 681 square feet), and three, two-bedroom apartments (912 square feet). All of the senior apartments will be located in Building 1.<sup>18</sup>
- *Memory Loss Units.* A total of 20 rooms (491 square feet) will be reserved for those residents suffering from memory loss. Up to two residents will share a single room. All of these rooms will be located in Building 2.<sup>19</sup>
- *Parking.* Two separate surface parking lots, referred to as the east parking area and the west parking area, will be provided. The east parking area will be located in the easterly portion of the project site. This parking area will contain 50 parking spaces. The west parking area will be located in the westerly portion of the project site north of Building 1 and west of Building 2. The site plan indicates a total of 119 parking spaces will be provided including 109 standard stalls, two ADA stalls, two electric recharging station stalls, and two loading stalls.<sup>20</sup>
- *Access.* Ingress and egress to the proposed project will be provided by three driveways. A 30-foot driveway will be located in the southeastern corner which will connect with Garvey Avenue. This driveway will provide a connection to the east parking area. A second 30-foot driveway connection with La Madera Drive will be located on the southwest corner. This driveway will provide access to the west parking area. Finally, a third 25-foot wide driveway will connect with Baseball Avenue and Asher Street. This driveway will provide secondary access to the east parking area.<sup>21</sup>
- *Landscaping.* Landscaping will be provided along the street frontages, along the site perimeters, and in the yard areas located next to the buildings. Landscaping will total 19,507 square feet.<sup>22</sup>

A summary of the proposed project is shown in Table 2-1, provided on the following page.

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<sup>16</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet., Site Plan Sheet AO-0*  
April 1, 2015

<sup>17</sup> Ibid.

<sup>18</sup> Ibid.

<sup>19</sup> Ibid.

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

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

<b>Project Element</b>	<b>Total</b>		
Project Site Area	2.98-acres (130,045 sq. ft.)		
Total Building Area	147,581 sq. ft.		
Building 1 4 levels 50 feet in height.	First Floor	Restaurant	4,685 sq. ft.
		Retail	14,882 sq. ft.
		Assisted Living	13,446 sq. Ft.
		Senior Apartments	739 sq. ft.
	Second Floor	Assisted Living	33,331 sq. ft.
	Second Floor	Assisted Living	33,437 sq. ft.
	Fourth Floor	Senior Apartments	22,282 sq. ft.
	Total Floor Area		122,800 sq. ft.
Building 2 2 levels 35 feet in height.	First Floor	Memory Loss/Admin.	12,830 sq. ft.
	Second Floor	Memory Loss	12,221 sq. ft.
	Total Floor Area		25,051 sq. ft.
Assisted Living	30 Rooms	Studio Rooms	380 sq. ft. to 430 sq. ft./room
	46 Rooms	One Bed Rooms	593 sq. ft./room
	76 Total Rooms	76 Total Beds	
Memory Loss	20 Rooms (Shared)	40 Total Beds	491 sq. ft./room
Occupancy (Assisted Living & Memory Loss Rooms)		116 Total Beds	
Senior Apartments	4 Units	Studio Apartments	532 sq. ft./unit
	21 Units	One Bedroom Units	658 sq. ft. to 681 sq. ft./unit
	3 Units	Two Bedroom Units	912 sq. ft./unit

Source: Pacific Design Group, Inc. El Monte Mixed Use Development, Soo Properties, LLC.

### 2.4.3 CONSTRUCTION CHARACTERISTICS

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

- *Demolition.* During this phase, the existing on-site improvements (buildings, concrete foundations, asphalt, etc.) will be demolished and removed. Heavy equipment that will be used during this phase includes excavators, graders, rubber tire dozers, tractors, backhoes, and loaders. This phase will take approximately one month to complete.

- *Site Preparation.* The project site will be prepared for the construction of the new buildings. Equipment on-site during this phase will include graders, tractors, backhoes, and loaders. The average number of off-road equipment on any single day during this phase will total three pieces. During this phase, the average number of daily worker trips will be eight trips. No export is anticipated. This phase will take approximately one month to complete.
- *Construction.* Buildings 1 and 2 will be constructed during this phase. Equipment on-site during this phase will include cranes, generators, forklifts, tractors, backhoes, and loaders. The average number of off-road equipment on any single day during this phase will total seven pieces. This phase will take approximately six months to complete.
- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, and the completion of the on-site improvements. Equipment on-site during this phase will include cement and motor mixers, pavers, rollers, other paving equipment, tractors, backhoes, and loaders. The average number of off-road equipment on any single day during this phase will total five pieces. This phase will last approximately two months.

#### **2.4.4 OPERATIONAL CHARACTERISTICS**

The proposed project, with the exception of the ground-level restaurant and retail uses, will be operating seven days a week, 24 hours a day. According to the State of California definition, “an assisted living facility is a building or part of a building that undertakes, through its ownership or management, responsibility to provide assisted living services for a period exceeding 24 hours to more than three adult residents of the facility.” Assisted living services may be provided either directly or through contractual arrangement. An assisted living facility provides, at a minimum, services to assist residents in performing all activities of daily living on a 24-hour basis. Assisted Living communities, licensed as residential Care Facilities for the Elderly (RCFEs) in California, are regulated with laws and regulations designed to promote resident independence and self-direction to the greatest extent possible in a residential, non-medical setting. The California Department of Social Services, Community Care Licensing Division (CCLD) enforces these laws and regulations through the initial licensing process followed by periodic inspections.<sup>23</sup>

RCFEs are regulated by the California Code of Regulations Title 22, Division 6, Chapter 8. In addition, the RCFE Act establishes additional statutory requirements in many of the same areas as Title 22, and the Evaluator Manual is used for the application and enforcement of laws, policies, and procedures. There are also a number of new laws which are not yet reflected in the regulations. Although the state has fallen behind in updating the regulations to reflect these new laws, the statutory requirements are still in effect and being enforced throughout the state.<sup>24</sup>

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<sup>23</sup> California Assisted Living Association. <https://caassistedliving.org/provider-resources/laws-regulations>. (Website accessed on October 11, 2015).

<sup>24</sup> Ibid.

All of the beds located within Building 2 will be occupied by residents suffering from memory loss due to Alzheimer's or other forms of dementia. The facility will be designed to assist individuals who need help with their day to day tasks, but do not require extensive nursing care provided at skilled nursing facilities or nursing homes. Most assisted living facilities include small, efficiency apartments or rooms that are staffed with nursing assistants and aides who are able to help in bathing, dressing, and grooming. Most facilities also offer dining programs and structured socialization opportunities. Assisted livings may also be a good choice for couples who want to remain together but simply cannot care for each other because of health limitations. For those with mild to moderate dementia, assisted living facilities are effective alternatives for those individuals with memory impairment without fully relinquishing independence.<sup>25</sup> The following operational elements are typically included in these types of assisted living facilities:

- *Secure Areas.* Memory loss assisted living facilities must be designed with the mild dementia patient in mind. Entire wings or even buildings may be designated for individuals suffering from memory impairment. They often provide more supervision and security as does the rest of the facility. These communities are staffed with caregivers who are accustomed to the impulsivity and poor safety awareness exhibited by many who suffer. The staff is trained in how to respectfully and humanely redirect the resident back to the appropriate activity or location. For this project, Building 2 will be devoted to memory loss patients.
- *Medication Assistance.* Most assisted living facilities can aid in the administration of medication. Knowing when to take medication can be difficult for those with a cognitive decline. Licensed nurses are qualified to distribute doctor-prescribed medications and can ensure compliance. This is also helpful when communicating with primary care physicians since staff can alert to an increase in behaviors or a decrease in functional abilities and know it is not a result of missed medications.
- *Rehabilitation Programs.* Many memory centers also offer programs designed to slow the progression of degenerative cognitive disease or to alleviate symptoms associated with dementia like agitation and aggression. Sensory stimulation, cognitive therapies, and physical and occupational therapies are all included in these types of programs. Most therapies and programs are performed in group settings which allows for greater supervision of the residents as well as the socialization that is needed.

The proposed assisted living facility will employ persons comprised of five major job categories and more than fourteen job positions, including administrative and management staff, nursing staff, food services staff, housekeeping and maintenance staff, and social activities staff. State regulations require that staffing be provided 24-hours a day, seven days a week. Assisted living communities typically employ an average of 0.5 full-time equivalent (FTE) employees per total unit count. In other words, the assisted living component of the proposed project is projected to result in 58 FTE employees.<sup>26</sup> This figure does not include those persons that will be employed by the restaurant and retail uses. Assuming one employee per 1,000 square feet of floor area, a total of 20 employees will be possible for the retail and restaurant uses.

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<sup>25</sup> Assisted Living Today. <http://assistedlivingtoday.com/p/memory-care/>. Site accessed on October 11, 2015.

<sup>26</sup> Assisted Living Federation of America. Deep Economic Impact. <http://www.alfa.org/assnfe/Article.asp> (Website accessed on October 11, 2015).

## 2.5 OBJECTIVES OF THE PROJECT

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

- To facilitate the integration of land uses and development;
- To facilitate the revitalization of underutilized parcels in the City;
- To ensure that the project is in conformance with the development policies included in the City of El Monte General Plan; and,
- To promote new residential infill development along with the more efficient use of underutilized properties in the City.

## 2.6 DISCRETIONARY ACTIONS

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

- A General Plan Amendment for that portion of the site that includes the parcels along Asher Street and the northern portion along La Madera Avenue from Medium Density Residential to Mixed/Multi-Use;
- A Zone Change for that portion of the site that includes Asher Avenue and La Madera Avenue from Medium Density Multiple-family (R-3) to Mixed Multiple Use;
- A Tentative Tract Map to consolidate multiple parcels, which will include a vacation of the existing alley within the project area;
- A Conditional Use Permit for a senior housing development;
- A Conditional Use Permit to establish a residential care facility for the elderly with seven (7) or more residents;
- 
- Conditional Use Permit for a multi-tenant development;
- Design Review for the mixed use development;
- Modifications to reduce the minimum requirements setback areas for parking purposes, reduce the minimum required residential density, and reduce the minimum required number of loading spaces; and,
- Approval of the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program.

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



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## SECTION 3 - ENVIRONMENTAL ANALYSIS

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

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

The environmental analysis contained in this section reflects the Initial Study Checklist format used by the City of El Monte Economic Development Department, Planning Division in its environmental review process pursuant to and consistent with the CEQA Guidelines as amended. Under each issue area, an assessment of impacts is provided in the form of questions and answers. The analysis contained herein serves as a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

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

## **3.1 AESTHETIC IMPACTS**

### **3.1.1 THRESHOLDS OF SIGNIFICANCE**

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

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- The potential of the project to substantially degrade the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day-time or night-time views in the area.

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

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

Scenic view sheds in and around the project site is limited to the San Gabriel Mountains, located approximately 6.81 miles to the north.<sup>27</sup> The viewscape along the Garvey Avenue corridor near the project site is dominated by a variety of lower intensity commercial development that is located on both sides of the aforementioned roadway. The predominant development in the immediate vicinity is the El Valley Center, located to the east and adjacent to the project site. The remaining commercial uses are smaller commercial retail and service related businesses located on smaller lots. The development site itself is in a unmaintained condition with asphalt and concrete in the central and eastern portion of the property, a used car lot, and a single-family home located in the western portion of the property.

The proposed project will remove these existing blighted uses and replace them with two new buildings that have a total floor area of 147,561 square feet. The larger of the two buildings (Building 1) will consist of four levels and will be located along the Garvey Avenue frontage in the eastern portion of the site. The four-level Building 1 will have a maximum height of 50 feet though it will be located well away from the homes located to the north and west of the project site. Building 2, consisting of two levels with a maximum height of 35 feet, will be located in the central portion of the site to the rear of Building 1. More significantly, new landscaping will be installed along the project's frontages of Garvey Avenue and La Madera Avenue. Tree plantings will also be installed on the site perimeters that will further obstruct the view of the buildings from the nearby homes. Furthermore, the location and orientation of the new buildings will not block any existing views of the San Gabriel Mountains. As a result, the impacts regarding scenic vistas are anticipated to be less than significant.

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

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

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

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

The majority of the project site is vacant though portions of the site are presently occupied by a residential unit and a used car dealership. The remainder of the site is covered over in broken concrete and building foundation remnants. The segment of Baseball Avenue that extends from Asher Street on the north to La Madera Avenue will be vacated. The only landscaping remaining within the project site includes several trees within the yard area of the residential unit, trees in the area formerly occupied by the commercial uses, shrubbery along the northern perimeter, and ruderal vegetation elsewhere in the project site. The proposed project will not degrade the existing visual character or quality of the site and the surrounding neighborhood since the proposed development will represent an improvement over the site's current conditions (refer to Section 2 for a description of the project site and the environmental setting). In addition, the proposed project will improve the overall visual appearance along the highly traveled Garvey Avenue corridor. As a result, no adverse impacts will occur.

*D. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? • Less than Significant Impact with Mitigation.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light. Light sensitive residential uses abut the project site to the west and north. Moreover, the proposed project will be a light sensitive receptor. The following mitigation measures will be effective in further reducing the potential light and glare impacts:

- The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The zoning code that pertains to the proposed project is 17.40.020.P, lighting systems, which states that for all sites serving three (3) or more dwelling units, the developer shall install an on-site lighting system in all parking areas, vehicular access ways, and along major walkways. Such lighting shall be directed onto driveways and walkways within the project and away from dwelling units and adjacent properties. Such lighting system shall be automated using either an electronic time switch device or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers.

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

<sup>29</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department prior to the issuance of building permits.

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

The project will not result in any permanent shadows (refer to shade and shadow analysis in Appendix B). The mitigation identified above would reduce the potential impacts to levels that are less than significant.

### **3.1.3 CUMULATIVE IMPACTS**

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

### **3.1.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 1 (Aesthetic Impacts).* The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The zoning code that pertains to the proposed project is 17.40.020.P, lighting systems, which states that for all sites serving three (3) or more dwelling units, the developer shall install an on-site lighting system in all parking areas, vehicular access ways, and along major walkways. Such lighting shall be directed onto driveways and walkways within the project and away from dwelling units and adjacent properties. Such lighting system shall be automated using either an electronic time switch device or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department prior to the issuance of building permits.

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

## 3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

### 3.2.1 THRESHOLDS OF SIGNIFICANCE

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

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

### 3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project site and the surrounding properties are developed in urban uses. No agricultural uses are located on-site or on the adjacent properties. According to the California Department of Conservation, the City of El Monte does not contain any designated areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>30</sup> As a result, no impacts on any farmland will occur with the implementation of the proposed project.

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

Agricultural uses are not permitted within the existing zone districts (R-3 and MMU) in which the project is located.<sup>31</sup> In addition, the California Department of Conservation Division of Land Resource Protection indicated the project site is not subject to a Williamson Act Contract.<sup>32</sup> As a result, no impacts on existing or future Williamson Act Contracts would result from the proposed project's implementation.

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

<sup>31</sup> City of El Monte Municipal Code. Title 17 Zoning. Chapter 17.40.010 – Uses permitted for the R-3 Zone and Chapter 17.45.010- Uses permitted for the MMU Zone.

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

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

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

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

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

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

The majority of the project site is vacant though portions of the site are presently occupied by a residential unit and a used car dealership. The remainder of the site is covered over in broken concrete and building foundation remnants. The only landscaping remaining within the project site includes several trees within the yard area of the residential unit, trees in the area formerly occupied by the commercial uses, shrubbery along the northern perimeter, and ruderal vegetation elsewhere in the project site. No agricultural activities are located within the project site or in the surrounding area. As a result, the implementation of the proposed project would not involve the conversion of any existing farmland area to urban uses.

### **3.2.3 CUMULATIVE IMPACTS**

The analysis determined that there is no remaining agricultural or forestry resources in the affected area. The project would not result in any impacts on these resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

### **3.2.4 MITIGATION MEASURES**

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

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<sup>33</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

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

## 3.3 AIR QUALITY IMPACTS

### 3.3.1 THRESHOLDS OF SIGNIFICANCE

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

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

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

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

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<sup>35</sup> A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

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

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

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of  $PM_{10}$ ;
- 55 pounds per day of  $PM_{2.5}$ ; or,
- 150 pounds per day of sulfur oxides.

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

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of  $PM_{10}$ ;
- 55 pounds per day of  $PM_{2.5}$ ; or,
- 150 pounds per day of sulfur oxides.

### **3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

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

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

The AQMP would aid the SCAQMD to maintain a focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM<sub>2.5</sub> Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM<sub>2.5</sub> and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:<sup>37</sup>

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

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions would be below levels that the SCAQMD considers as a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). According to the Growth Forecast released by SCAG in conjunction with the Regional Transportation Plan for 2012-2035, the City of El Monte is projected to have 140,100 residents by 2035.<sup>38</sup> The City has a total population of 113,475 according to the 2010 U.S. Census Bureau for the 2010 Census. The most recent California Department of Finance Estimates indicate the City's population is 115,774 persons as of January 1, 2015. The entire facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 116 beds will be provided.<sup>39</sup> The population increase from the proposed project's implementation is within the expected population projection provided by SCAG. Therefore, the proposed project would also conform to Consistency Criteria 2 since it would not significantly affect any regional population, housing, and employment projections prepared for the City of El Monte by SCAG. As a result, the proposed project would not be in conflict with or result in an obstruction of an applicable air quality plan and no impacts would occur.

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

The potential construction and operational emissions from the proposed project were estimated using the computer model CalEEMod (v.2013.2.2) developed for the SCAQMD (the worksheets are included in Appendix A). For the purpose of this analysis, ten months was used for the project period of construction. The ten-month time frame represents the most aggressive and the worst case scenario emissions generated

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

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

<sup>39</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet., Site Plan Sheet AO-0* April 1, 2015

during the construction period. Construction related activities include demolition, site preparation, the construction and the finishing of the project (paving, painting, and installing landscaping). As shown in Table 3-1, the daily construction emissions will not exceed the SCAQMD significance thresholds. Therefore, the daily construction emissions associated with the proposed project would be less than significant.

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

<b>Construction Phase</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition (on-site)	2.91	28.26	21.50	0.02	1.75	1.63
Demolition (off-site)	0.26	0.07	0.85	--	0.15	0.04
<b>Total Demolition</b>	<b>3.17</b>	<b>28.33</b>	<b>22.35</b>	<b>0.02</b>	<b>1.90</b>	<b>1.67</b>
Site Preparation (on-site)	2.70	30.82	18.06	0.02	1.74	1.42
Site Preparation (off-site)	0.16	0.04	0.52	--	0.09	0.02
<b>Total Site Preparation</b>	<b>2.86</b>	<b>30.86</b>	<b>18.58</b>	<b>0.02</b>	<b>1.83</b>	<b>1.44</b>
Building Construction 2016 (on-site)	3.70	24.63	16.72	0.02	1.63	1.56
Building Construction 2016 (off-site)	1.38	1.10	4.93	0.01	0.77	0.22
<b>Total Building Construction</b>	<b>5.08</b>	<b>25.73</b>	<b>21.65</b>	<b>0.03</b>	<b>2.40</b>	<b>1.78</b>
Paving (on-site)	1.78	17.93	12.14	0.02	1.13	1.04
Paving (off-site)	0.30	0.08	0.98	--	0.17	0.05
<b>Total Paving</b>	<b>2.08</b>	<b>18.01</b>	<b>13.12</b>	<b>0.02</b>	<b>1.30</b>	<b>1.09</b>
Architectural Coatings (on-site)	55.34	2.37	1.88	--	0.20	0.20
Architectural Coatings (off-site)	0.24	0.06	0.78	--	0.14	0.04
<b>Total Architectural Coatings</b>	<b>55.58</b>	<b>2.43</b>	<b>2.66</b>	<b>--</b>	<b>0.34</b>	<b>0.24</b>
<b>Maximum Daily Emissions</b>	<b>55.58</b>	<b>30.87</b>	<b>33.34</b>	<b>0.04</b>	<b>2.39</b>	<b>1.77</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

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

Long-term emissions refer to those air quality impacts that would occur once the proposed project is operational and would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project once it is occupied include mobile emissions associated with vehicular traffic, on-site emissions related to vehicles idling and starting, and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts also used the CalEEMod (v.2013.2.2) computer model. The assumptions used in the model relied on those default variables that are included in the model. Table 3-2 (shown on the following page), indicates the estimated operational emissions generated by the proposed project.

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

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area-wide (lbs/day)	26.00	0.66	50.39	0.07	6.61	6.61
Energy (lbs/day)	0.03	0.22	0.09	--	0.02	0.02
Mobile (lbs/day)	2.61	2.44	9.89	0.03	1.74	0.49
<b>Total (lbs/day)</b>	<b>28.64</b>	<b>3.32</b>	<b>60.38</b>	<b>0.10</b>	<b>8.37</b>	<b>7.11</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

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

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

- All unpaved demolition and construction areas shall be watered during excavation, grading, and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering will reduce fugitive dust by as much as 55 percent. The water used in the control of fugitive dust shall be recycled water if available.
- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

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

*C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? • Less than Significant Impact.*

As indicated in the previous section, the proposed project would result in short-term (construction-related) impacts and long-term (operational) impacts. The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions would not exceed the SCAQMD's daily thresholds of significance. The proposed

project would contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation. The SCAB is currently non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State's sustainable growth objectives. Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection 3.3.2.A). The potential cumulative air quality impacts are deemed to be less than significant.

