

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

LAWRENCE EQUIPMENT IMPROVEMENT PROJECT

**2107, 2109, 2115, AND 2061 DURFEE AVENUE;
12228, 12236, 12240,
AND 12246 CHOSEN STREET.
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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JULY 14, 2016

ELMT 001

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Lawrence Equipment Improvement Project.

PROJECT ADDRESS: The legal addresses of the parcels that will be affected include 2107 Durfee Avenue, 2109 Durfee Avenue, 2115 Durfee Avenue, 2061 Durfee Avenue, 12228 Chosen Street, 12236 Chosen Street, 12240 Chosen Street, and 12246 Chosen Street. The Los Angeles County Tax Assessor's Parcels Numbers (APNs) that are applicable to the parcels that comprise the project site include 8114-002-001, 8114-002-002, 8114-002-003, 8114-002-004, 8114-002-005, and 8114-002-027.

CITY AND COUNTY: The project site is located in the City of El Monte, Los Angeles County. The proposed project involves a number of new improvements to a portion of the existing Lawrence Equipment plant facility that is located within the corporate boundaries of both the City of El Monte and the City of South El Monte. While the majority of the proposed improvements will be located in El Monte, the existing building where the new façade is proposed is located within South El Monte. For this project, the cities of South El Monte and El Monte have concurred that the City of El Monte will be the designated Lead Agency.

PROJECT: Lawrence Equipment specializes in the design, engineering, and manufacture of machinery that makes flat bread and fried snacks. The proposed project will involve the demolition of three residential units (a single-family unit [800 square feet] and a duplex [2,805 square feet]), an existing commercial building occupied by a restaurant (897 square feet), a building that is being used as an employee gym, and two other buildings that are currently being used by Lawrence Equipment (these three buildings have a total floor area of 11,069 square feet). In addition, an existing Billboard within the project site will be removed. The new improvements will involve the construction of a new 34,588 square-foot warehouse building (the new warehouse building will also include assembly and fabrication activities). A 2,373 square foot portion of the new building will be located in the City of South El Monte. The Discretionary approvals that will be required include the following:

- The approval of a General Plan Amendment to amend the current land use designation from Mixed Multi-Use and Medium Density Residential to Mixed Multi-Use (also a legislative action that requires an approval by the City Council);
- The approval of a Zone Change to amend the current zoning designation from R2 and Mixed/Multiple Use (MMU) to MMU (also a legislative action that requires an approval by the City Council);
- The approval of a Conditional Use Permit will be required for the "Buffer Use";

MITIGATED NEGATIVE DECLARATION (CONTINUED)

- The approval of the project's design as part of the Design Review process;
- The approval of two modification requests to permit an 88 foot setback from Chosen Street and an 8 foot fence/wall surrounding the project site; and,
- The adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

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

FINDINGS:

The environmental analysis provided in the attached Initial Study indicates that the proposed project will 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 document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

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

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

Signature

Date: July 14, 2016

City of El Monte Economic Development Department

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SECTION 1 - INTRODUCTION

1.1 PROJECT OVERVIEW

The City of El Monte, in its capacity as the Lead Agency, is considering the approval of a number of improvements to a portion of the existing Lawrence Equipment plant facility that is located within the corporate boundaries of both the City of El Monte and the City of South El Monte. The majority of the proposed improvements will be located within the corporate boundaries of the City of El Monte. The key elements of the proposed project include the following:

- The proposed new improvements will include the construction of a new 34,588 square-foot building and associated parking. The new building will have a total floor area of 27,902 square feet to be used for light manufacturing, which will include warehousing, assembly and fabrication activities and the ancillary employee area will consist of 3,656 square feet on the first floor and a 3,030 square foot mezzanine storage area. A 2,373 square foot portion of the new building will be located in the City of South El Monte and will include four access points between the new building and the existing Lawrence facility. Finally, a new sidewalk and landscaping will be installed along the site's west side frontage of Chosen Street. The project also involves the renovation of a façade of the existing office building located immediately southwest of where the new building will be located. The proposed site plan is provided in Exhibit 2-13 in Section 2.3.
- The proposed project will involve the demolition of a total of 12,841 square feet, which includes three residential units (a single-family unit and a duplex) with a total floor area of 3,863 square feet), an existing commercial building occupied by a restaurant (807 square feet), a building that is currently being used as an employee gym (802 square feet), and two other buildings that are currently being used by Lawrence Equipment (these buildings have a total floor area of 7,369 square feet). The