*D. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact with Mitigation.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.<sup>40</sup> These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest existing sensitive receptors to the project site are the residential units that abut the project site along the north and west sides.<sup>41</sup> Once operational, the proposed project will also be a sensitive receptor. The location and extent of the aforementioned sensitive receptors are shown in Exhibit 3-1.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO<sub>x</sub> to NO<sub>2</sub>; carbon monoxide (CO) emissions from construction and operations; PM<sub>10</sub> emissions from construction and operations; and PM<sub>2.5</sub> emissions from construction and operations.<sup>42</sup>

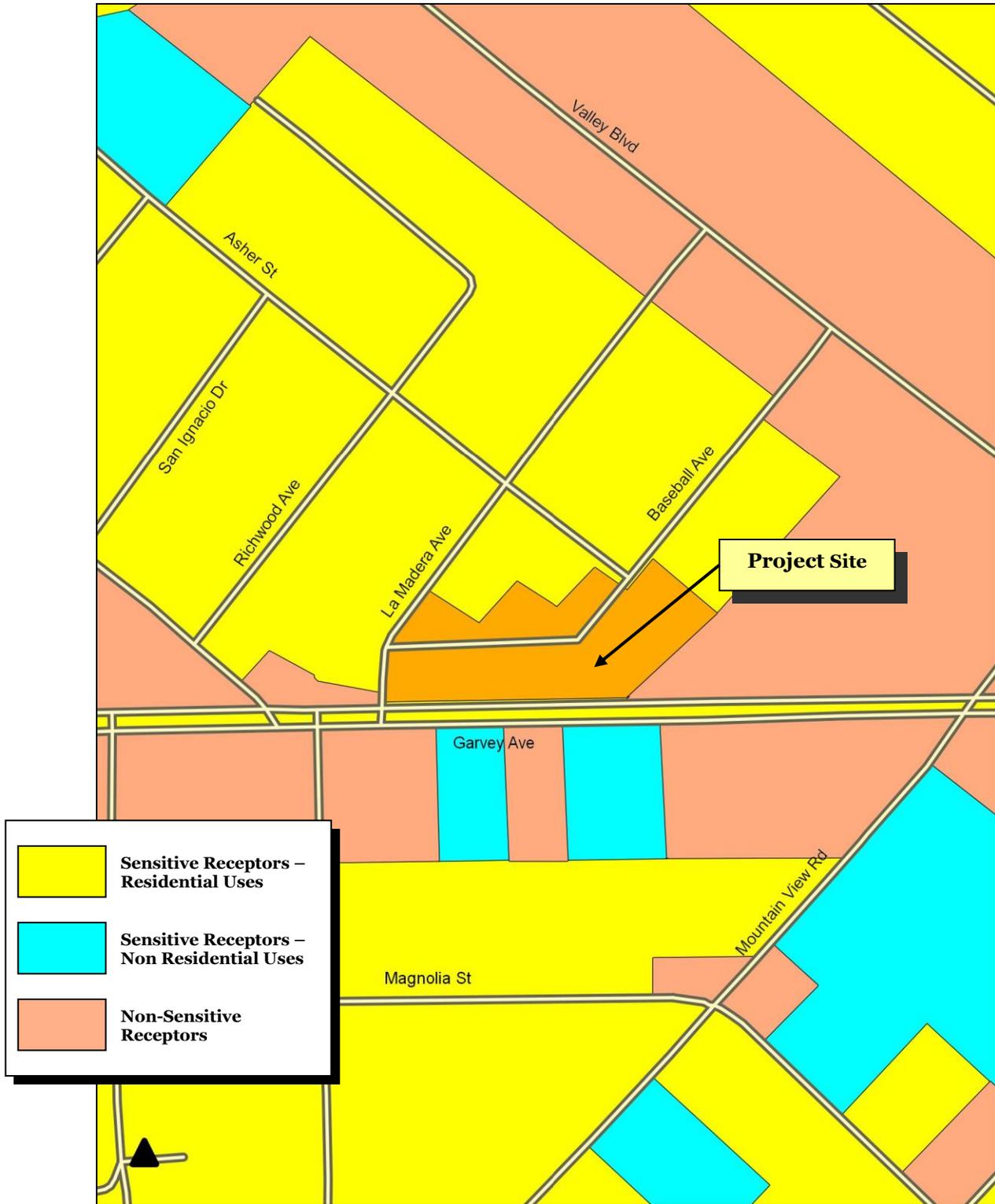
The use of the "look-up tables" is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters. As indicated in the table, the proposed project will exceed the LSTs for both operational PM<sub>10</sub> and PM<sub>2.5</sub> based on the information included in the Mass Rate LST Look-up Tables.

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<sup>40</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

<sup>41</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>42</sup> South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology*. Revised 2008.



**EXHIBIT 3-1**  
**SENSITIVE RECEPTORS**  
Source: Blodgett Baylosis Environmental Planning

According to the AQMD, area emissions are generated from hearths, consumer products, architectural coatings, and landscape equipment.<sup>43</sup> PM emissions generated from mobile sources will not exceed LSTs since hearths and fireplaces will not be used.

**Table 3-3  
 Local Significance Thresholds Exceedance SRA 9 for 5-acre sites**

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO <sub>2</sub>	30.87	Construction	<b>203</b>	227	286	368	584
NO <sub>2</sub>	3.32	Operations	<b>203</b>	227	286	368	584
CO	33.34	Construction	<b>733</b>	2,299	3,689	7,600	25,558
CO	60.38	Operations	<b>733</b>	2,299	3,689	7,600	25,558
PM <sub>10</sub>	1.82*	Operations	<b>4</b>	11	16	26	55
PM <sub>10</sub>	2.39	Construction	<b>14</b>	43	63	105	229
PM <sub>2.5</sub>	0.55*	Operations	<b>2</b>	3	5	9	28
PM <sub>2.5</sub>	1.77	Construction	<b>8</b>	11	17	35	116

\*Mitigated values.

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003. \*

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot-spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).

The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed use is projected to generate 253 vehicle trips (131 inbound trips and 122 outbound trips) during the weekday AM peak hour and 181 vehicle trips (97 inbound trips and 84 outbound trips) during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate 3,002 daily trip ends during a typical weekday (1,501 inbound trips and 1,501 outbound trips). This additional peak hour traffic will not result in any significant impact on any local intersection's level of service (LOS E or F). Refer to Section 3.16 of the Traffic Analysis. In addition, project-generated traffic will not result in the creation of a carbon monoxide hot-spot. As a result, the impacts are expected to be less than significant.

<sup>43</sup> Air Quality Management District. *CalEEMod Appendix A, Calculation Details for CalEEMod*. <http://www.aqmd.gov/docs/default-source/calemod/calemod-appendixa.pdf>

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

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering, and businesses involved in fiberglass molding.<sup>44</sup> In addition, construction activities may involve the use of diesel equipment which may result in odors. As a result, the following measure is required:

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

Adherence to the recommendation will reduce impacts to levels that are less than significant.

### **3.3.3 CUMULATIVE IMPACTS**

The proposed project's implementation would not result in any new exceedance of air pollution standards nor contribute significantly to an existing air quality violation. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse air quality impacts. As a result, no significant adverse cumulative impacts would occur.

### **3.3.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 3 (Air Quality Impacts).* All unpaved demolition and construction areas shall be watered during excavation, grading, and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering will reduce fugitive dust by as much as 55 percent. The water used in the control of fugitive dust shall be recycled water.

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

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

*Mitigation Measure No. 6 (Air Quality Impacts).* The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

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<sup>44</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

*Mitigation Measure No. 7 (Air Quality Impacts).* To ensure that odors from diesel equipment are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

### **3.4 BIOLOGICAL RESOURCES IMPACTS**

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

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

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the State Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the State Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

#### **3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer indicated that there are six threatened or endangered species located within the El Monte Quadrangle.<sup>45</sup> These species the Southwestern Willow Flycatcher, Least Bell's Vireo, Light-footed Clapper Rail, the Willow Flycatcher, Western Yellow-Billed Cuckoo, and Nevins Barberry.<sup>46</sup> The EIR prepared for the City's General Plan does not identify any protected species within the vicinity of the project site. In addition, the project site contains no natural marsh/riparian habitat and is surrounded by

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<sup>45</sup> California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

<sup>46</sup> Ibid.

development.<sup>47</sup> The site is currently occupied and has been disturbed to accommodate the previous use, thus altering the native landscape and eliminating any habitat that could support the aforementioned special status species. Furthermore, the site is not conducive for the survival and occupation of burrowing owl populations because the site is located in the midst of a disturbed property area with no natural open space remaining. The majority of the project site is vacant though portions of the site are presently occupied by a residential unit and a used car dealership. The remainder of the site is covered over in broken concrete and building foundation remnants. The aforementioned conditions further reduce the likelihood of encountering special status species. As a result, no impacts are anticipated to occur.

*B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

The project site is located in the midst of an urban area and there are no natural areas of open space remaining in the vicinity of the project site. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there is no riparian habitat present on-site.<sup>48</sup> In addition, there are no designated natural channels located within, or in the vicinity of the project site (refer to Exhibit 3-2). As a result, no impacts on natural or riparian habitats would result from the proposed project's implementation.

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

According to the U.S. Fish and Wildlife Service National Wetlands Inventory, there are no wetlands located within the project site.<sup>49</sup> The project site and surrounding areas have undergone extensive disturbance in order to accommodate the existing urban development. In addition, the proposed development will be restricted to the project site and will not remove, fill, or disturb any off-site locations. As a result, the implementation of the proposed project would not result in any impact on any protected wetland area.

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

As indicated previously, the project site is located in the midst of an urban area and there are no natural bodies of water located in the vicinity of the project site. The aforementioned conditions restrict the site's utility as a migration corridor because the site lacks adequate suitable habitat for migratory species. As a result, no impacts are anticipated.

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<sup>47</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>48</sup> U.S. Fish and Wildlife Service. National Wetlands Inventory. *Wetlands Mapper*.  
<http://www.fws.gov/wetlands/data/mapper.HTML>

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

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

Title 14 (Sustainable Development) Chapter 14.03 Tree Protection and Preservation of the City of El Monte municipal code serves as the City's "Tree Ordinance." The demolition activities would be required to conform to pertinent sections of the City's Tree Preservation Ordinance, which calls for a replacement ratio of 2:1 (two trees must be placed for every one tree that is removed). The trees present on-site are those typically found in an urban setting (including one palm tree located in the eastern segment of the project site). In addition, there are no heritage trees, native trees, or protected trees located within the project site.<sup>50</sup> The Applicant also intends to install approximately 19,507 square feet of landscaped area, thus compensating for the removal of the site's existing trees, shrubs, and other vegetation. As a result, the impacts are considered to be less than significant.

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

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the closest County designated Significant Ecological Area (SEA) to the project site is the Whittier Narrows Dam County Recreation Area (SEA #42), located approximately 2.5 miles to the south.<sup>51</sup> The proposed project will be restricted to the project site and will not impact the aforementioned SEA. As a result, no impacts are anticipated to occur with the implementation of the proposed project.

### **3.4.3 CUMULATIVE IMPACTS**

The impacts on biological resources are typically site specific. The proposed project would not involve any loss of protected habitat since no such habitat is found within the project site's boundaries. As a result, no cumulative impacts on biological resources would be associated with the proposed project's implementation.

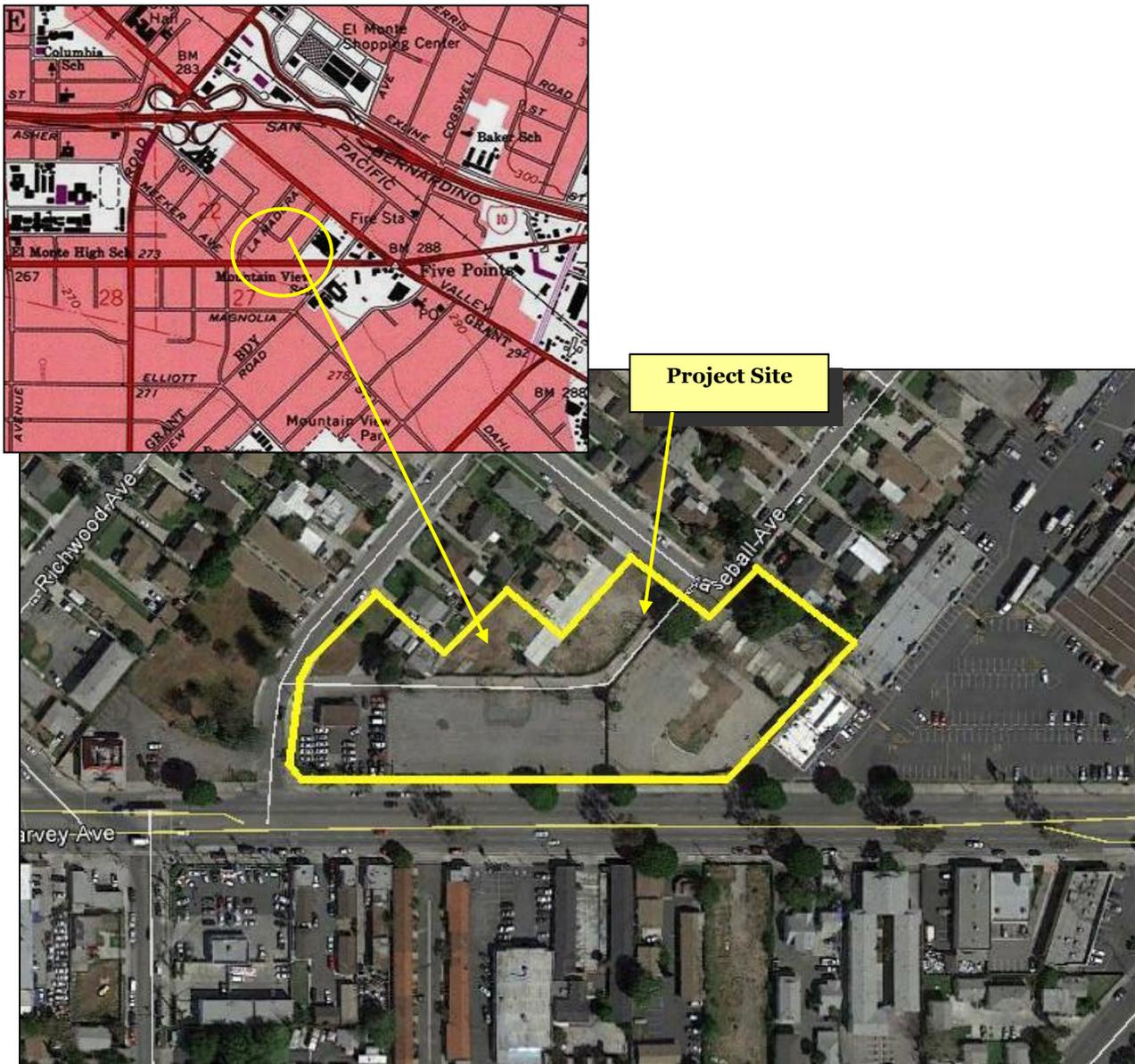
### **3.4.4 MITIGATION MEASURES**

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

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<sup>50</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>51</sup> Google Earth. Site accessed October 15, 2015.



## EXHIBIT 3-2 LAND COVER AROUND THE PROJECT SITE

Source: United States Geological Survey

## 3.5 CULTURAL RESOURCES IMPACTS

### 3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, a project would normally have a significant adverse impact on cultural resources if it results in any of the following:

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

### 3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may also be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.<sup>52</sup> To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

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

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<sup>52</sup> U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

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

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

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.<sup>53</sup>

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

- *California Register of Historical Resources No. 975 - El Monte First Southern California Settlement by Immigrants from the United States.* This settlement was located on the banks of the San Gabriel River and it played a significant role in California's early pioneer history and was initially an encampment along the Old Spanish Trail, an extension of the trail from Missouri to Santa Fe. The State of California designated the Santa Fe Trail Historic Park as a Historical Landmark in 1989.

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<sup>53</sup> U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010.

- *California Point of Historical Interest No. LAN-047 – Old El Monte Jail, Pioneer Park.* The El Monte Jail was constructed by William Dodson and donated to the town in 1880. The original jail was a one room wooden structure and was utilized as a jail until 1922.<sup>54</sup>

A review of the City's Cultural Resources Element was conducted to ensure that the development of the project site does not conflict with any of the goals and policies established in the General Plan. The project site was not identified as having any historical significance. The majority of the project site is vacant though portions of the site are presently occupied by a residential unit and a used car dealership. The remainder of the site is covered over in broken concrete and building foundation remnants. In addition, the site is not listed in the State's historic register.<sup>55</sup> A review of the U.S. National Park Service's National Register of Historic Places indicated that there are no federally recognized historic structures located within or adjacent to the project site.<sup>56</sup> As a result, no impacts on historic resources are anticipated to occur.

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

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrieleño-people, named after the San Gabriel Mission.<sup>57</sup> The Gabrieleño tribe has lived in this region for around 7,000 years.<sup>58</sup> Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.<sup>59</sup> Villages were typically located near major rivers such as the San Gabriel River, Rio Hondo River, or Los Angeles River. Even though the project site has been disturbed to accommodate the former development, the following mitigation is required due to the site's proximity to the Eaton (Rubio) Wash and the area's high sensitivity for archeological resources:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. This mitigation will also require that certified paleontologists be on-site during ground disturbance activities to ensure that paleontological resources be protected should they be encountered. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a

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<sup>54</sup> California Office of Historic Preservation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>

<sup>55</sup> Ibid.

<sup>56</sup> United States Department of the Interior. *National Register of Historic Places*. <http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<sup>57</sup> Tongva People of Sunland-Tujunga. *Introduction*. [http://www.lausd.k12.ca.us/Verdugo\\_HS/classes/multimedia/intro.html](http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html)

<sup>58</sup> Ibid.

<sup>59</sup> Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>

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

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

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

As stated in Section 3.5.2.B, the project site is located in an area that has been significantly altered by previous construction activities. In addition, a portion of the project site is currently developed and is occupied by a single residential unit and a used car dealership. The soils that underlie the property consist of recent alluvium and no fossil materials are anticipated to be encountered during the excavation for footing and utility connections. As a result, the likelihood of discovering a unique paleontological resource, site, or unique geological feature is considered to be low. Mitigation Measure No. 9 will also require that certified paleontologists be on-site during ground disturbance activities to ensure that paleontological resources be protected should they be encountered. Therefore, the impacts on paleontological resources are expected to be less than significant.

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

The nearest cemetery to the project site is Savannah Memorial Park, located 2.80 miles to the west at 9263 Valley Boulevard in the neighboring City of Rosemead.<sup>60</sup> The proposed project will be confined to the project site and will not affect Savannah Memorial Park. However, should human remains be uncovered during grading activities, the Applicant will need to follow the protocols set forth in Section 15064.5 (e)(1) of the *CEQA Guidelines* and Health and Safety Code Section 7050.5, subdivision (c). Adherence to above-mentioned codes and guidelines will reduce impacts to levels that are less than significant. As a result, the potential impacts will be less than significant.

### **3.5.3 CUMULATIVE IMPACTS**

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

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<sup>60</sup> Google Earth. Site accessed April 16, 2015.

### **3.5.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 9 (Cultural Resource Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. This mitigation will also require that certified paleontologists be on-site during ground disturbance activities to ensure that paleontological resources be protected should they be encountered. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

## 3.6 GEOLOGY & SOILS IMPACTS

### 3.6.1 THRESHOLDS OF SIGNIFICANCE

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

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Locating a project on an expansive soil, as defined in the California Building Code (2012), creating substantial risks to life or property; or,
- Locating a project in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

### 3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides? • Less than Significant Impact with Mitigation.*

Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.<sup>61</sup> The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.<sup>62</sup> A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of El Monte is not on the list.<sup>63</sup> The

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<sup>61</sup> California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

<sup>62</sup> Ibid.

<sup>63</sup> California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

Montebello Hills Blind Thrust Fault, a segment of the Whittier Fault, is located just south of the City (refer to Exhibit 3-3). This fault produced the 5.9 magnitude Whittier Narrows earthquake. The Puente Hills Fault was discovered in 1999. A 2003 study led by the Southern California Earthquake Center (SCEC) researchers found that this fault had ruptured at least four times in the last 11,000 years, with magnitudes ranging from 7.2 to 7.5. An earthquake associated with the Puente Hills Fault would potentially generate strong ground-shaking in the project area. Ground-shaking is the motion felt on the Earth's surface caused by seismic waves generated by the earthquakes, with the damage from ground-shaking being more severe near the epicenter of the earthquake. In order to combat the potential effects of ground-shaking, new structures would be constructed to meet the current building codes and, as a result, the impacts would be less than significant in terms of protecting life and property.

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

- The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey.

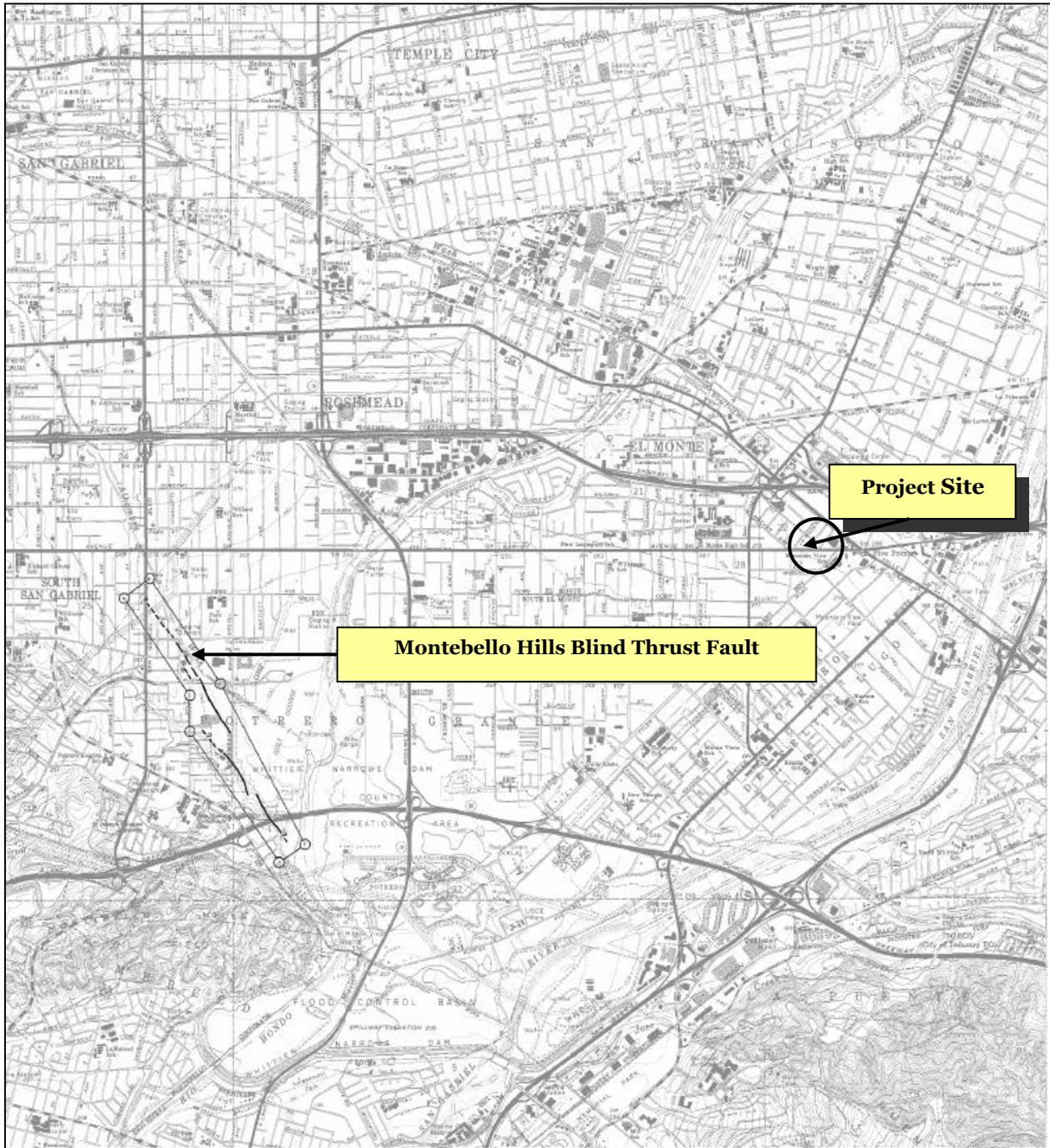
Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-4) since there are no hills or mountains located in the vicinity of the project site. As a result, the potential impacts are expected to be less than significant with adherence to the most recent California Building Codes and the mitigation provided above.

*B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • Less than Significant Impact.*

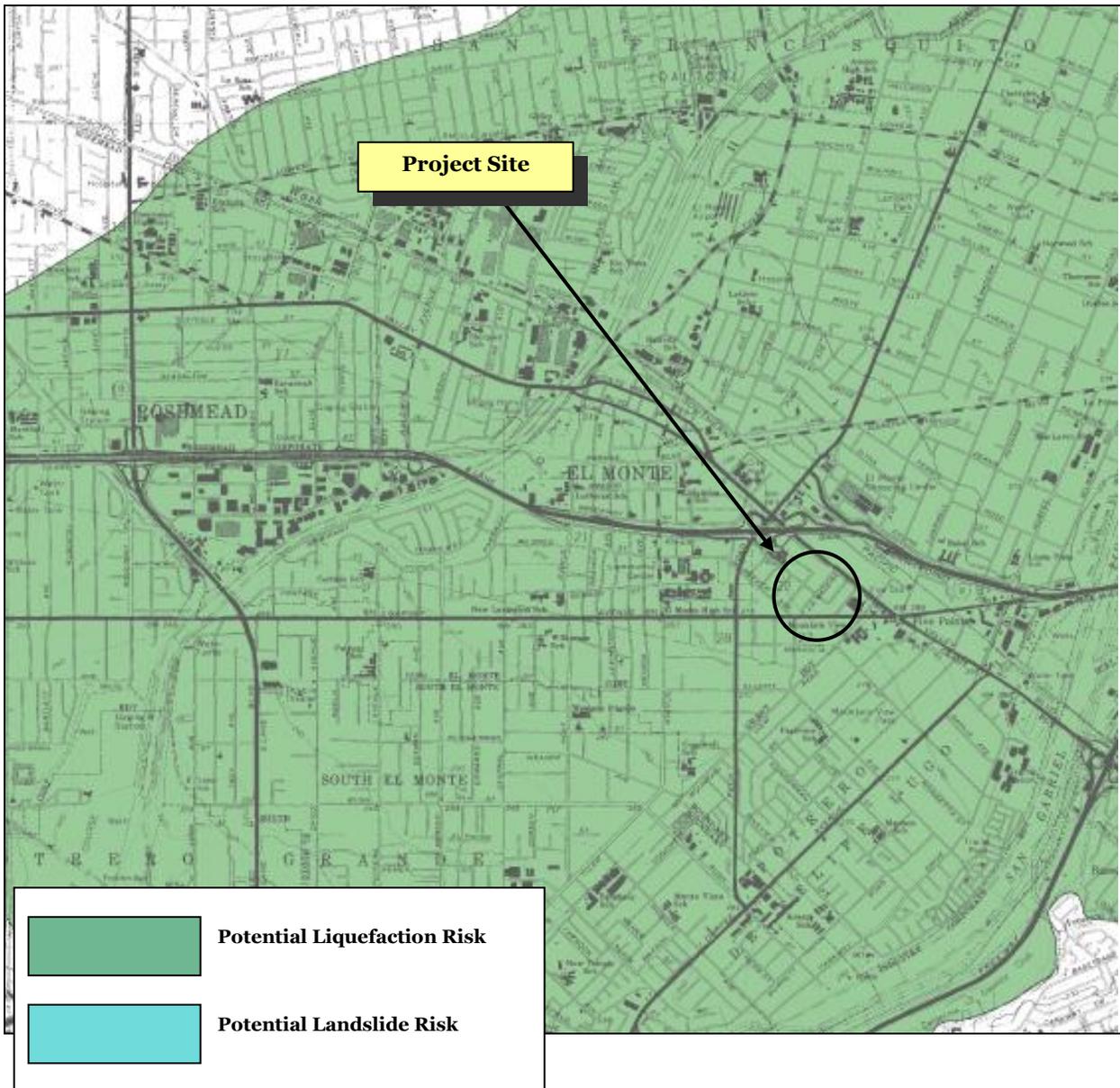
According to the United States Department of Agriculture (USDA), the project site is underlain with soils of the Hanford association.<sup>64</sup> Hanford soils are at a slight risk for erosion. In addition, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the surrounding areas. Given the existing impervious nature of the existing site and the amount of pervious coverage related to the new development, the potential impacts will be less than significant.

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<sup>64</sup> United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.



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



**EXHIBIT 3-4**  
**LIQUEFACTION POTENTIAL**  
Source: California Geological Survey

C. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.*

As noted in the previous subsection, soils of the Hanford association underlie the project site and immediate area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for residential and industrial development.<sup>65</sup> The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-4). Lateral spreading is not anticipated to occur because prior development has compressed the native soils that underlie the project site, thus altering their native characteristics. In addition, the project site is not prone to subsidence.<sup>66</sup> The Hanford Soil association that underlie the project site are not prone to shrinking and swelling (refer to section 3.6.2.D), thus no impacts related to unstable soils and subsidence are expected. Furthermore, the construction of the proposed project is not anticipated to impact any underlying groundwater table. As a result, the potential impacts are less than significant.

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

The soils that underlie the proposed project site belong to the Hanford soils association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.<sup>67</sup> Clay is not present in the composition of Hanford soils.<sup>68</sup> The Hanford soils association was placed into Class II, which are soils described as having some development limitations.<sup>69</sup> However, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the surrounding areas.<sup>70</sup> As a result, no impacts related to expansive soils are anticipated.

E. *Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.*

The proposed project will not utilize septic tanks. The proposed project will connect to the City's sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

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<sup>65</sup> United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.

<sup>66</sup> Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.html>

<sup>67</sup> Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential.* [http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2\\_065083](http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083)

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

<sup>69</sup> Ibid.

<sup>70</sup> Ibid.

### **3.6.3 CUMULATIVE IMPACTS**

The potential cumulative impacts related to earth and geology is site specific. Since the proposed project is located in an area that is subject to liquefaction, mitigation measures have been provided to mitigate potential impacts to levels that are less than significant.

### **3.6.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 10 (Geology & Soils Impacts).* The proposed project will be required to undergo a structural engineering study in subsequent phases of building design to take into account the liquefaction potential pursuant to the requirements of the California Geological Survey.

## **3.7 GREENHOUSE GAS EMISSIONS IMPACTS**

### **3.7.1 THRESHOLDS OF SIGNIFICANCE**

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

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

### **3.7.2 ENVIRONMENTAL ANALYSIS**

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

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced by both natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.<sup>71</sup> However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes to include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.<sup>72</sup>

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<sup>71</sup> California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

<sup>72</sup> Ibid.

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO<sub>2</sub>E for commercial projects, 3,500 tons per year for residential projects, 3,000 tons per year for mixed-use projects, and 7,000 tons per year for industrial projects.<sup>73</sup> Table 3-4 summarizes annual greenhouse gas emissions from the proposed project.

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

Source	GHG Emissions (Lbs/Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
<b>Construction Phase</b> - Demolition	2,487.13	0.63	--	2,500.33
<b>Construction Phase</b> – Site Preparation	2,480.10	0.75	--	2,495.81
<b>Construction Phase</b> – Construction	2,352.22	0.54	--	2,363.61
<b>Construction Phase</b> - Paving	1,804.86	0.53	--	1,816.08
<b>Construction Phase</b> - Coatings	281.45	0.03	--	282.14
<b>Long-Term</b> – Area Emissions	2,366.33	2.42	0.05	2,434.00
<b>Long-Term</b> - Energy Emissions	274.99	--	--	276.67
<b>Long-Term</b> - Mobile Emissions	2,174.42	0.08	--	2,176.14
<b>Long-Term</b> - Total Emissions	4,815.75	2.50	0.06	4,886.01

Source: CalEEMod.

As indicated in Table 3-4, the CO<sub>2</sub>E total for the project is 4,886.01 pounds per day or 2.21 MTCO<sub>2</sub>E per day which is below the threshold. The project will generate approximately 806.65 metric tons per year of CO<sub>2</sub>E while the threshold for GHG is 3,500 MTCO<sub>2</sub>E per year. As a result, the impacts are under the recommended thresholds. Therefore, the project’s GHG impacts are less than significant.

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

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

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

<sup>73</sup> Air Quality Management District. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14, Agenda Item #2 – Proposed Residential/Commercial Thresholds-Screening Values (Tier III)*. November 19, 2009.

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

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

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

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

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

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	Yes	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No

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

Of the 39 measures identified to reduce GHG emissions, a total of two would be applicable to the proposed project. Those that would be considered to be applicable to the proposed project include actions related to electricity and natural gas use. The proposed project will be constructed to reduce its carbon footprint in regards to energy consumption and efficiency. AB-32 requires California to reduce its GHG emissions by approximately 28 to 33 percent below business as usual. As indicated in Table 3-5, the GHG reductions projected for the proposed project is projected to be 31 percent. The proposed project would not conflict with adopted initiatives that are designed to control GHG emissions in the coming years. As a result, the proposed project is not expected to result in any impacts related to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

### 3.7.3 CUMULATIVE IMPACTS

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

### 3.7.4 MITIGATION MEASURES

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

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

#### **3.8.1 THRESHOLDS OF SIGNIFICANCE**

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

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

#### **3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. In addition, the facility will include limited retail and food-service areas. Given the nature of the proposed use, the use of any hazardous materials will be limited to those that are commercially available and typically used in a household setting for routine cleaning and maintenance. Facility staff will also be trained in the proper use and disposal of medical products. In any event, these medicines will

reflect those commonly used in a household setting. As a result, the impacts are expected to be less than significant.

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

The facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors.<sup>74</sup> In addition, the facility will include limited retail and food-service areas. Due to the nature of the proposed project, the use of any hazardous materials will be limited to those that are commercially available and typically used in a household setting. Facility staff will be trained in the proper use and disposal of medical products. In any event, these medicines will reflect those commonly used in a household setting. In addition, any accidental spills involving petroleum during construction will require immediate clean up per State and/or Federal standards and protocols. Petroleum based products must be stored in proper drums pursuant to State and Federal standards. As a result, the potential impacts will be less than significant.

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

The facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors.<sup>75</sup> In addition, the facility will include limited retail and food-service areas. The proposed project is not located within one-quarter miles of an existing school. The nearest schools include El Monte High School located 2,506 feet to the northwest and Payne Elementary School located 925 feet to the southeast.<sup>76</sup> In addition, the project's future occupants are not anticipated handle any hazardous materials or waste beyond what is typically used and generated in a household setting. Facility staff will be trained in the proper use and disposal of medical products. In any event, these medicines will reflect those commonly used in a household setting. As indicated previously, the project site is currently occupied by a single residential unit and a used car dealership building. During demolition grading and land clearance activities, lead and/or asbestos-containing materials may be encountered and the following mitigation is required.

- The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The impacts will be less than significant with adherence to the required mitigation.

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<sup>74</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>75</sup> Ibid.

<sup>76</sup> Google Earth. Site accessed October 6, 2015.

D. *Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • Less than Significant Impact.*

The EPA's Environfacts database was consulted to determine the nature and extent of any reported contamination (air, water, soils, waste, etc.) that is associated with the project site. The project site is not included on the list.<sup>77</sup> However, the site is listed on the California Department of Toxic Substances Control's Envirostor database as a Cortese site.<sup>78</sup> The project site is located within the El Monte Operable Unit (OU) contamination area, one of eight OUs established in the 1990s in order to divide the San Gabriel Valley Superfund Site. The San Gabriel Valley Groundwater Basin has been subject to groundwater contamination for decades, though knowledge of the aquifer's contamination surfaced in 1979.

This contamination of the local aquifer within the San Gabriel Valley originated with the dumping of synthetic organic compounds used primarily as solvents in industrial and commercial activities. Further investigation revealed that there was widespread VOC contamination of the groundwater throughout the Basin. The area of groundwater contamination underlies significant portions of Alhambra, Arcadia, Azusa, Baldwin Park, Industry, El Monte, La Puente, Monrovia, Rosemead, South El Monte, West Covina, and other areas of the San Gabriel Valley.<sup>79</sup> The proposed project will be required to connect with City water and sewer lines and will directly not directly involve the extraction of contaminated groundwater. Local groundwater is located approximately 116 feet below the surface.<sup>80</sup> Excavation activities will not be deep enough to reach the contaminated water. As a result, the impacts are anticipated to be less than significant.

E. *Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? • No Impact.*

The project site is located approximately 1.50 miles southwest of the San Gabriel Valley Airport; however, the site is not located within the designated Runway Protection Zone and the proposed project will not penetrate the airport's 20:1 slope.<sup>81</sup> Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. The runway protection zones for approaches and takeoffs are 1,000 feet. This protection zone does not extend to the project site. As a result, the proposed project's implementation would not present a safety hazard to aircraft and/or airport operations at a public use airport, and no impacts are anticipated to occur.

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<sup>77</sup> United States Environmental Protection Agency. *Envirofacts*. <http://oaspub.epa.gov/enviro/enviroFACTS.quickstart?minx=-118.062043&miny=34.077687&maxx=-118.047023&maxy=34.086218&ve=15,34.08195280002994,-118.05453300476074&pSearch=el%20monte>

<sup>78</sup> California Department of Toxic Substances Control. *Envirostor*. <http://www.envirostor.dtsc.ca.gov/public/>.

<sup>79</sup> California Department of Toxic Substances Control. *Envirostor, El Monte (San Gabriel Valley Superfund Site) (6001337)*. [http://www.envirostor.dtsc.ca.gov/public/profile\\_report.asp?global\\_id=60001337](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60001337)

<sup>80</sup> Stetson Engineers, Inc. *Groundwater Contour Map for San Gabriel Basin – July 2010*. Taken from the City of El Monte 2010 Urban Water Management Plan. Note: In order to calculate the depth of the groundwater from the surface the elevation of the project site was taken. The groundwater contour lines depicted the groundwater depths above sea level. This figure was subtracted from the site's elevation above sea level to achieve the groundwater's depth below the surface.

<sup>81</sup> Los Angeles County Department of Regional Planning. *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan*. [http://planning.lacounty.gov/assets/upl/project/aluc\\_elmonte-plan.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf)

*F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? • No Impact.*

The project site is not located within two miles of a private airstrip. As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip and no impacts will occur.

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

At no time will Garvey Avenue be completely closed to traffic. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. Furthermore, the contractors will adhere to all pertinent City requirements that govern construction staging areas and haul routes. As a result, the impacts are anticipated to be less than significant.

*H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • No Impact.*

The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of *native* vegetation found within or immediately adjacent to the project site. The removal of the existing ruderal vegetation will lower the existing fire risk. As a result, there is no wildfire risk from the project site or the adjacent properties and no impacts will occur.

### **3.8.3 CUMULATIVE IMPACTS**

The potential impact related to hazardous materials is site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant immitigable impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts would result from the proposed project's implementation.

### **3.8.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 11 (Hazards & Hazardous Materials Impacts).* The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

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

### **3.9.1 THRESHOLDS OF SIGNIFICANCE**

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

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

### **3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The project site is currently covered over in impervious surfaces that largely consist of concrete and asphalt. The former concrete building foundations, the Baseball Avenue roadway surfaces, the asphalt surfaces formerly used for parking and vehicle display, and other hardscape account for approximately

1,156 square feet (less than 1 percent) of the existing site. The proposed project will leave approximately 15 percent of the project site covered over in pervious surfaces as part of the proposed landscaping. The impervious surfaces will account for approximately 85 percent of the total site area, a change in almost 15 percent. The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.
- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.
- The Applicant shall prepare and implement a Water Quality Management Plan (WQMP). The WQMP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. In addition, the Applicant shall be responsible for the construction of all on-site best management practices control measures as indicated in the WQMP and as required by Director of Public Works. These measures shall be in place prior to the issuance of a Certificate of Occupancy. The Applicant is to maintain these measures in place and functioning for the life of the building. Inspections of the control measures shall be permitted at any time to City personnel. The WQMP shall be recorded on the property.

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

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

Grading related activities are not anticipated to encounter and deplete groundwater supplies. A Will Serve letter was prepared for the Applicant by the California American Water Company. The letter stated that the California American Water Company will supply water service to the project site.<sup>82</sup> The letter is included in the Appendix. Therefore, the project is not anticipated to deplete groundwater supplies through the consumption of the water (water consumption impacts are analyzed in Section 3.17.2.D). A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to

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<sup>82</sup> California American Water Company. *Will Serve Notice for 4121 Rowland Avenue*. July 10, 2015.

identify the presence of any natural underground water wells. The search yielded no results.<sup>83</sup> As a result, no impacts are anticipated to occur.

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

The project site, for the most part, is covered over with asphalt and concrete surfaces. The surface drainage is directed towards the existing curbs and gutters. The project site and surrounding areas had been disturbed as a result of previous construction activities and the existing drainage patterns may have been altered as a consequence. The proposed project will be restricted to the project site and will not alter the course of any water channel. The mitigation identified under subsections A and E will eliminate the potential impacts for erosion. As a result, no impacts regarding erosion, siltation, or the altering of drainage patterns is anticipated to occur with the implementation of the proposed project.

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

As indicated previously, the proposed project will be restricted to the designated site and will not alter the course of any water channel. No drainage channels are located within or adjacent to the project site. Therefore, the implementation of the proposed project will not result in on- or off-site flooding and no impacts will occur.

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

Once complete, the proposed project will increase the amount of pervious surfaces on-site to 15 percent (refer to Section 3.9.2.A). In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that would be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within storm water runoff. The following measures are required as a means to address potential storm water impacts:

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

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

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<sup>83</sup> Geotracker GAMA. *Search for wells.*  
<http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp?CMD=runreport&myaddress=4143+rowland+avenue>

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

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

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

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-5). This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.<sup>84</sup> As a result, no impacts related to flood flows are associated with the proposed project's implementation.

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

As depicted in Exhibit 3-5, the proposed project site is not located within a designated 100-year flood hazard area as defined by FEMA.<sup>85</sup> As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a FEMA designated flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

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

According to the City's Natural Hazards Mitigation Plan, a breach of the Santa Fe Dam, located in Irwindale approximately 5.5 miles to the northeast, would pose the greatest risk to a majority of the City, including the proposed project.<sup>86</sup> In the event of an unlikely failure, the Santa Fe Dam's inundation path would extend southwest, ultimately ending in the Whittier Narrows Flood Control Basin. The project site is located within the potential dam inundation path, which extends as far west as Rosemead.<sup>87</sup> Emergency response and evacuation plans for the affected areas have been established by the Los Angeles County Sheriff's Department and the United States Army Corps of Engineers (USACE), to facilitate emergency operations in the event of dam failure or river overflow. In addition, the level of risk to future development within the project sites is comparable to that of the entire City. Therefore, the impacts related to flood flows are anticipated to be less than significant.

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<sup>84</sup> FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

<sup>85</sup> Ibid.

<sup>86</sup> City of El Monte. *City of El Monte, Natural Hazards Mitigation Plan*. Flooding-9. October 19, 2004.

<sup>87</sup> Ibid.



Areas located within the designated Zone X have a minimal flood hazard and are usually depicted on FIRMs as above the 500 year flood level. Zone X is the area determined to be outside the 0.2-percent-annual chance flood area. Both sides of the San Gabriel River channel are located in Zone X.

**AIN 8565016002**  
**11707 GARVEY AVE EL MONTE CA 91732**  
 FIRM Panel: 06037C1675F  
 Effective Date: 09/26/2008  
 Flood Zone: X  
 City: El Monte  
 Contact: n/a

## EXHIBIT 3-5 FEMA FLOOD MAP

Source: Los Angeles County Department of Public Works and ESRI

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

The proposed project is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located approximately 26 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.<sup>88</sup> Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

### **3.9.3 CUMULATIVE IMPACTS**

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

### **3.9.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 12 (Hydrology & Water Quality Impacts).* Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

*Mitigation Measure No. 13 (Hydrology & Water Quality Impacts).* The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

*Mitigation Measure No. 14 (Hydrology & Water Quality Impacts).* The Applicant shall prepare and implement a Water Quality Management Plan (WQMP). The WQMP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. In addition, the Applicant shall be responsible for the construction of all on-site best management practices control measures as indicated in the WQMP and as required by Director of Public Works. These measures shall be in place prior to the issuance of a Certificate of Occupancy. The Applicant is to maintain these measures in place and functioning for the life of the building. Inspections of the control measures shall be permitted at any time to City personnel. The WQMP shall be recorded on the property.

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<sup>88</sup> Google Earth. Site accessed October 15, 2015.

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

*Mitigation Measure No. 15 (Hydrology & Water Quality Impacts).* All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

*Mitigation Measure No. 16 (Hydrology & Water Quality Impacts).* The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

### 3.10 LAND USE IMPACTS

#### 3.10.1 THRESHOLDS OF SIGNIFICANCE

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

- The disruption or division of the physical arrangement of an established community;
- Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

#### 3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project site is located in an urban area and is surrounded by a mix of uses that include residential uses to the north and west, and commercial uses to the east, west, and south of the site. Garvey Avenue extends along the project site's south side. An aerial photograph of the project site is shown in Exhibit 2-4. Photographs of the project site are provided in Exhibits 2-9 and 2-10 in Section 2. Surrounding land uses in the vicinity of the project site include the following:

- *North of the project site.* A residential neighborhood characterized by a mixed of single-family and multiple-family development (duplex units, triplex units, etc.) is located to the north of the site. The homes located nearest to the project site are found along the east side of La Madera Avenue, the north side of Asher Street, and on the east side of Baseball Avenue.<sup>89</sup>
- *South of the project site.* Garvey Avenue extends along the length of the project site, on the south. Commercial land uses are located further south, along the southerly side of Garvey Avenue. This commercial corridor includes a mix of commercial retail and service uses.<sup>90</sup>
- *West of the project site.* La Madera Avenue is located to the west of the project site. A fast-food restaurant, several vacant parcels, and the aforementioned residential neighborhood are located on the west and east sides of La Madera Avenue.<sup>91</sup>

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<sup>89</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>90</sup> Ibid.

<sup>91</sup> Ibid.

- *East of the project site.* The El Valley Center, a community shopping center, is located to the east of the project site.<sup>92</sup>

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

- B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.*

There are two General Plan and Zoning designations that are applicable to the project site. That portion of the site located north of the existing alley along Asher Street and Baseball Avenue is designated in the General Plan as *Medium Density Residential* while that portion of the site located south of the alley/Baseball Avenue and north of Garvey Avenue is designated as *Mixed/Multi-Use*. The Zoning designation for that portion of the site located along the southern end of Asher Street and the parcel east of Baseball Avenue is zoned as *Medium Density Residential (R-3)* while that portion of the site located north of Garvey Avenue is zoned as *Mixed/Multi-Use (MMU)*. The site's General Plan and Zoning designations are shown in Exhibit 3-6 and 3-7, respectively. A Zone Change (ZC) and General Plan Amendment (GPA) will be required for that portion of the project site located to the north of Baseball Avenue. The General Plan designation will be changed from *Medium Density Residential* to *Mixed/Multi-Use*. The Zoning designation will be changed from *Medium Density Residential (R-3)* to *Mixed/Multi-Use (M/MU)*. The proposed project is not subject to an adopted specific plan. Additionally, the project will require modifications to reduce the minimum required setback areas for parking purposes, reduce the minimum required residential density and reduce the minimum number of required loading spaces. Moreover, a Parking Demand Analysis has been prepared to determine the adequacy of the future planned parking supply as allowed under the MMU Zone. Finally, the project site is located inland and is not located within a designated Coastal Zone. As a result, the potential impacts are considered to be less than significant.

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

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the closest County designated Significant Ecological Area (SEA) to the project site is the Whittier Narrows Dam County Recreation Area (SEA #42), located approximately 2.5 miles to the south.<sup>93</sup> The proposed project will be restricted to the project site and will not impact the aforementioned SEA. As a result, no impacts are anticipated to occur with the implementation of the proposed project.

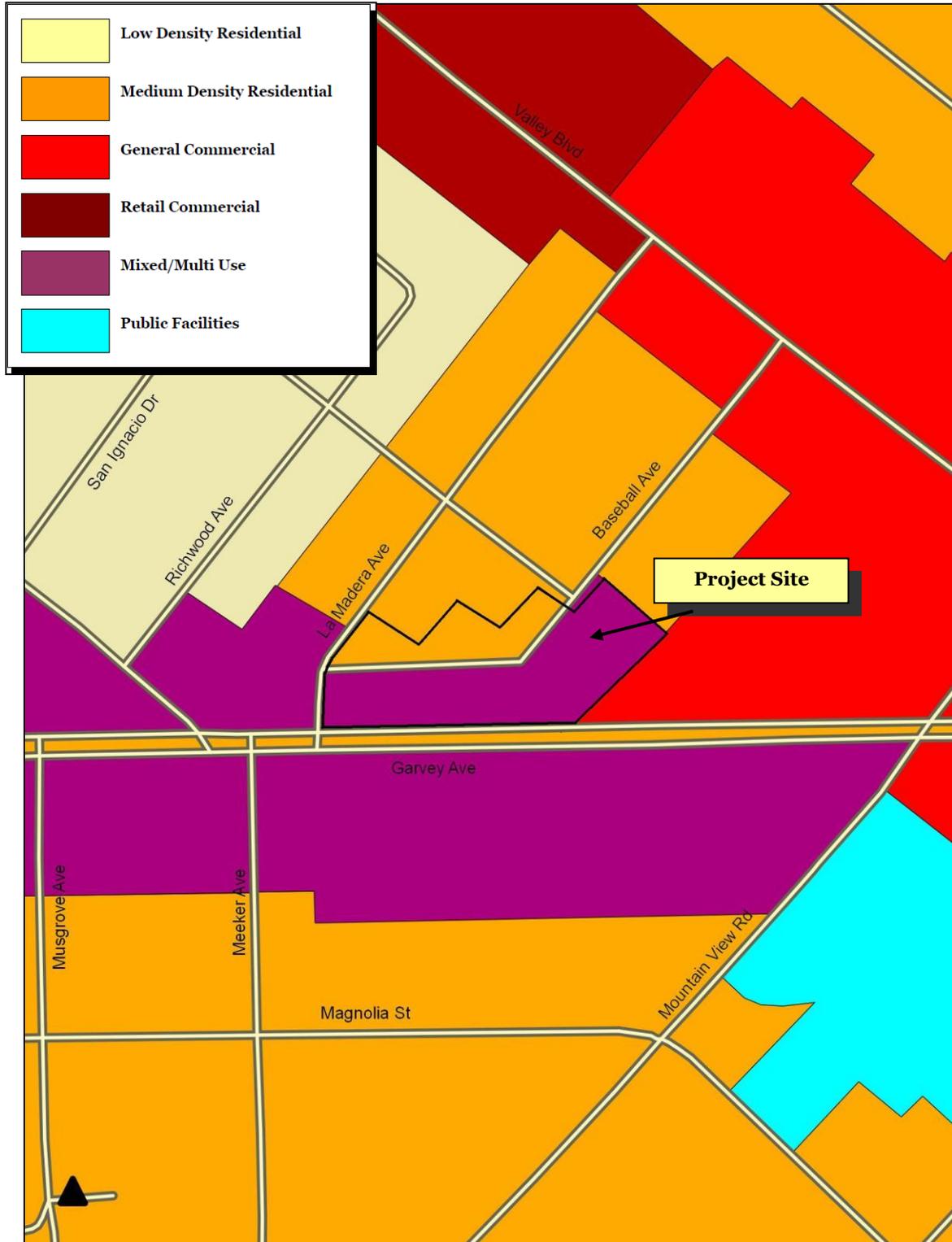
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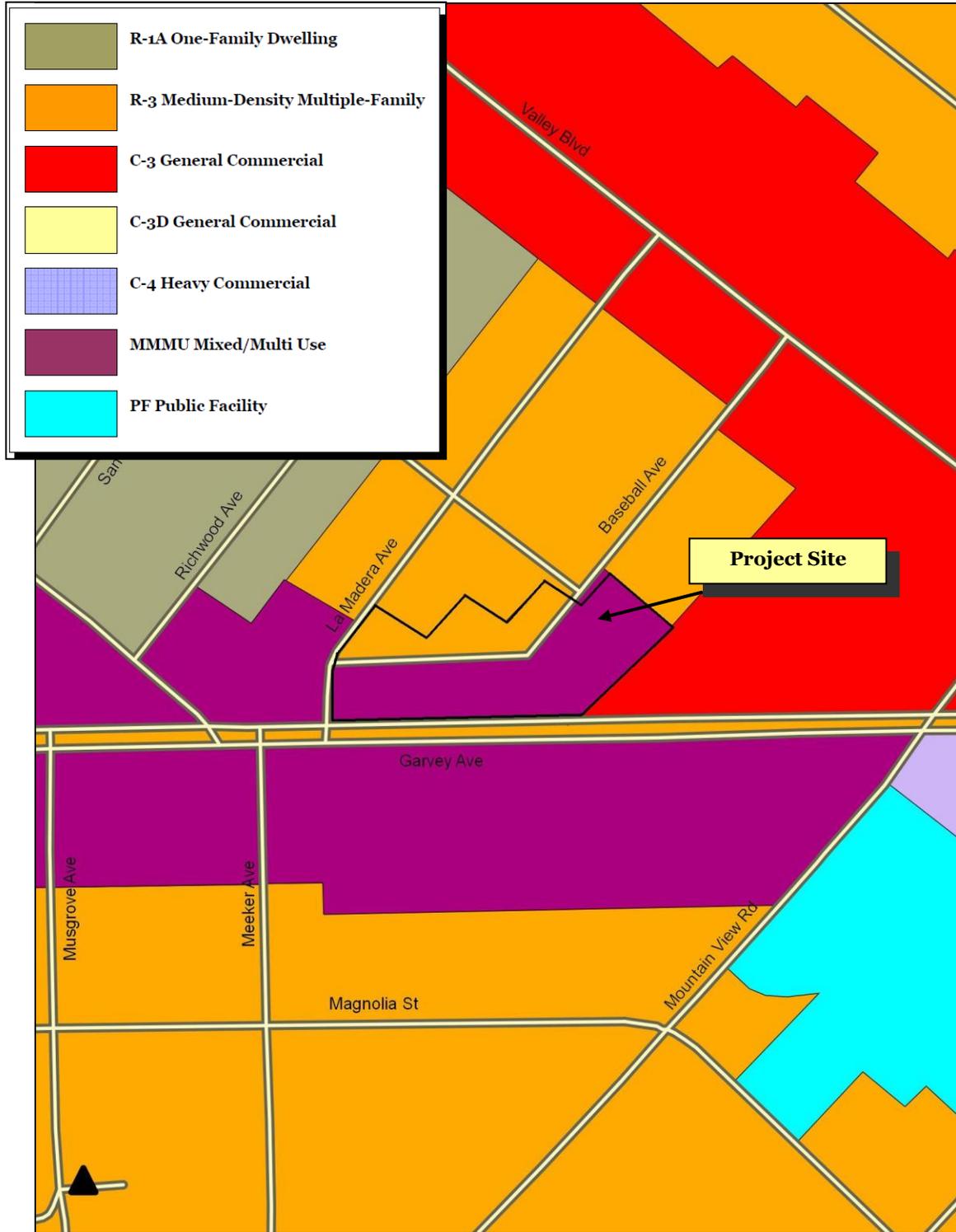
<sup>92</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Surveys were conducted on September 14 and October 5, 2015.

<sup>93</sup> Google Earth. Site accessed October 15, 2015.

### 3.10.3 CUMULATIVE IMPACTS

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





**EXHIBIT 3-7**  
**ZONING MAP**  
 Source: Quantum GIS

### **3.10.4 MITIGATION MEASURES**

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

### 3.11 MINERAL RESOURCES IMPACTS

#### 3.11.1 THRESHOLDS OF SIGNIFICANCE

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

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan.

#### 3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?* • *No Impact.*

The California Geological Survey Mineral Resources Project provides information regarding mineral resources (metals, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate) and classifies lands throughout the State that contain regionally significant mineral resources. This classification is mandated by the Surface Mining and Reclamation Act (SMARA). The SMARA requires all cities to incorporate in their General Plans mapped designations approved by the State Mining and Geology Board.<sup>94</sup> The State Geologist classifies mineral resource areas into *Mineral Resource Zones (MRZs)*, *Scientific Resource Zones (SZ)*, or *Identified Resource Areas (IRAs)*. The categories of mineral resource zones are as follows:

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

The City of El Monte is located within the San Gabriel Production-Consumption Region. The northeastern portion of the City is identified as containing significant mineral deposits and is designated as a MRZ-2 zone. However, no County of Los Angeles-designated Mineral Resource Zones are located in El Monte. El Monte is completely urbanized and does not contain mining uses, nor does the City have land designated for mineral, aggregate, or sand production.<sup>95</sup> The project site is not located within a SMARA zone nor is it

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<sup>94</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

<sup>95</sup> Ibid.

located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources would result from the proposed project's implementation.

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According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.<sup>96</sup> As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

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

The resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. As a result, no impacts will result with the implementation of the proposed project.

### **3.11.3 CUMULATIVE IMPACTS**

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

### **3.11.4 MITIGATION MEASURES**

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

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<sup>96</sup> California Department of Conservation. <http://maps.conservation.ca.gov/doggr/index.html#close>. Site accessed April 21, 2015.

## **3.12 NOISE IMPACTS**

### **3.12.1 THRESHOLDS OF SIGNIFICANCE**

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

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

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

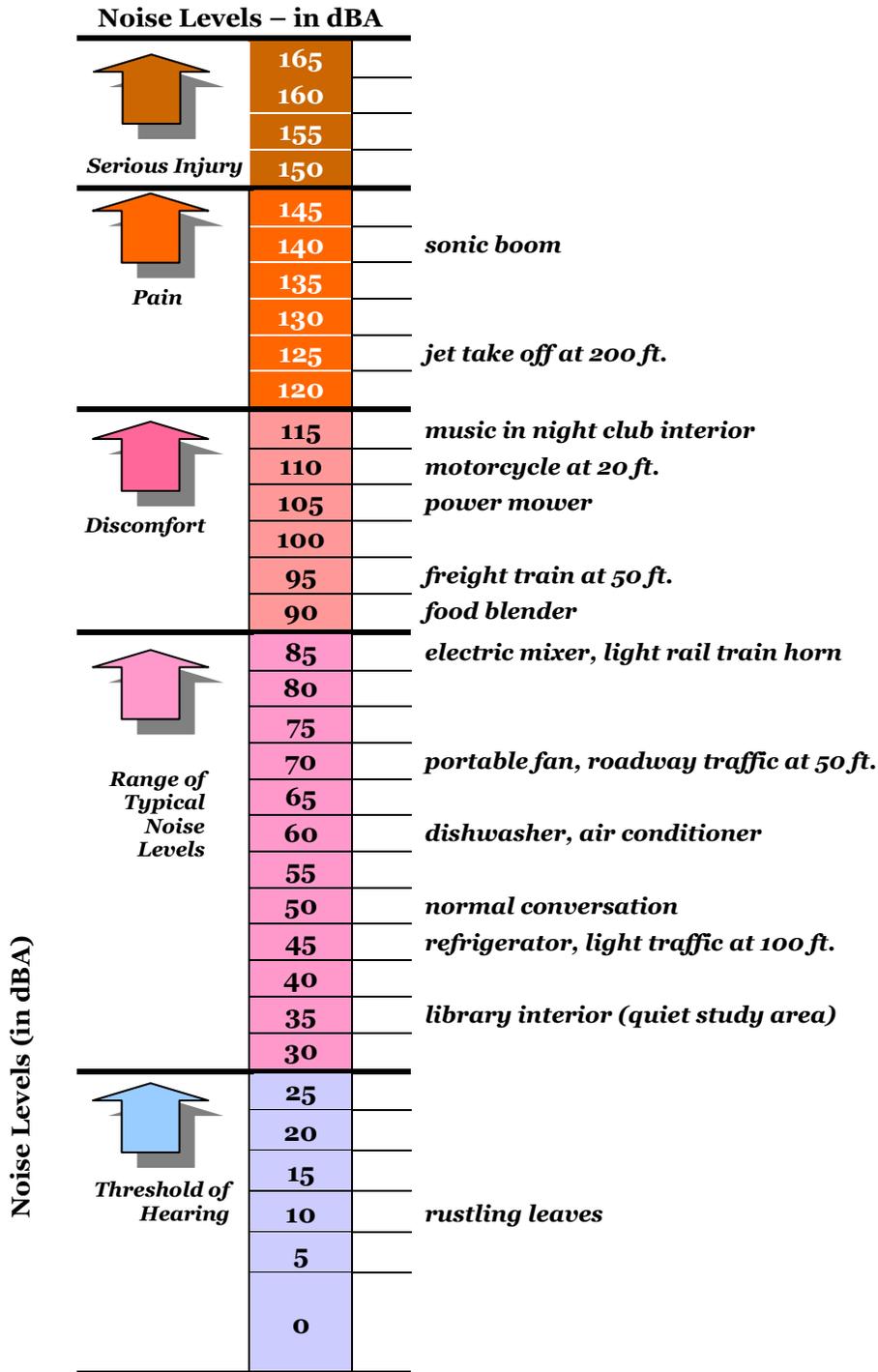
A. *Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* • *Less than Significant Impact with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest noise level that can be heard by humans. On the other end of the noise scale, the eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that is considered to represent the threshold for human sensitivity.<sup>97</sup> In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.<sup>98</sup> Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-8.

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<sup>97</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>98</sup> Ibid.



## EXHIBIT 3-8 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent Garvey Avenue, a major arterial roadway that traverses the San Gabriel Valley, noise from planes flying overhead from the San Gabriel Valley Airport, and noise generated by industrial equipment from the adjacent properties.<sup>99</sup>

A *Sper Scientific* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded and the results of the survey are summarized in Table 3-7. Four measurement locations were utilized: one measurement location was along the Garvey Avenue frontage, the second location was in the site’s interior, the third location at the intersection of La Madera Avenue and Baseball Avenue, and the fourth was along Baseball Avenue. These measurements were taken on a Wednesday afternoon at 2:00 PM and a Monday morning at 9:00 AM. Table 3-7 indicates the variation in noise levels over time during the measurement period.<sup>100</sup> As indicated previously, the L<sub>50</sub> noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement periods were 51.3 dBA along La Madera Avenue, 67.1 along Garvey Avenue, 54.4 at the center of the site, and 59.3 along Baseball Avenue.

**Table 3-7  
Noise Measurement Results**

Noise Metric	Noise Level (dBA) Location 1 La Madera Avenue	Noise Level (dBA) Location 2 Garvey Avenue	Noise Level (dBA) Location 3 Center of the Site	Noise Level (dBA) Location 4 Baseball Avenue
L <sub>50</sub> (Noise levels <50% of time)	50.1	67.1	54.2	59.3
L <sub>75</sub> (Noise levels <75% of time)	51.4	70.0	56.6	59.5
L <sub>90</sub> (Noise levels <90% of time)	58.5	73.3	57.2	60.3
L <sub>99</sub> (Noise levels <99% of time)	70.9	78.2	63.2	60.5
L <sub>min</sub> (Minimum Noise Level)	47.2	49.1	50.1	54.4
L <sub>max</sub> (Maximum Noise Level)	76.0	78.5	65.1	61.1
Average Noise Level	51.3	67.1	54.4	59.3

Source: Blodgett Baylosis Environmental Planning, October 12, 2015.

According to the City’s General Plan EIR, the southerly portion of the project site is located within the 65 dBA, CNEL roadway noise contour for Garvey Avenue. This 65 dBA, CNEL contour extends into the site to Baseball Avenue. The project site is not located within the 65 dBA, CNEL noise contour for the San Gabriel Valley Airport. Future growth within the City and the entire region is expected to add more trips to the City’s roadways. The General Plan EIR examined future roadway noise levels.<sup>101</sup> It typically requires a

<sup>99</sup> Blodgett Baylosis Environmental Planning. Site survey. Surveys were conducted on September 14 and October 5, 2015.

<sup>100</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>101</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR, Section 5.9 Noise*. Final. May 2011.

doubling in traffic volumes to result in a perceptible change in traffic noise levels of 5.0 dBA. The City of El Monte Municipal Code has established the following noise control standards for residential development:

- *Multiple-family Residential:* 55 dBA between 7:00 AM to 10:00 PM and 50 dBA between 10:00 PM to 7:00 AM;

City noise standards are not to be exceeded by 10.0 dBA for a cumulative period of one minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). The City also limits the use of power construction tools or equipment to between 6:00 AM and 7:00 PM on any working day or 8:00 AM to 7:00 PM on weekends, unless performing emergency work.<sup>102</sup> As indicated in Section 3.16, the project would not result in a significant impact related to traffic noise since it typically requires a doubling of traffic volumes to register a perceptible change in noise levels. In addition, the proposed use would be required to comply with the City of El Monte Noise Control Ordinance. In order to protect the future residents from the generation of excess noise, the following mitigation has been recommended:

- The developer shall install double-paned windows within all 214 residential rooms/units as a means to further reduce noise levels. The installation of double-paned windows can reduce noise by up to 20 percent and well-designed vinyl frames can further reduce interior noise by as much as 50 percent. For those units where double-paned windows are required, appropriate ventilation must also be provided.

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

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

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernable in areas located near the construction site.<sup>103</sup>

The background vibration velocity level in residential neighborhoods is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and

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<sup>102</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

<sup>103</sup> Federal Transit Administration Noise and Vibration Impact Assessment, May 2006.

distinctly perceptible levels for many people. Vibration sources found within a building such as operation of mechanical equipment, movement of people, or the slamming of doors are typical sources of indoor vibration. Typical outdoor sources of ground borne vibration include construction equipment, steel-wheeled trains, and traffic on rough roads. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which the general threshold where minor damage can occur in fragile buildings.<sup>104</sup> Table 3-8 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures.

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

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for person exposed to continuous or long-term vibration	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-9. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-9 does provide a reasonable estimate for a wide range of soil conditions. Based on federal Transportation Administration’s Transit Noise and Vibration Impact Assessment, a vibration level of 102 VdB (velocity in decibels or 0.5 inches per second [iii/sec]) or higher is considered safe and would not result in any

<sup>104</sup>Federal Transit Administration Noise and Vibration Impact Assessment, May 2006.

construction vibration damage. It is important to note that no “impact” pile driving equipment will be used.<sup>105</sup>

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

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

Source: Noise and Vibration During Construction

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

The traffic generated by the proposed use will be 3,002 daily trip ends, 253 morning (AM) peak hour trips, and 181 evening (PM) peak hour trips. The existing AM and PM peak hour traffic volumes on Garvey Avenue are projected to be 180 and 129 vehicle trips, respectively. The project’s traffic volumes will not be great enough to result in an increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 5.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project’s occupancy are deemed to be less than significant.

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

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-9. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. As a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 70 dBA at the property

<sup>105</sup> Google Earth. Site accessed May 7, 2015.

line.<sup>106</sup> The use of certain construction equipment may generate substantial vibration which could negatively impact receptors that are sensitive to noise and vibrations (schools, residential development, parks, etc). Since the proposed project is located adjacent residential neighborhood, the following measures are required to mitigate potential construction noise impacts:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.
- The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- The Applicant shall notify the nearby residents along La Madera Avenue and Baseball Avenue as to the times and duration of construction activities at least ten days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. Upon reception of a complaint, the contractor must respond immediately by reducing noise to acceptable levels. In addition, all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Economic Development Department.

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

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

The project site is located approximately 1.50 miles southwest of the San Gabriel Valley Airport. The proposed project will not affect any airport land use plan because there currently is no Airport Land Use Compatibility Plan for the San Gabriel Valley Airport.<sup>107</sup> In addition, the project site is not located within the designated Runway Protection Zone.<sup>108</sup> As indicated previously, the proposed project is not located within the 65 CNEL contour for the San Gabriel Valley Airport. As a result, no impacts to a public use airport will occur.

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<sup>106</sup> USEPA, Protective Noise Levels. 1971

<sup>107</sup> Los Angeles County Department of Regional Planning. *Los Angeles County Airport Land Use Commission (ALCU)*. <http://planning.lacounty.gov/aluc/airports>

<sup>108</sup> County of Los Angeles Public Works. *Airport Layout Plan, San Gabriel Valley Airport*. [http://planning.lacounty.gov/assets/upl/project/aluc\\_elmonte-plan.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf)

Typical noise levels 50-ft. from source

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

### EXHIBIT 3-9 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

F. *Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.*

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

### **3.12.3 CUMULATIVE IMPACTS**

The project will be a noise sensitive receptor and, as such will not result in an increase in the ambient noise levels. This is especially true given the previous and existing commercial land uses that occupied the property. As a result, no significant adverse cumulative noise impacts would occur.

### **3.12.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 17 (Noise Impacts).* The developer shall install double-paned windows. The developer shall install double-paned windows within all 214 residential rooms/units as a means to further reduce noise levels. The installation of double-paned windows can reduce noise by up to 20 percent and well-designed vinyl frames can further reduce interior noise by as much as 50 percent. For those units where double-paned windows are required, appropriate ventilation must also be provided.

*Mitigation Measure No. 18 (Noise Impacts).* The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

*Mitigation Measure No. 19 (Noise Impacts).* The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

*Mitigation Measure No. 20 (Noise Impacts).* The Applicant shall notify the nearby residents along La Madera Avenue and Baseball Avenue as to the times and duration of construction activities at least ten days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. Upon reception of a complaint, the contractor must respond immediately by reducing noise to acceptable levels. In addition, all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Economic Development Department.

### 3.13 POPULATION & HOUSING IMPACTS

#### 3.13.1 THRESHOLDS OF SIGNIFICANCE

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

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

#### 3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

A total of 78 units will be reserved for assisted living. Of the total number of units, 30 units will consist of studios (380 to 430 square feet) while the remaining 48 units will consist of one-bedroom units (593 square feet). One resident will be assigned to each studio and one-bedroom unit. All of the assisted living units will be located in Building 1.<sup>109</sup> In addition, a total of 20 rooms (491 square feet) will be reserved for those residents suffering from memory loss. Up to two residents will share a single room. All of these rooms will be located in Building 2.<sup>110</sup> Finally, a total of 28 units will be reserved for senior occupancy. These senior apartments will include four studio apartments (532 square feet), 21 one-bedroom units (658 to 681 square feet), and three, two-bedroom apartments (912 square feet). All of the senior apartments will be located in Building 1.<sup>111</sup> The entire facility will include 78 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 118 beds will be provided including the 28 senior units.<sup>112</sup>

The proposed project is anticipated to add approximately 118 residents to the City based upon the number of beds that will be provided. According to the Growth Forecast released by SCAG in conjunction with the Regional Transportation Plan for 2012-2035, the City of El Monte is projected to have 140,100 residents by

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<sup>109</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet., Site Plan Sheet Ao-o* April 1, 2015

<sup>110</sup> Ibid.

<sup>111</sup> Ibid.

<sup>112</sup> Ibid.

2035.<sup>113</sup> The City has a total population of 113,475 according to 2010 Census.<sup>114</sup> According to the most recent Department of Finance Estimates (January 1, 2015), the City’s current population is estimated to be 115,774 persons. The projected population increase of 118 persons from the proposed project’s implementation is within the population projection provided by SCAG. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts are identified in Table 3-10. As indicated in Table 3-10, the proposed project will not result in any significant growth-inducing impacts. Therefore, implementation of the project will result in impacts that are considered to be less than significant.

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

Factor Contributing to Growth Inducement	Project’s Potential Contribution	Basis for Determination
New development in an area presently undeveloped and economic factors which may influence development.	The proposed project would promote development of an underutilized parcel.	The new development would promote development consistent with the General Plan Policies for infill development.
Extension of roadways and other transportation facilities.	The proposed project would not involve the extension or modification of any off-site existing roadways.	The only off-site improvements include those required to facilitate access to the project site.
Extension of infrastructure and other improvements.	No other off-site water, sewer, and other critical infrastructure improvements are anticipated.	The only infrastructure improvements would be designed to serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities would be required to accommodate the projected demand for wastewater treatment or water.
The housing requiring replacement housing elsewhere.	The project does not involve the removal or the replacement of existing affordable or subsidized housing units.	No subsidized affordable housing would be affected by the proposed project.
Additional population growth leading to increased demand for goods and services.	The proposed project will result in long-term growth in employment related to the service providers, food service workers, and the retail employment.	The proposed project will not result in long term employment generation.
Short-term growth inducing impacts related to the project’s construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are considered a beneficial impact.

Source: Blodgett Baylosis Environmental Planning. 2015.

<sup>113</sup> Southern California Association of Governments Regional Transportation Plan 2012-2035, Growth Forecast Appendix. Adopted April 2012.

<sup>114</sup> United States Census Bureau. *El Monte (city), California*. <http://quickfacts.census.gov/qfd/states/06/0622230.html>

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

There is a single residential unit located within the project site boundaries. This unit is located on the parcel located to the east of La Madera Avenue. This unit was occupied at the time site surveys were undertaken. Based on the current average household size in the City (4.24 persons per unit), up to four persons may be dislocated with the demolition of this residential unit to accommodate the proposed project. The removal of this market rate housing unit will not require the construction of any replacement housing elsewhere. As a result, no impacts related to the displacement of substantial numbers of housing units will occur.

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

As indicated previously, there is a single residential unit located within the project site boundaries. This unit was occupied at the time site surveys were undertaken. This residential unit will be demolished to accommodate the proposed project. The removal of this market rate housing unit will not require the construction of any replacement housing elsewhere. As a result, no impacts related to housing unit displacement will occur (see comment made in 3.13.2.B).

### **3.13.3 CUMULATIVE IMPACTS**

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's implementation. As a result, no cumulative housing and population impacts would occur.

### **3.13.4 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that the proposed project would not result in any significant adverse impacts. As a result, no mitigation measures are required.

### 3.14 PUBLIC SERVICES IMPACTS

#### 3.14.1 THRESHOLDS OF SIGNIFICANCE

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

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

#### 3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The Los Angeles County Fire Department (LACFD) provides fire protection services in the City of El Monte. The City is located within the service boundaries of Battalion 10. The first response station to the project site is Station No. 168, located at 3027 Cogswell Road in the City of El Monte.<sup>115</sup> This station is equipped with a single engine company. A total of 76 rooms will be reserved for assisted living, a total of 20 rooms will be reserved for those residents suffering from memory loss, and a total of 28 units will be reserved for senior occupancy.<sup>116</sup> The entire facility will include 76 rooms for assisted living, 20 rooms for

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<sup>115</sup> City of El Monte. Los Angeles County Fire Department. <http://www.ci.el-monte.ca.us/Government/LACountyFireDept.aspx>

<sup>116</sup> City of El Monte. *City of El Monte General Plan, Public Services and Facilities Element*. June 2011.

persons with memory loss, and 28 units for seniors. A total of 116 beds will be provided including the senior units. Given the type of use, assisted living and senior units, the number of emergency calls for service will be greater than that expected from conventional multiple-family housing. Towards this end, the following mitigation will be required:

- Prior to licensing by the State, the licensee must secure and maintain an appropriate facility fire clearance approved by the fire authority having jurisdiction.
- The licensee must meet standards established by the State Fire Marshal and the Los Angeles County Fire Department. For example, the proposed project must have sprinklers (sprinkler systems should meet National Fire Protection Association standards.) The facility must be equipped with smoke detectors. The proposed project will be required to adhere to any conditions prescribed by the LACFD (compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). In addition, the proposed project would also be required to adhere to all pertinent site and building design regulations.
- The operator(s) must have a current, written emergency disaster plan that contains a plan for evacuation, addresses elements of sheltering in place, identifies temporary relocation sites, and details staff assignments in the event of a disaster or an emergency. The emergency disaster plan must be posted prominently in the facility and be available to emergency responders.

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

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

Law enforcement services within the City are provided by the El Monte Police Department (EMPD) which serves the community from two police stations: the main station is located at 11333 Valley Boulevard and a secondary facility located at 10503 Valley Boulevard. The El Monte Police Department is staffed with 161 police officers, 91 civilian staff and four K-9 units.<sup>117</sup> The El Monte Police Department has divided the City into five geographic “reporting areas” or “beats.” Each officer assigned to a beat is responsible to enforce all laws and preventing crime from occurring. A patrol officer is assigned a Reporting District where he/she is familiar with the residents and businesses in their area.<sup>118</sup> According to the City’s General Plan EIR, the City’s average response time for Priority 1 calls, which are conflicts in progress, is 4 minutes and 40 seconds.<sup>119</sup> A total of 76 rooms will be reserved for assisted living, a total of 20 rooms will be reserved

<sup>117</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

<sup>118</sup> City of El Monte. *Police, Field Services, Patrol*. Site accessed July 13, 2015.

<sup>119</sup> City of El Monte. *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, Section 5.11.2 Police Protection*. May 2011.

for those residents suffering from memory loss, and a total of 28 units will be reserved for senior occupancy.<sup>120</sup> The entire facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 116 beds will be provided.<sup>121</sup> The proposed facility, excluding the ground level retail and restaurant uses, will be open 24 hours a day. As indicated previously, the proposed facility will provide housing for individuals who are diagnosed by a physician as having dementia. As a result, the use of egress alert devices, delayed egress, and locked facility doors and perimeters will be required. Delayed egress and locked doors/perimeters require special fire clearances, and are only allowed with prior approval from the LACFD. Resident and/or responsible person consent is also required prior for use of delayed egress devices or locked facility doors. To ensure the proposed residential project elements adhere to the City's security requirements, the following mitigation will be required:

- The El Monte Police Department will review the site plan for the proposed project to ensure that the development adheres to the EMPD requirements. The Applicant will be required to comply with all pertinent requirements related to on-site security (include 24-hour security personnel), alarm monitoring, security for pharmaceutical lockers, employee background checks, etc.).

With the aforementioned mitigation, the project's law enforcement service impacts will be less than significant.

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

The project site is located within the attendance boundaries of the El Monte City School District. As indicated previously, the proposed project will provide 76 rooms for assisted living, 20 rooms for those suffering from memory loss, and 28 units for seniors.<sup>122</sup> No families and school aged children will reside in the aforementioned rooms or units. In addition, the Applicant will be required to pay any pertinent development fees to the local school districts. As a result, the proposed project would not result in any impacts on school facilities.

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

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

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<sup>120</sup> City of El Monte. *City of El Monte General Plan, Public Services and Facilities Element*. June 2011.

<sup>121</sup> Ibid.

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

### **3.14.3 CUMULATIVE IMPACTS**

The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. The developer will be required to pay all pertinent development fees and to ensure that the site plans and project are consistent with the most recent fire codes and safety measures outlined by the Los Angeles County Fire Department (LACFD) and the El Monte Police Department. No new facilities would be required to accommodate the proposed use. As a result, no cumulative impacts are anticipated.

### **3.14.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 21 (Public Service Impacts).* Prior to licensing by the State, the licensee must secure and maintain an appropriate facility fire clearance approved by the fire authority having jurisdiction.

*Mitigation Measure No. 22 (Public Service Impacts).* The licensee must meet standards established by the State Fire Marshal and the Los Angeles County Fire Department. For example, the proposed project must have sprinklers (sprinkler systems should meet National Fire Protection Association standards.) The facility must be equipped with smoke detectors. The proposed project will be required to adhere to any conditions prescribed by the LACFD (compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). In addition, the proposed project would also be required to adhere to all pertinent site and building design regulations.

*Mitigation Measure No. 23 (Public Service Impacts).* The operator(s) must have a current, written emergency disaster plan that contains a plan for evacuation, addresses elements of sheltering in place, identifies temporary relocation sites, and details staff assignments in the event of a disaster or an emergency. The emergency disaster plan must be posted prominently in the facility and be available to emergency responders.

*Mitigation Measure No. 24 (Public Service Impacts).* The El Monte Police Department will review the site plan for the proposed project to ensure that the development adheres to the EMPD requirements. The Applicant will be required to comply with all pertinent requirements related to on-site security (include 24-hour security personnel), alarm monitoring, security for pharmaceutical lockers, employee background checks, etc.).

### 3.15 RECREATION IMPACTS

#### 3.15.1 THRESHOLDS OF SIGNIFICANCE

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

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

#### 3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of El Monte's Parks and Recreation Division is responsible for recreational services in the City. There are 12 City facilities available to City residents.<sup>123</sup> The entire facility will include 76 rooms for assisted living, 20 rooms for persons with memory loss, and 28 units for seniors. A total of 116 beds will be provided including the senior units.<sup>124</sup> A total of 76 units will be reserved for assisted living. A total of 28 units will be reserved for senior occupancy. Finally, a total of 20 rooms will be reserved for those residents suffering from memory loss.<sup>125</sup> The proposed project will include gardens and other outdoor amenities (including walkways) that may be used by the residents. These areas will be located near Building 2 where the memory loss units will be located. No existing or proposed parks are located in the vicinity that would be physically impacted by the project. The nearest parks include Arceo Park, located 3,848 feet to the northwest, and Mountain View Park, located 2,754 feet to the southeast.<sup>126</sup>

The City's General Plan has established a standard of two acres of parkland for each 1,000 residents. In order to meet the aforementioned standard, the City will need to dedicate approximately 0.23 acres of additional parkland to accommodate the project's additional 116 residents. However, the facility is specialized in that the majority of the residents will be confined to the facility due to their specialized care requirements. As a result, the proposed project's potential impacts to parks and recreational facilities will be less than significant.

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<sup>123</sup> <http://www.ci.el-monte.ca.us/Government/ParksandRecreation/ParksRecreation.aspx>

<sup>124</sup> Pacific Design Group, Inc. El Monte Mixed-Use Development, Soo Properties, LLC. *Architectural Packet., Site Plan Sheet AO-0* April 1, 2015

<sup>125</sup> Ibid.

<sup>126</sup> Google Earth. Site accessed April 6, 2015.

*B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? • Less than Significant Impact.*

As indicated in the previous section, the implementation of the proposed project would not physically affect any existing parks and recreational facilities in the City. As indicated previously, the nearest parks include Arceo Park, located 3,848 feet to the northwest, and Mountain View Park, located 2,754 feet to the southeast.<sup>127</sup> However, the facility is specialized in that the majority of the residents will be confined to the facility due to their specialized care requirements. Furthermore, the proposed project will be required to pay the applicable Quimby Fees. As a result, the proposed project's potential impacts to parks and recreational facilities will be less than significant.

### **3.15.3 CUMULATIVE IMPACTS**

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

### **3.15.4 MITIGATION MEASURES**

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

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<sup>127</sup> Google Earth. Site accessed October 16, 2015.

## 3.16 TRANSPORTATION & CIRCULATION IMPACTS

### 3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of El Monte, a project would normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access; and,
- A conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian.

In conformance with the City of El Monte and Los Angeles County Congestion Management Program requirements, existing weekday AM and PM peak hour operating conditions for the signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method.

The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity ( $v/c$ ) relationship for an intersection based on the individual  $v/c$  ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. The overall intersection  $v/c$  ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in Table 3-11 along with a description of the ICU method and corresponding Level of Service.<sup>128</sup>

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<sup>128</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study – El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015

The *Highway Capacity Manual 2010* (HCM2010) methodology outlined in Chapter 19 for unsignalized/two-way stop-controlled (TWSC) study intersections was utilized for the analysis of the unsignalized intersections. The TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns and determines the LOS for each constrained movement. It should be noted that LOS is not defined for the overall TWSC intersection because major-street movements with no delays typically result in a weighted average delay that is extremely low. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed.<sup>129</sup> The six qualitative categories of Level of Service have been defined along with the corresponding HCM2010 control delay value range, as shown in Table 3-11.

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

LOS	V/C Ratio or ICU(signalized)	Control Delay in Seconds (unsignalized)	Description
A	0.00 – 0.60	0.0 – 10.0 seconds	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	0.61 – 0.70	10.1 – 15.0 seconds	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	0.71 – 0.80	15.1 – 25.0 seconds	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	0.81 – 0.90	25.1 – 35.0 seconds	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	0.91 – 1.00	35.1 – 50.0 seconds	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	1.01 or greater	50.1 seconds or greater	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

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

<sup>129</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015

The relative impact of the site-related traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future  $v/c$  relationships and service level characteristics at each study intersection. The City of El Monte utilizes the following threshold of significance for signalized intersections:

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

The City of El Monte does not have established thresholds of significance for unsignalized intersections. However, based on prior coordination with City of El Monte staff, the following threshold of significance has been employed in the City's General Plan Traffic Impact Study and other traffic studies conducted in the City of El Monte:

- A significant impact occurs when a proposed Project increases traffic delay at an unsignalized intersection by two (2) percent or more of capacity, causing or worsening LOS E (control delay > 35 seconds) for those intersections.<sup>130</sup>

### **3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

Upon coordination with City of El Monte staff, seven study intersections were identified for evaluation during the weekday morning and afternoon peak hours. The seven study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided herein in Section 3.16.2.A. In the traffic engineering practice, the study area generally includes the following:

- The intersections that are immediately adjacent or in close proximity to the project site;

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<sup>130</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study – El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015

- The intersections located in the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- Those intersections located in the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips, and existing intersection/corridor operations. Vehicular access to the various project parcels is presently provided via a total of seven driveways on Garvey Avenue, an existing alley access and one driveway on La Madera Avenue, an existing alley access on Asher Street, and one driveway on Baseball Avenue.<sup>131</sup>

Regional access to the project site is provided by I-10 (San Bernardino) Freeway. The I-10 Freeway is a major east-west oriented freeway that extends from the City of Santa Monica to the west to San Bernardino and further to the State of Arizona to the east. In the project vicinity, four to five mainline travel lanes and two High Occupancy Toll (HOT) travel lanes are provided in each direction. In the immediate project vicinity, access to I-10 Freeway is provided via Peck Road and Valley Boulevard north of the project site, as well as on Garvey Avenue, east of the project site.<sup>132</sup> Immediate access to the project site is planned to be provided via Garvey Avenue and La Madera Avenue. The seven study intersections were determined in consultation with staff from the City of El Monte Departments of Public Works and Economic Development, Planning Division in order to determine potential impacts related to the proposed project:

- Peck Road/Asher Street (two-way stop sign controlled intersection);
- Peck Road/Garvey Avenue (signalized intersection);
- Meeker Avenue/Garvey Avenue (signalized intersection);
- La Madera Avenue/Valley Boulevard (two-way stop sign controlled intersection);
- La Madera Avenue/Garvey Avenue (two-way stop sign controlled intersection);
- Mountain View Road/Garvey Avenue (signalized intersection); and,
- Valley Boulevard/Garvey Avenue (signalized intersection).<sup>133</sup>

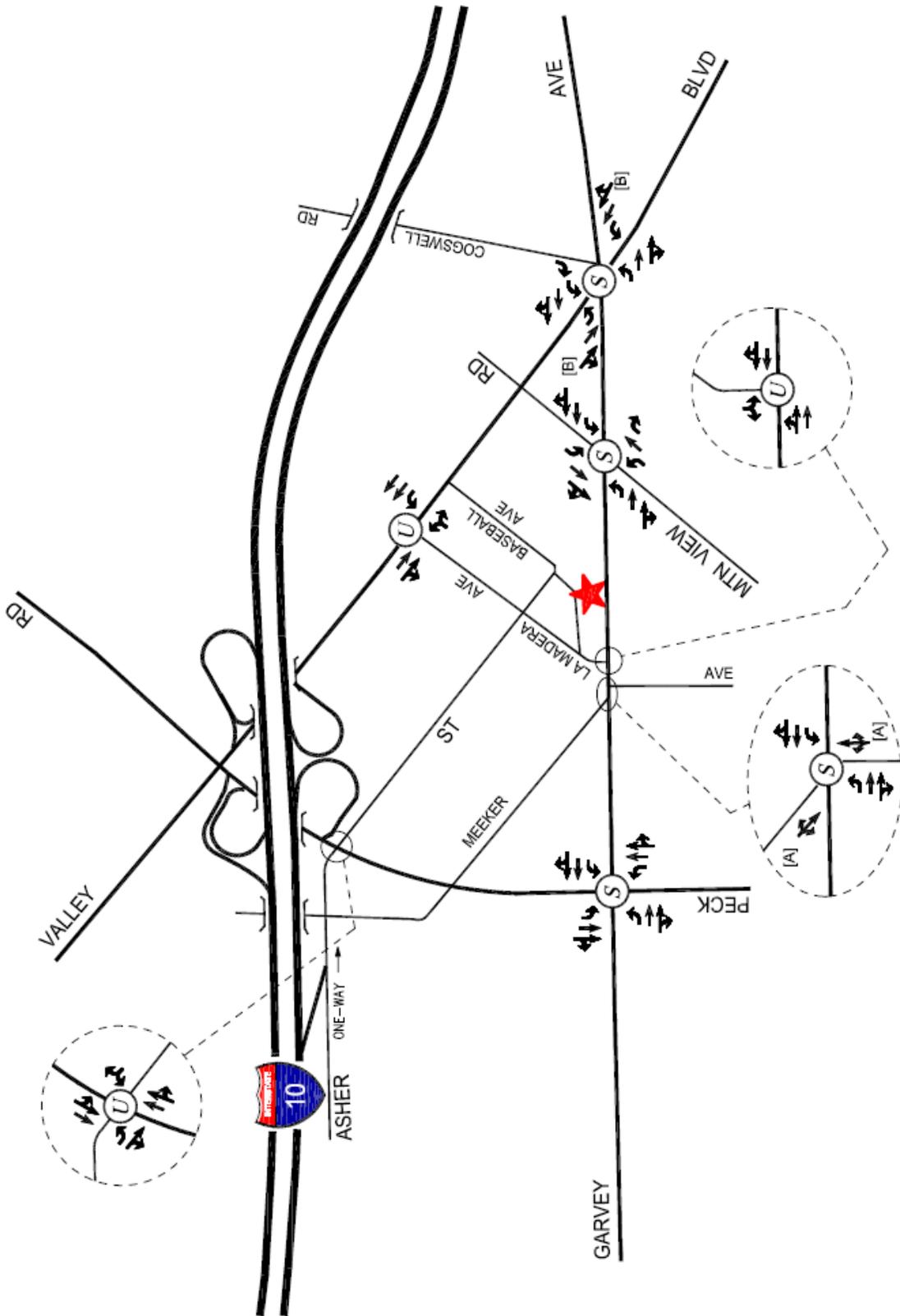
The study intersections selected for analysis in the traffic study also are noted in Exhibit 3-10. Of the seven existing study intersections, four study intersections are presently controlled by traffic signals and three study intersections are currently stop-sign controlled. The existing lane configurations and intersection controls at the study intersections are also displayed in Exhibit 3-10.

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<sup>131</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015.

<sup>132</sup> Ibid.

<sup>133</sup> Ibid.



**EXHIBIT 3-10**  
**EXISTING LANE CONFIGURATIONS**  
 Source: Linscott, Law, and Greenspan Traffic Engineers

Manual counts of vehicular turning movements were conducted at each of the seven study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant at the study intersections from 7:00 to 9:00 AM to determine the weekday AM peak commute hour and from 4:00 to 6:00 PM to determine the weekday PM peak commute hour. It is noted that all of the traffic counts were conducted when local schools were in regular session. Traffic volumes at the study intersections show the morning and afternoon peak periods typically associated with peak commute hours in the metropolitan area.<sup>134</sup> The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in Exhibit 3-11 and Exhibit 3-12, respectively. In order to estimate the traffic impact characteristics of the project, a multi-step process has been utilized.

- The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.
- The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.
- The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.<sup>135</sup>

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*, 9th Edition publication. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the individual components of the proposed project:

- ITE Land Use Code 252: Senior Adult Housing – Attached;
- ITE Land Use Code 254: Assisted Living;
- ITE Land Use Code 820: Shopping Center;
- ITE Land Use Code 932: High-Turnover [Sit-Down] Restaurant;
- ITE Land Use Code 936: Coffee/Donut Shop without Drive-Through Window; and,
- ITE Land Use Code 939: Bread/Donut/Bagel Shop without Drive-Through Window.<sup>136</sup>

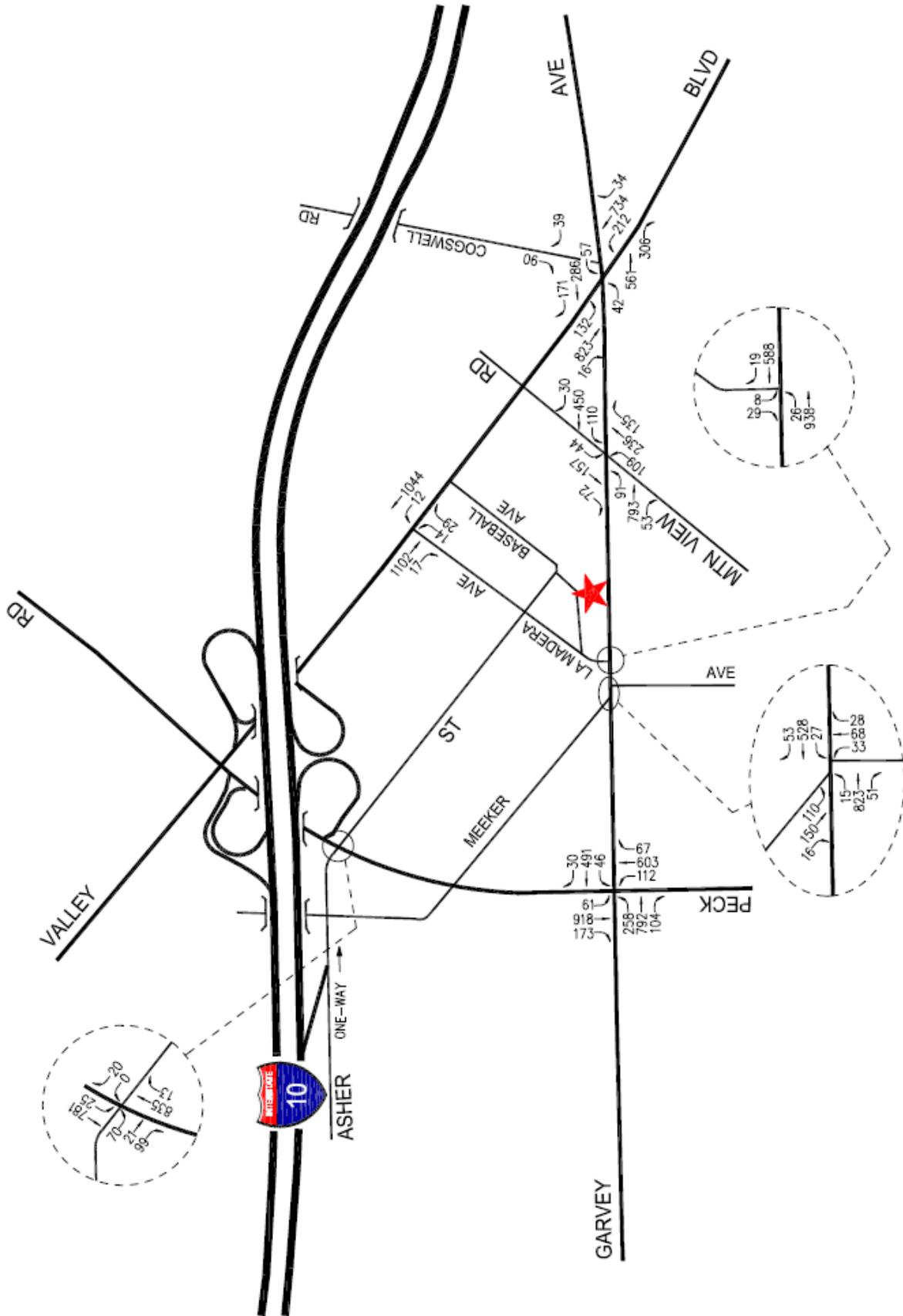
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<sup>134</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015

<sup>135</sup> Ibid.

<sup>136</sup> Ibid.





**EXHIBIT 3-12**  
**EXISTING TRAFFIC VOLUMES (PM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers

In addition to the above project trip generation forecasts, a forecast was made of likely pass-by trips that could be anticipated at the site for the proposed uses. Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by traffic forecast has been estimated and reviewed by City staff for use pursuant to the recommended practice in Appendix F of the ITE *Trip Generation Handbook*. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for the commercial components only. As discussed previously, the resale automobile dealership that still operates on a portion of the project site will be vacated for the proposed development. However, in order to provide a conservative assessment of potential project-related impacts, no existing trip generation credit has been applied in this analysis.<sup>137</sup>

The trip generation forecast for the proposed project was submitted for review and approval by City staff. The proposed project is forecast to generate 253 vehicle trips (131 inbound trips and 122 outbound trips) during the weekday AM peak hour and 181 vehicle trips (97 inbound trips and 84 outbound trips) during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate 3,002 daily trip ends during a typical weekday (1,501 inbound trips and 1,501 outbound trips).<sup>138</sup>

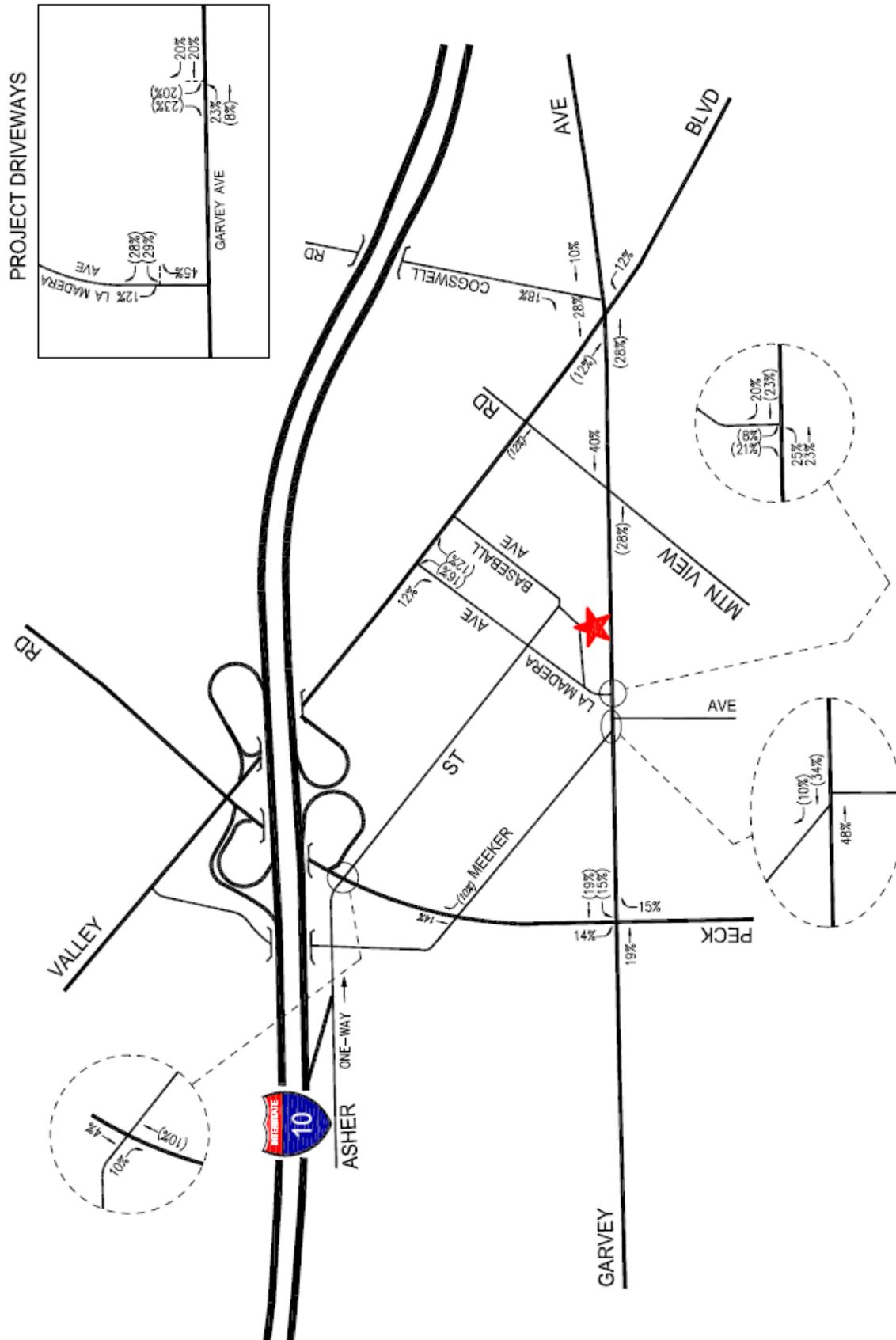
The project traffic distribution percentages during the weekday AM and PM peak hours at the study intersections are illustrated in Exhibit 3-14. The forecast weekday AM and PM peak hour project traffic volumes at the study intersections for the proposed project are presented in Exhibit 3-15 and Exhibit 3-16, respectively. The traffic volume assignments presented in the project traffic volumes figures (Exhibits 3-15 and 3-16) reflect the traffic distribution characteristics shown in Exhibit 3-14 and the proposed project's traffic generation forecast. Traffic impacts at the study intersections were analyzed for the following conditions as required by the City of El Monte:

- Existing conditions;
- Existing with project conditions;
- Existing condition plus one percent annual ambient traffic growth through year 2018 and with completion and occupancy of the related projects (i.e., future year 2018 without project conditions).
- Existing condition plus annual ambient growth with completion and occupancy of the project (i.e., future year 2018 with project conditions).
- The previous condition with implementation of project mitigation measures, where necessary.

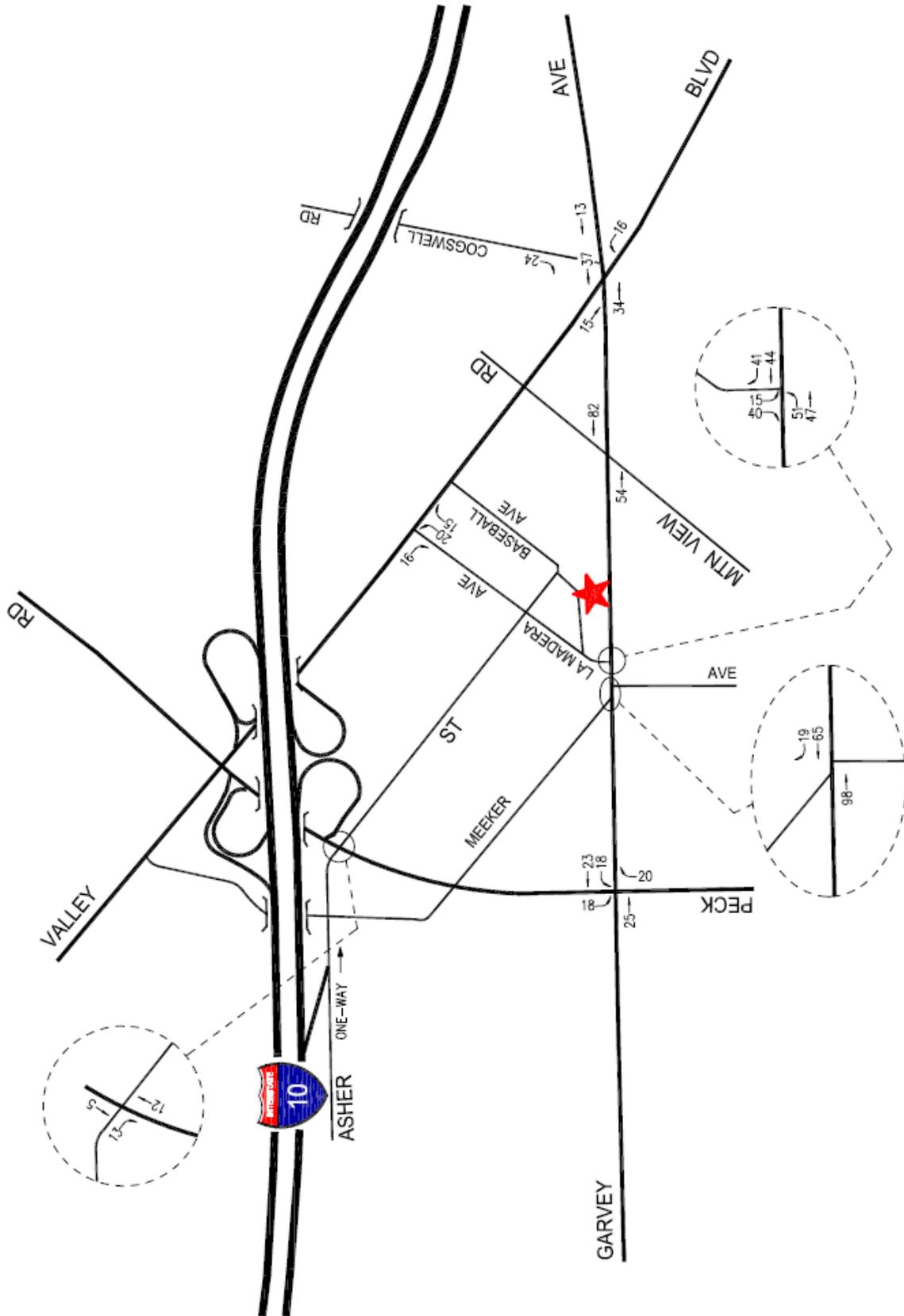
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<sup>137</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015

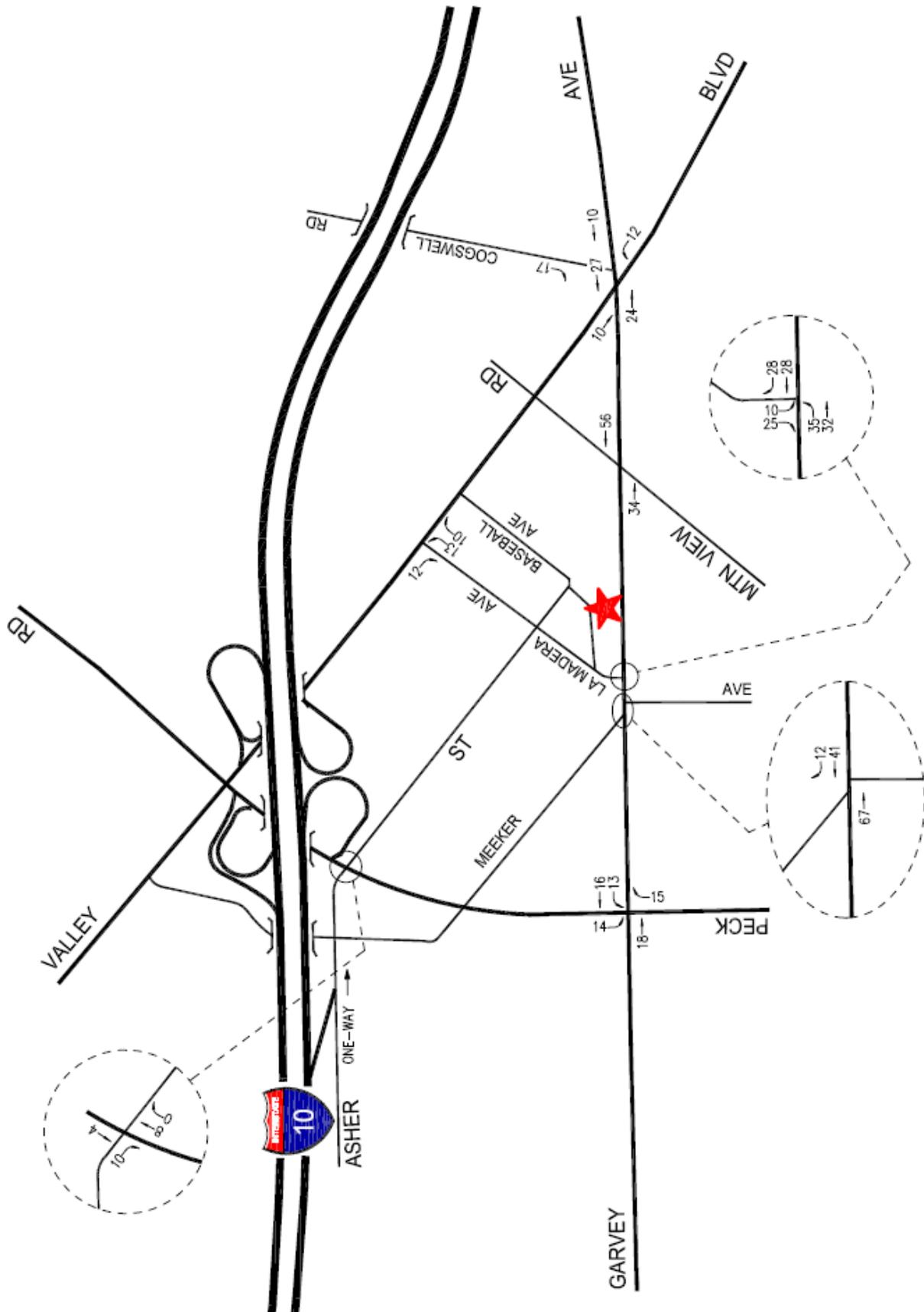
<sup>138</sup> Ibid.



**EXHIBIT 3-13**  
**PROJECT TRIP DISTRIBUTION (% OF TRIPS)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers



**EXHIBIT 3-14**  
**PROJECT TRIPS (AM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers



**EXHIBIT 3-15**  
**PROJECT TRIPS (PM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections. As indicated in Table 3-12, six of the seven study intersections are operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining study intersection (Intersection No. 1: Peck Road/Asher Street) is operating at LOS E during the weekday PM peak hour under existing conditions as shown in Table 3-12.<sup>139</sup> As mentioned previously, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in Exhibits 3-11 and 3-12.

**Table 3-12  
 Existing Intersection (2015) Conditions**

No.	Intersection	Peak Hour	V/C or Delay	LOS
1	Peck Road / Asher Street	AM	26.4	D
		PM	38.5	E
2	Peck Road / Garvey Avenue	AM	0.802	D
		PM	0.835	D
3	Meeker Avenue / Garvey Avenue	AM	0.536	A
		PM	0.643	B
4	La Madera Avenue / Valley Boulevard	AM	20.4	C
		PM	27.4	D
5	La Madera Avenue / Garvey Avenue	AM	13.1	B
		PM	13.4	B
6	Mountain View Road / Garvey Avenue	AM	0.485	A
		PM	0.608	B
7	Valley Boulevard / Garvey Avenue	AM	0.701	C
		PM	0.801	D

Source: Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.*  
 August 19, 2015

As shown in 3-13, application of the City of El Monte’s threshold criteria to the “Existing With Project” scenario indicates that the proposed project could be expected to result in a significant traffic impact at one of the seven study intersections during the weekday PM peak hour (i.e., at the La Madera Avenue/Valley Boulevard intersection) as shown as follows: Intersection No. 4: La Madera Avenue/Valley Boulevard. PM peak hour increase of 10.7 seconds of delay [to 38.1 seconds of delay (LOS E)]. There will be an incremental but not significant impacts are noted at the remaining study intersections.<sup>140</sup> The existing with project build-out traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in Exhibits 3-16 and 3-17, respectively.

<sup>139</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

<sup>140</sup> Ibid.





**Table 3-13  
 Existing Plus Project Intersection Conditions**

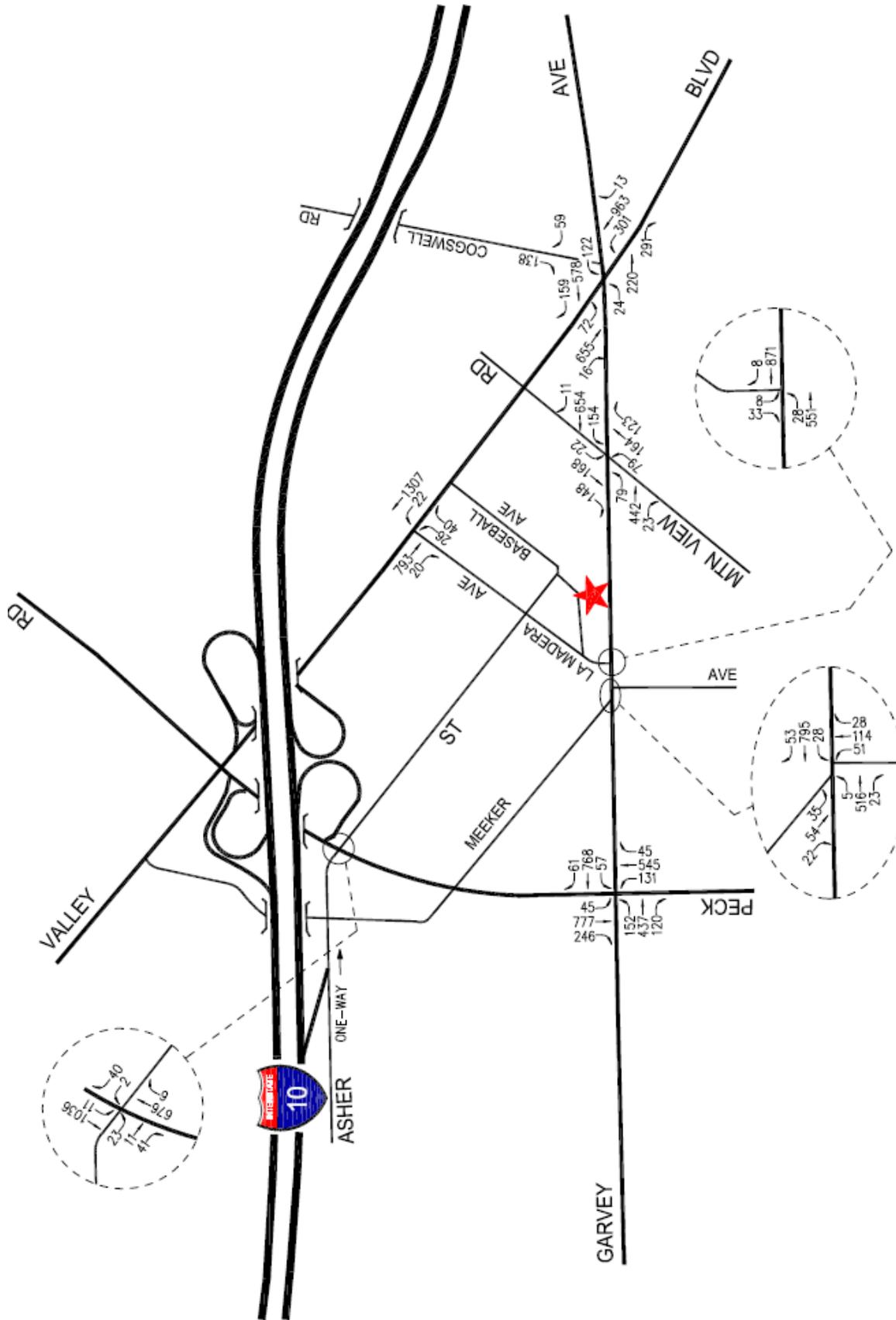
No.	Intersection	Peak Hour	V/C or Delay	LOS	Change V/C or Delay	Signif. Impact
1	Peck Road / Asher Street	AM PM	25.0 38.4	C E	-1.4 -0.1	No No
2	Peck Road / Garvey Avenue	AM PM	0.809 0.840	D D	0.007 0.005	No No
3	Meeker Avenue / Garvey Avenue	AM PM	0.563 0.664	A B	0.027 0.021	No No
4	La Madera Avenue / Valley Boulevard	AM PM	27.8 38.1	D E	7.4 10.7	No Yes
5	La Madera Avenue / Garvey Avenue	AM PM	19.1 16.8	C C	6.0 3.4	No No
6	Mountain View Road / Garvey Avenue	AM PM	0.510 0.619	A B	0.025 0.011	No No
7	Valley Boulevard / Garvey Avenue	AM PM	0.727 0.819	C D	0.026 0.018	No No

Source: Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

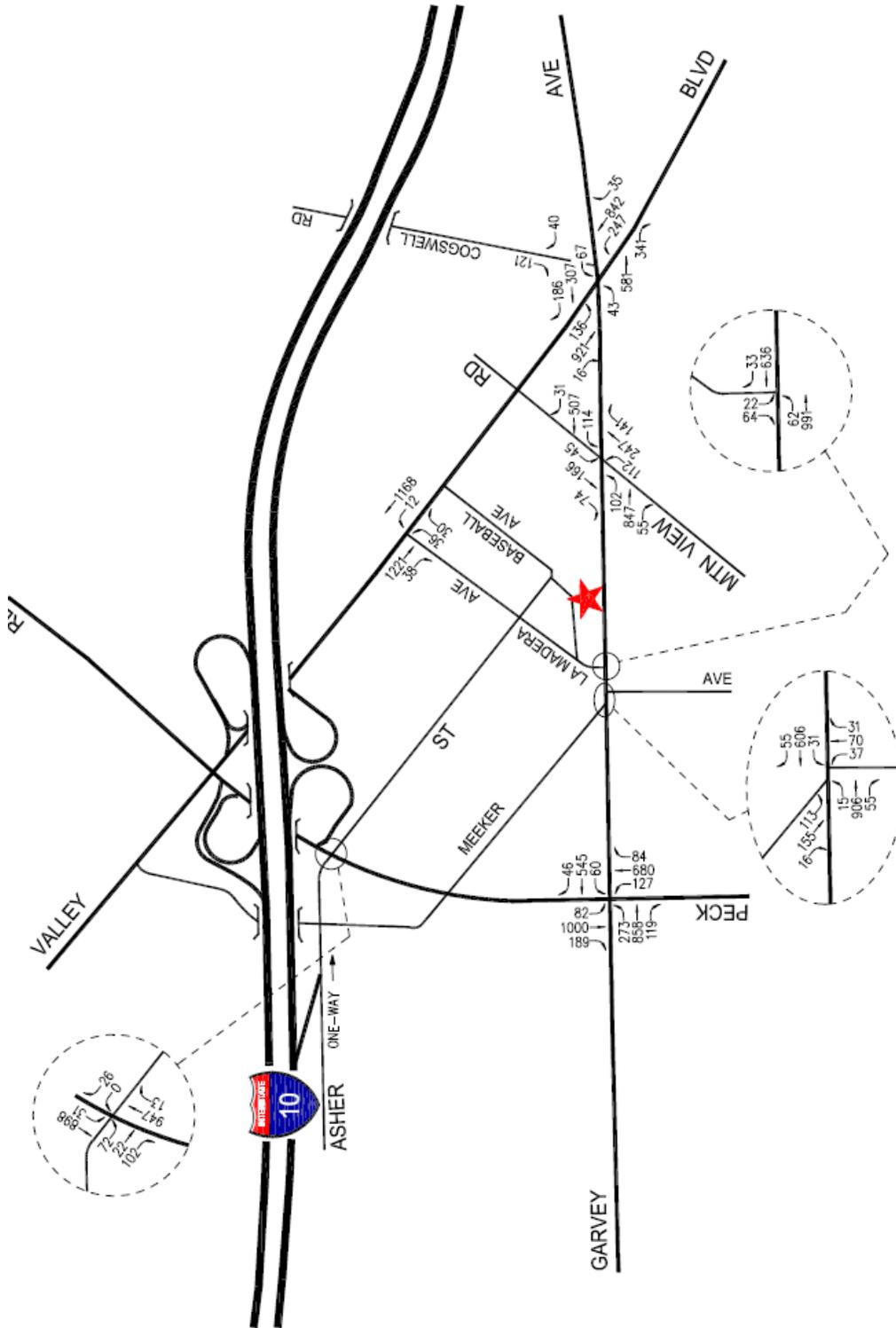
The future without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2018). The *v/c* ratios and delay values at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects. As presented Table 3-14, four of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The remaining study intersections are expected to operate at LOS E or F during the weekday PM peak hour under the future year 2018 without project conditions as shown in Table 3-14.<sup>141</sup>

The future year 2018 without project (existing, ambient growth, and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in Exhibits 3-18 and 3-19, respectively.

<sup>141</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015



**EXHIBIT 3-18**  
**FUTURE YEAR WITHOUT PROJECT TRAFFIC (AM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers



**EXHIBIT 3-19**  
**FUTURE YEAR WITHOUT PROJECT TRAFFIC (PM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers

**Table 3-14  
 Future (Year 2018) Without Project Intersection Conditions**

No.	Intersection	Peak Hour	V/C or Delay	LOS
1	Peck Road / Asher Street	AM	31.9	D
		PM	>50.0	F
2	Peck Road / Garvey Avenue	AM	0.855	D
		PM	0.906	E
3	Meeker Avenue / Garvey Avenue	AM	0.558	A
		PM	0.683	B
4	La Madera Avenue / Valley Boulevard	AM	27.5	D
		PM	>50.0	F
5	La Madera Avenue / Garvey Avenue	AM	14.7	B
		PM	17.9	C
6	Mountain View Road / Garvey Avenue	AM	0.506	A
		PM	0.636	B
7	Valley Boulevard / Garvey Avenue	AM	0.743	C
		PM	0.877	D

Source: Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

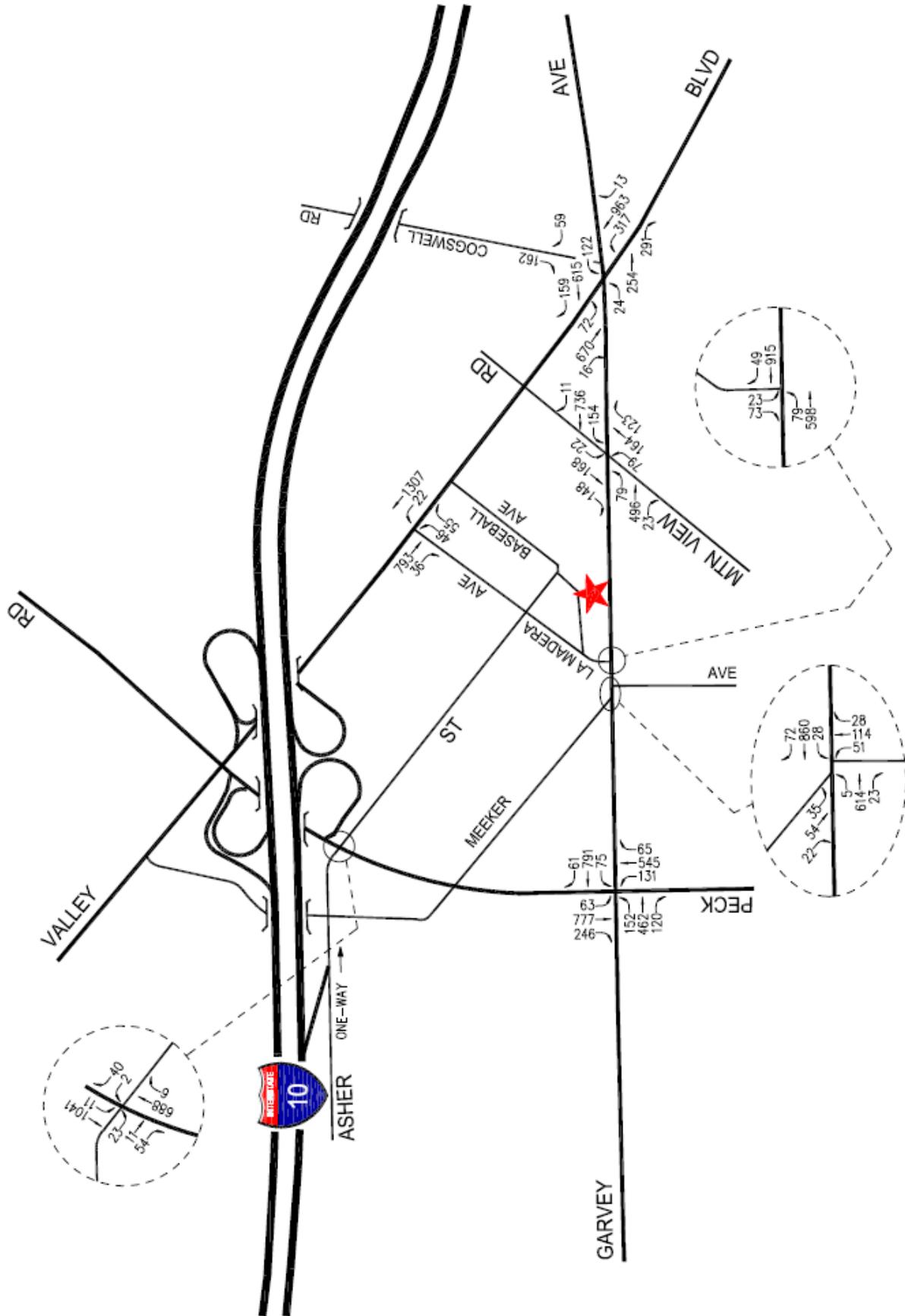
As shown in Table 3-15, the application of the City of El Monte’s threshold criteria to the “Year 2018 Future With Proposed Project” scenario indicates that the proposed project is expected to result in a significant impact at one of the seven study intersections during the peak hours as shown as follows: Intersection No. 4: La Madera Avenue/Valley Boulevard – AM and PM Peak Hours. There will also be an incremental but not significant impacts are noted at the remaining study intersections.<sup>142</sup> The future with project (existing, ambient growth, related projects, and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in Exhibits 3-20 and 3-21, respectively.

**Table 3-15  
 Future (Year 2018) With Project Intersection Conditions**

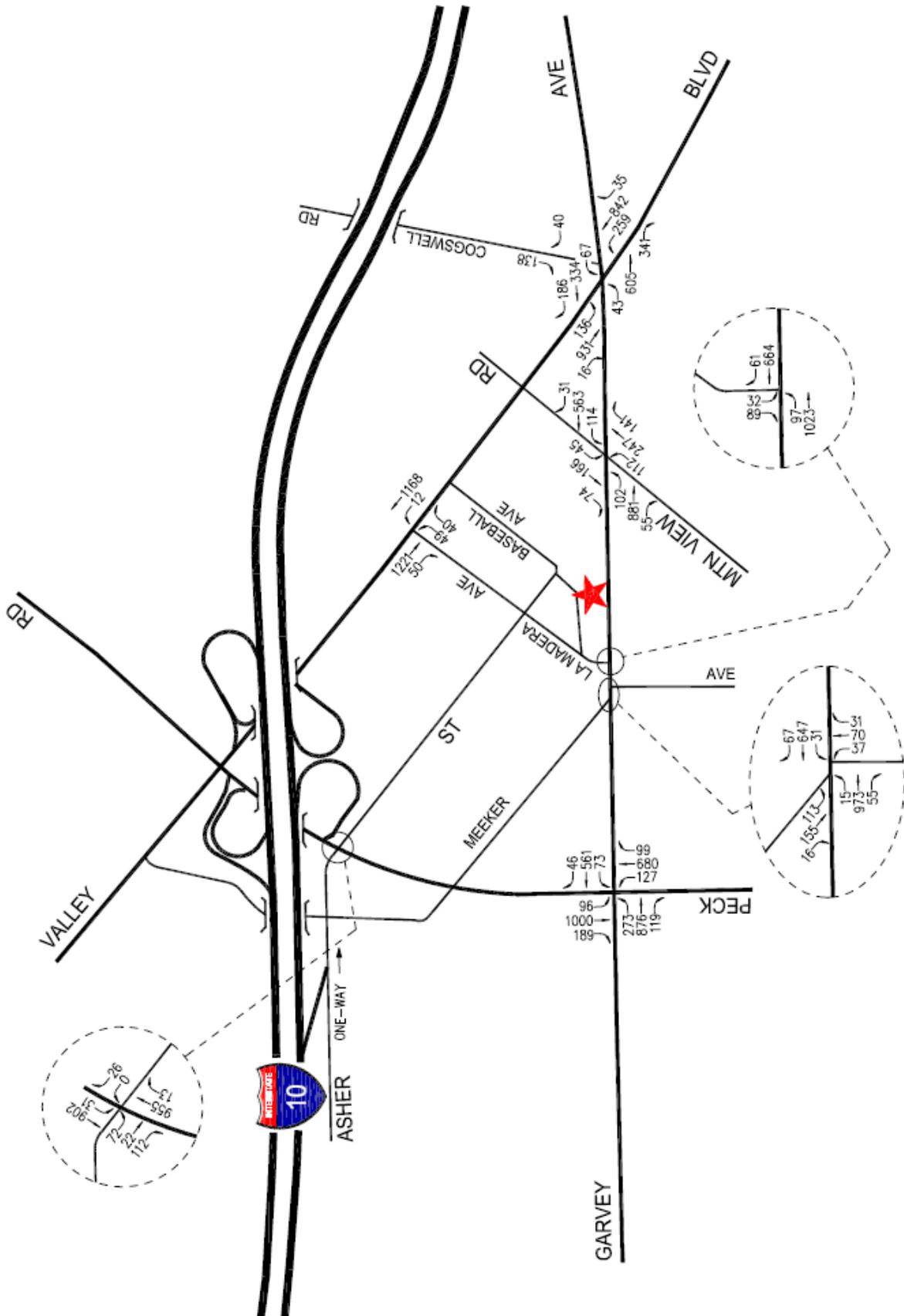
No.	Intersection	Peak Hour	V/C or Delay	LOS	Change V/C or Delay	Signif. Impact
1	Peck Road / Asher Street	AM	30.0	D	-1.9	No
		PM	>50.0	F	-0.6	No
2	Peck Road / Garvey Avenue	AM	0.863	D	0.008	No
		PM	0.911	E	0.005	No
3	Meeker Avenue / Garvey Avenue	AM	05.84	A	0.026	No
		PM	0.704	C	0.021	No
4	La Madera Avenue / Valley Boulevard	AM	39.4	E	11.9	Yes
		PM	>50.0	F	--	Yes
5	La Madera Avenue / Garvey Avenue	AM	22.4	C	7.7	No
		PM	24.5	C	6.6	No
6	Mountain View Road / Garvey Avenue	AM	0.531	A	0.025	No
		PM	0.646	B	0.010	No
7	Valley Boulevard / Garvey Avenue	AM	0.769	C	0.026	No
		PM	0.895	D	0.018	No

Source: Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

<sup>142</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015



**EXHIBIT 3-20**  
**FUTURE YEAR WITH PROJECT TRAFFIC (AM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers



**EXHIBIT 3-21**  
**FUTURE YEAR WITH PROJECT TRAFFIC (PM PEAK HOUR)**  
 Source: Linscott, Law, and Greenspan Traffic Engineers

As summarized previously, *Existing with Project Conditions* and *Future with Project Conditions*, application of the City’s threshold criteria to the with project scenarios indicates that the proposed project is anticipated to result in a significant traffic impact at one of the seven study intersections. Incremental but not significant impacts are noted at the remaining study intersections. The following mitigation is recommended for the La Madera Avenue and Valley Boulevards.<sup>143</sup>

- The recommended mitigation measure consists of a minor restriping of the existing two-way left-turn area on Valley Boulevard, west of La Madera Avenue. The existing two-way left turn lane on Valley Boulevard currently is not striped to allow direct entry of northbound left-turning La Madera Avenue motorists. Thus, a northbound left-turning vehicle (i.e., a motorist destined to westbound Valley Boulevard) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes. By restriping the eastern end of the two-way left-turn lane (just west of La Madera Avenue) to allow legal entry for northbound left-turning motorists, a formal two-stage gap acceptance can be provided, thus decreasing significantly the northbound approach vehicle delays. In other words, through this minor roadway restriping, a northbound left-turning motorist on La Madera Avenue can legally turn left into the two-way left-turn lane west of the intersection and correspondingly only require an acceptable gap in the opposing eastbound through traffic flow, and not in both the opposing eastbound and westbound traffic flows.

As shown in *Table 9-1*, this improvement is expected to reduce the project’s significant traffic impact to a less than significant level.

**Table 3-16  
 Future Year (2018) with Proposed Project Including Mitigation**

No.	Intersection	Peak Hour	V/C or Delay	LOS	Change V/C or Delay	Mitigated
1	Peck Road / Asher Street	AM PM	30.0 >50.0	D F	-1.9 -0.6	-- --
2	Peck Road / Garvey Avenue	AM PM	0.863 0.911	D E	0.008 0.005	-- --
3	Meeker Avenue / Garvey Avenue	AM PM	05.84 0.704	A C	0.026 0.021	-- --
4	La Madera Avenue / Valley Boulevard	AM PM	18.4 28.1	C D	-21.0 --	Yes Yes
5	La Madera Avenue / Garvey Avenue	AM PM	22.4 24.5	C C	7.7 6.6	-- --
6	Mountain View Road / Garvey Avenue	AM PM	0.531 0.646	A B	0.025 0.010	-- --
7	Valley Boulevard / Garvey Avenue	AM PM	0.769 0.895	C D	0.026 0.018	-- --

Source: Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

<sup>143</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

The traffic analysis concluded that the proposed project is expected to result in a significant traffic impact at one of the study intersections (i.e., La Madera Avenue/Valley Boulevard) for existing with project and future with project conditions. Incremental, but less than significant impacts are noted at the remaining study intersections and locations outside of the study area. The recommended transportation mitigation measure consists of a minor restriping of the existing two-way left-turn area on Valley Boulevard, west of La Madera Avenue. This improvement is expected to reduce the project's significant traffic impact to a less than significant level.<sup>144</sup>

*B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? • No Impact.*

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010. According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed as follows: "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ( $V/C > 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ( $V/C > 0.02$ )." The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations. No. 131 Rosemead Boulevard/Valley Boulevard; and No. 142 Rosemead Boulevard/Garvey Avenue.<sup>145</sup>

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. The project is anticipated to contribute at most nine vehicle trips during the AM peak hour and six vehicle trips during the PM peak hour to the Rosemead Boulevard/Garvey Avenue intersection. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.<sup>146</sup>

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<sup>144</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015

<sup>145</sup> Ibid.

<sup>146</sup> Ibid.

The CMP TIA guidelines also require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. The local CMP freeway monitoring locations in the project vicinity include Segment No. 1017 I-10 east of Peck Road; and Segment No. 1076 I-605 north of Junction Route 60. The project is anticipated to generate at most a total of 131 inbound vehicle trips during the AM peak hour and a total of 97 inbound vehicle trips during the PM peak hour. In addition, the majority of these trips are local in that they will not use the freeway segments identified previously. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.<sup>147</sup>

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

As indicated in Section 3.8.2.E, the project site is located approximately 1.5 miles to the west of the San Gabriel Valley Airport and is not located within the designated Runway Protection Zone. In addition, the proposed four-level Building 1, will not penetrate the airport's 20:1 slope.<sup>148</sup> Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. Since the proposed project will not be located within an approach or take-off aircraft safety zone or impact any Federal Aviation Administration (FAA) air traffic height restrictions, no impacts are anticipated.

*D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.*

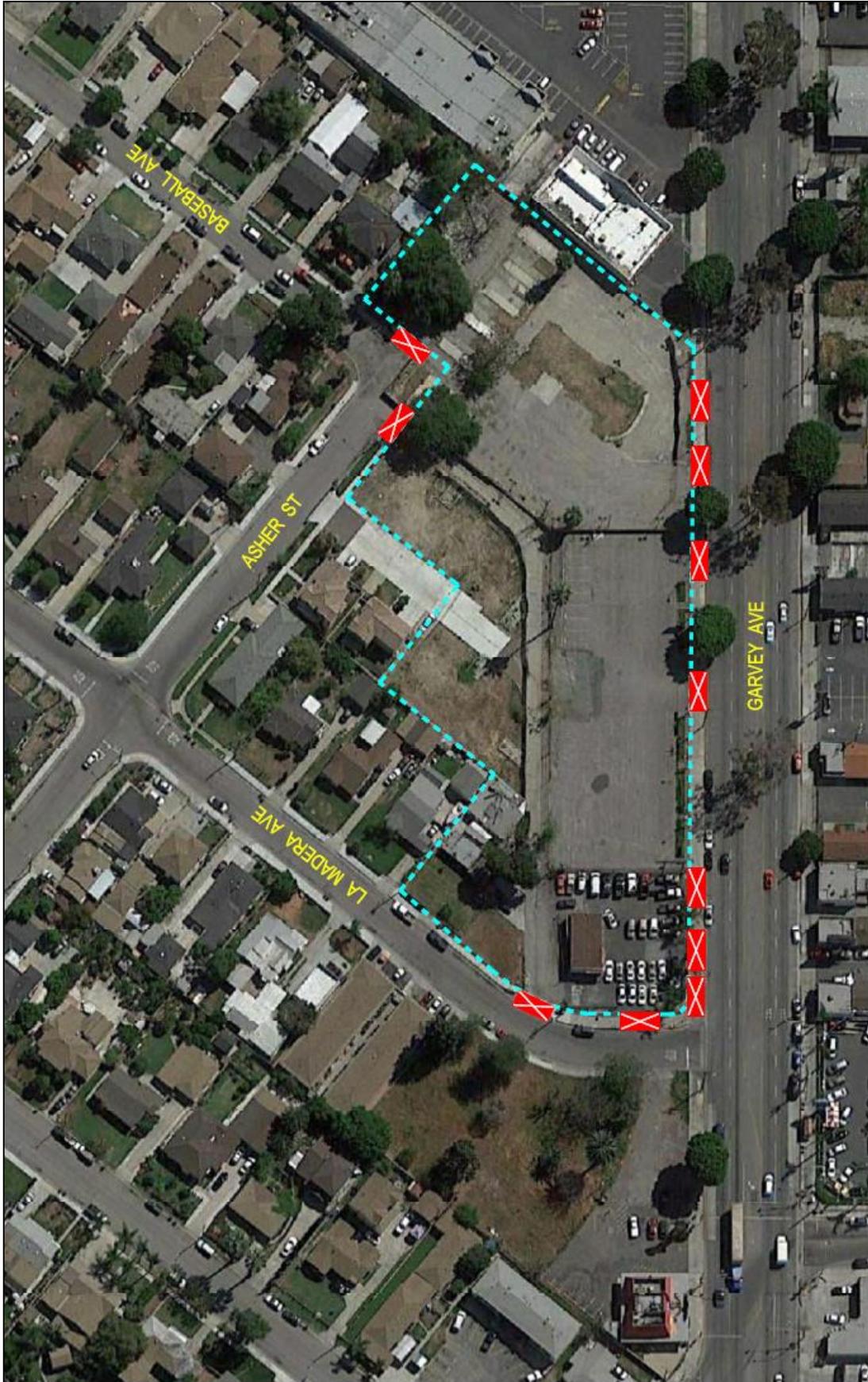
Vehicular access to the various project parcels is presently provided via a total of seven driveways on Garvey Avenue, an existing alley access and one driveway on La Madera Avenue, an existing alley access on Asher Street, and one driveway on Baseball Avenue. The existing alley, which currently provides a connection between La Madera Avenue and Asher Street, will be closed and vacated as part of the proposed El Monte mixed-use project since the parcels north of the south of the alley will be consolidated as part of the overall total project site. All of the existing site driveways currently accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements) project site will be provided via a total of three driveways: one on Garvey Avenue, one on La Madera Avenue, and one on Baseball Avenue.<sup>149</sup> The existing driveways that currently provide access to the project site are shown in Exhibit 3-22.

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<sup>147</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015

<sup>148</sup> Los Angeles County Department of Regional Planning. *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan.* [http://planning.lacounty.gov/assets/upl/project/aluc\\_elmonte-plan.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf)

<sup>149</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015.



**EXHIBIT 3-22**  
**EXISTING DRIVEWAYS/CURB-CUTS**  
Source: Linscott, Law, and Greenspan Traffic Engineers

Brief descriptions of the planned project site access points are provided in the following paragraphs.<sup>150</sup>

- *Garvey Avenue Project Driveway.* The Garvey Avenue driveway is located near the eastern boundary of the project site and will serve the senior housing/assisted living/memory loss care component of the project as well as the retail and restaurant commercial uses. Access to the easterly surface parking lot (i.e., which will include the 17 parking spaces designated for the senior housing use) will also be provided by this 30-foot wide driveway. The driveway is planned to provide one inbound and one outbound travel lane with full access (i.e., both left-turn and right-turn ingress and egress turning movements).
- *La Madera Avenue Project Driveway.* The La Madera Avenue driveway will also serve the assisted living/memory loss care component of the project as well as the ground floor retail and restaurant commercial uses. This driveway will provide access to the west surface parking lot. This driveway is also planned to provide one inbound and one outbound travel lane and is proposed to provide full access (i.e., both left-turn and right-turn ingress and egress turning movements).
- *Baseball Avenue Project Driveway (Emergency Access Only Driveway).* This driveway is located near the terminus of Asher Street and Baseball Avenue and is planned to be gated and closed to the residents and patrons of the site. This driveway will only be utilized for access by the Fire Department and other emergency vehicles/personnel.

The elimination of seven existing driveway and their replacement with two public access driveways will improve local circulation overall.<sup>151</sup> The three driveways will be constructed to City of El Monte design standards. As a result, no impacts are anticipated.

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

The proposed project would not impede emergency access to any neighboring properties during construction. Construction staging is not permitted within public streets and must take place within the project site. At no time will Garvey Avenue or La Madera Avenue or the other adjacent streets be closed to traffic during the project's construction. As a result, no impacts will occur.

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

Public bus transit service within the project study area is currently provided by Los Angeles County Metropolitan Transit Authority (Metro), Foothill Transit, and El Monte Transit. Metro operates two bus transit routes along major roadways within the study area, including routes on Garvey Avenue and Valley Boulevard, among many others. Foothill Transit serves the San Gabriel and Pomona Valleys and it also

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<sup>150</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California.* August 19, 2015.

<sup>151</sup> Ibid.

provides bus transit service along major roadways within the traffic analysis study area including Valley Boulevard, Garvey Avenue, La Madera Avenue, Meeker Avenue, among others. Foothill Transit operates three transit routes in the immediate vicinity of the project site. With the addition of bus transit routes operated by El Monte Transit, there are a total of eight routes provided on most major corridors within the traffic analysis study area.<sup>152</sup>

To estimate potential transit use, the project's trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 12 transit trips during the weekday AM peak hour and nine transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 147 weekday daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour =  $253 \times 1.4 \times 0.035 = 12$  Transit Trips;
- Weekday PM Peak Hour =  $181 \times 1.4 \times 0.035 = 9$  Transit Trips; and,
- Weekday Daily Trips =  $3,002 \times 1.4 \times 0.035 = 147$  Transit Trips.<sup>153</sup>

Eight bus lines and routes are provided adjacent to or in close proximity the project site. These transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) roughly 37 and 34 buses during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour transit trips, this would correspond to less than one additional transit rider per bus. Thus, given the number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.<sup>154</sup>

The proposed project will provide landscaping along the periphery and interior of the project site. These walkways located within the proposed project will connect to adjacent sidewalks in a manner that promotes walkability. The project site is located adjacent to and is accessible from nearby commercial uses and other amenities along adjacent arterial corridors, as well as nearby public bus transit stops. The pedestrian walkways within the site and the adjacent sidewalk reconstruction along the project frontage on Garvey Avenue will be appropriately landscaped and designed to provide a friendly walking environment. Additionally, the walkways will be well lit and include appropriate wayfinding signage.

The use of bicycles as a transportation mode to and from the project site will be encouraged by the provision of five bicycle parking spaces. As identified in the City Zoning Code (refer to Chapter 5.92, Transportation Demand Management Program, and Chapter 17.45.100, Vertical Mixed-Use Development),

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<sup>152</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015.

<sup>153</sup> Ibid.

<sup>154</sup> Ibid.

the required number of bicycle parking spaces for nonresidential and residential development is listed below:

- Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.”
- All vertical mixed-use developments shall provide common bicycle storage areas for the residents as follows: two bicycle storage units for every five dwelling units for the first 20 units, and one bicycle storage unit for every five additional dwelling units.” The type of bicycle spaces and dimensions will be provided based on City Code requirements, as well as to meet the needs of a variety of bicycles. A total of five bicycle spaces will be provided in readily accessible locations. The selected locations will encourage use and maintain visibility for personal safety and theft protection.

Given the nature of the proposed use, the greatest potential users of bicycles as a mode of transportation will be the employees. The project Applicant will include site improvements such as planting and trash receptacles wherever bicycle parking is provided. Further, appropriate lighting will be provided to increase safety and provide theft protection during night-time parking. With adherence to the required mitigation, the impacts will be less than significant.

### **3.16.3 CUMULATIVE IMPACTS**

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast: a list of past, present, and probable future projects producing related or cumulative impacts; or a summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program.<sup>155</sup>

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on

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<sup>155</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015.

information on file at the City of El Monte Department of Economic Development, Planning Division. The list of related projects in the project vicinity is presented in Table 6-1 included in the Traffic Study that is provided herein in Appendix C. The location of the related projects is shown in Figure 6-1 included in the same Traffic Study. Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual.<sup>156</sup>

In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual rate of one percent to the forecast year 2018 (i.e., the anticipated project build-out year). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., RSA 25, Pasadena). It is anticipated that the existing traffic volumes are expected to increase at an annual rate of 0.82 percent per year between the years 2010 and 2020. For the forecast year 2018 (i.e., assuming project build-out), the existing traffic volumes were increased at an annual rate of one percent. The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with City staff. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.<sup>157</sup>

The *Year 2018 Future Without Project* conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2018). The v/c ratios and delay values at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects. The analysis (refer to column [3] of Table 9-1 included in the Traffic Report), four of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The remaining study intersections are expected to operate at LOS E or F during the weekday PM peak hour under the future year 2018 without project conditions.<sup>158</sup>

The *Year 2018 Future With Project* scenario indicates that the proposed project is expected to result in a significant impact at one of the seven study intersections during the peak hours: Intersection No. 4: La Madera Avenue/Valley Boulevard – AM and PM Peak Hours. Incremental but not significant impacts are noted at the remaining study intersections.<sup>159</sup>

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<sup>156</sup> Linscott, Law, and Greenspan Traffic Engineers. *Draft Traffic Impact Study –El Monte Mixed Use Project, City of El Monte, California*. August 19, 2015.

<sup>157</sup> Ibid.

<sup>158</sup> Ibid.

<sup>159</sup> Ibid.

### 3.16.4 MITIGATION MEASURES

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

*Mitigation Measure No. 25 (Transportation & Circulation Impacts).* This mitigation measure consists of a minor restriping of the existing two-way left-turn area on Valley Boulevard, west of La Madera Avenue. The existing two-way left turn lane on Valley Boulevard currently is not striped to allow direct entry of northbound left-turning La Madera Avenue motorists. Thus, a northbound left-turning vehicle (i.e., a motorist destined to westbound Valley Boulevard) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes. By restriping the eastern end of the two-way left-turn lane (just west of La Madera Avenue) to allow legal entry for northbound left-turning motorists, a formal two-stage gap acceptance can be provided, thus decreasing significantly the northbound approach vehicle delays. In other words, through this minor roadway restriping, a northbound left-turning motorist on La Madera Avenue can legally turn left into the two-way left-turn lane west of the intersection and correspondingly only require an acceptable gap in the opposing eastbound through traffic flow, and not in both the opposing eastbound and westbound traffic flows.

*Mitigation Measure No. 26 (Transportation & Circulation Impacts).* Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.”

*Mitigation Measure No. 27 (Transportation & Circulation Impacts).* The proposed project shall provide common bicycle storage areas for the residents as follows: two bicycle storage units for every five dwelling units for the first 20 units, and one bicycle storage unit for every five additional dwelling units.” The type of bicycle spaces and dimensions will be provided based on City Code requirements, as well as to meet the needs of a variety of bicycles. A total of five bicycle spaces will be provided in readily accessible locations. The selected locations will encourage use and maintain visibility for personal safety and theft protection.

### **3.17 UTILITIES IMPACTS**

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

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

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, substantial alterations in power, or natural gas facilities; or,
- A need for new systems or substantial alterations in communications systems.

#### **3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City's present wastewater system includes a total of 135 miles of pipeline and six pump stations. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement that provides for a regional interconnected system of facilities and an inter-jurisdictional agreement to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the Joint Outfall System. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants. The wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant located at 301 North Rosemead Boulevard in El Monte, which has a treatment capacity of approximately 15 mgd, or the San Jose Creek Water Reclamation Plant located in unincorporated county near the City of Whittier, which

has a capacity of 100 mgd. The Whittier Narrows Water Reclamation Plant has a total treatment capacity of 15 million gallons per day (mgd) and a residual capacity of approximately seven MGD. The proposed project will not result in the remaining capacity being exceeded. In addition, the City’s sewer system has sufficient capacity to accommodate the proposed project. As indicated in Table 3-17, the future development is projected to generate 23,248 gallons of effluent on a daily basis.

**Table 3-17  
 Projected Effluent Generation (in gallons/day)**

<b>Project Element (Use)</b>	<b>Unit of Measure</b>	<b>Usage Factor</b>	<b>Generation</b>
Senior Units	Units = 28 units	120 gals./day/unit	3,360 gals./day
Assisted Living/Memory Loss	Rooms = 96 rooms	180 gals./day/unit	17,280 gals./day
Retail	Floor Area = 14,882 sq. ft.	0.08 gals./day/sq. ft.	1,203 gals./day
Restaurant	Floor Area = 4,685 sq. ft.	0.30 gals./day/sq. ft.	1,406 gals./day
<b>Total</b>			<b>23,248 gals./day</b>

Source: Blodgett Baylosis Environmental Planning.

The proposed project will connect to an existing sewer line located in a local street. In addition, the increased generation of wastewater from the proposed project will not have a significant impact on current wastewater treatment facilities. Furthermore, mitigation measures provided in Section 3.9 will address any potential storm water run-off produced by the proposed project. Finally, the facility will be required to all regulations governing the proper disposal of medical products. As a result, the impacts are less than significant.

*B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • Less than Significant Impact.*

As indicated in Table 3-22 in the previous section, the future development is projected to generate 23,248 gallons of effluent on a daily basis. Wastewater treatment for the City is provided by the Whittier Narrows Water Reclamation Plant. The Whittier Narrows Water Reclamation Plant has a total treatment capacity of 15 million gallons per day (mgd) and a residual capacity of approximately seven MGD. The proposed project will not result in the remaining capacity being exceeded. In addition, the proposed project will be required to connect to an existing sewer line in the adjacent roadway. As a result, the impacts are expected to be less than significant.

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

The proposed project will involve the installation of a new storm drain easement. The easement will extend through the private internal roadway within the project site’s eastern and southern segments.

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

The proposed project would be required to comply with all pertinent Federal Clean Water Act requirements. The proposed project would be subject to a General Construction National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project itself will not result in an increase in the amount of surface runoff that could exceed the capacity of the City's storm drains. Finally, the proposed project will be required to comply with the City's Low Impact Development (LID) requirements.<sup>160</sup> As a result, the potential impacts would be less than significant.

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

California has experienced a prolonged drought over the past four years. In response to this drought, Governor Brown announced emergency legislation aimed at reducing water consumption. Governor Brown signed an Executive Order in April requiring El Monte and other cities to reduce their citywide water consumption by 25 percent. Governor Brown also outlined other initiatives that would include fines for those consumers that fail to conserve water. The project site is located within the service area of the California American Water.<sup>161</sup> California American Water serves communities in Northern and Southern California, including portions of the City of El Monte. The City of El Monte is located within the San Marino system, which provides approximately ten mgd to the Cities within the San Marino systems service area.<sup>162</sup> The existing domestic water reservoirs that serve the area would continue to provide adequate supplies and pressure to serve the proposed project. The future consumption is projected to be 28,177 gallons of water on a daily basis (refer to Table 3-18).

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<sup>160</sup> LID is an approach to land development that promotes the use of "natural" solutions to manage stormwater runoff. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product.

<sup>161</sup> City of El Monte. *Water Districts Map*. <http://www.ci.el-monte.ca.us/LinkClick.aspx?fileticket=fBMHsD1Mn-Q%3d&tabid=605>

<sup>162</sup> Ibid.

**Table 3-18  
 Projected Water Consumption (in gallons/day)**

Project Element (Use)	Unit of Measure	Usage Factor	Consumption
Senior Units	Units = 28 units	200 gals./day/unit	5,600 gals./day
Assisted Living/Memory Loss	Rooms = 96 rooms	200 gals./day/unit	19,200 gals./day
Retail	Floor Area = 14,882 sq. ft.	0.10 gals./day/sq. ft.	1,503 gals./day
Restaurant	Floor Area = 4,685 sq. ft.	0.40 gals./day/sq. ft.	1,874 gals./day
Total			28,177 gals./day

Source: Blodgett Baylosis Environmental Planning

The age and size of the existing water main will be sufficient in accommodating the projected flows according to the City Engineer. According to the City’s General Plan FEIR, the City of El Monte has an adequate supply of water in acre-feet through the year 2025.<sup>163</sup> Even though the City has an adequate supply of water for future and existing consumption, the proposed project will be required to implement the following measure to further reduce the project’s water consumption:

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

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

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

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

<sup>163</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

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

El Monte is served by four waste management companies through nonexclusive franchise agreements. All four waste haulers—American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management—provide waste collection and recycling services for the commercial sector. Valley Vista and Phoenix Waste provide curbside residential collection and recycling services. American Reclamation and Phoenix Waste collect and recycle trash from the multiple family residential (apartments, town-homes, etc.) developments. Valley Vista and Waste Management provide temporary roll-off services.<sup>164</sup> Solid waste generated within the City of El Monte would be disposed of at the Puente Hills landfill prior to the landfill's closure on October 31, 2013. Upon the landfill's closure, the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.<sup>165</sup> In addition, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. The project is expected to produce 1,149 pounds of waste on a daily basis (shown in Table 3-19). The amount of solid waste produced will be adequately handled by any of the facilities operated by, or in conjunction with, the Los Angeles County Sanitation Districts.

**Table 3-19  
 Projected Solid Waste Generation (in pounds [lbs]/day)**

<b>Project Element (Use)</b>	<b>Unit of Measure</b>	<b>Usage Factor</b>	<b>Generation</b>
Senior Units	Units = 28 units	4 lbs./day/unit	112 lbs./day
Assisted Living/Memory Loss	Rooms = 96 rooms	4 lbs./day/unit	384 lbs./day
Retail	Floor Area = 14,882 sq. ft.	42 lbs./1,000 sq. ft./day	625 lbs./day
Restaurant	Floor Area = 4,685 sq. ft.	6 lbs./1,000 sq. ft./day	28 lbs./day
<b>Total</b>			<b>1,149 lbs./day</b>

Source: Blodgett Baylosis Environmental Planning.

As indicated in Table 3-24, the proposed project is anticipated to generate 1,149 pounds of solid waste daily. There is sufficient capacity available to adequately handle the solid waste generated by the proposed project. As a result, the impacts are less than significant.

The proposed project will be involved in the provision of general medical services incidental to the provision of assisted living and memory loss services. As part of these medical services, some limited quantities of medical waste will be generated. As a result, the proposed facility will be required to comply with all pertinent standards that govern the handling and disposal of medical waste. According to the State's Medical Waste Management Act:

<sup>164</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

<sup>165</sup> Ibid.

*“Medical waste” means any biohazardous, pathology, pharmaceutical, or trace chemotherapy waste not regulated by the federal Resource Conservation and Recovery Act of 1976 (Public Law 94-580), as amended; sharps and trace chemotherapy wastes generated in a health care setting in the diagnosis, treatment, immunization, or care of humans or animals; waste generated in autopsy or necropsy; waste generated during preparation of a body for final disposition such as cremation or interment; waste generated in research pertaining to the production or testing of microbiologicals; waste generated in research using human or animal pathogens; sharps and laboratory waste that poses a potential risk of infection to humans generated in the inoculation of animals in commercial farming operations; waste generated from the consolidation of home-generated sharps; and waste generated in the cleanup of trauma scenes. Biohazardous, pathology, pharmaceutical, sharps, and trace chemotherapy wastes that meet the conditions of this section are not subject to any of the hazardous waste requirements found in Chapter 6.5 (commencing with Section 25100) of Division 20.”<sup>166</sup>*

Soiled waste, medial packaging, bed sheets, gowns, and other clothing will be disposed of into properly designated waste storage areas. The proposed facility, once operational, will be required to prepare a Medical Waste Management Plan pursuant to Sections 117935 or 117960 of the California Health and Safety Code.<sup>167</sup> Adherence to the pertinent regulations, such as the required preparation of the Medical Waste Management Plan, will reduce potential impacts to levels that are less than significant.

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

The City is currently complying with AB-939 goals. Existing programs in the City for source reduction and recycling of solid waste include recycling, composting, household hazardous waste programs, source reduction, special waste materials programs (for instance, for tires and for concrete/asphalt/rubble), and a waste-to-energy program.<sup>168</sup> The proposed use, like all other development in the City, would be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation would result from the proposed project’s implementation.

### **3.17.3 CUMULATIVE IMPACTS**

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

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<sup>166</sup> California Department of Public Health Medical Waste Management Program. *Medical Waste Management Act, Chapter 2-Definitions, Section 117690 Medical Waste*. January 2015.

<sup>167</sup> Ibid.

<sup>168</sup> City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

### **3.17.4 MITIGATION MEASURES**

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

*Mitigation Measure No. 28 (Utilities Impacts).* The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

### 3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project *would not* have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *would not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.
- The approval and subsequent implementation of the proposed project *would not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *would not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.
- This Initial Study indicated there is no evidence that the proposed project would have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



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## SECTION 4 – CONCLUSIONS

### 4.1 FINDINGS

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

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



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## SECTION 5 – REFERENCES

### 5.1 PREPARERS

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### 5.2 REFERENCES

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## **APPENDICES**

- Appendix A – Air Quality Worksheets**
- Appendix B – Shade and Shadow Analysis**
- Appendix C – Noise Measurements**
- Appendix D – Traffic Study**
- Appendix E – Utilities Calculations Worksheets**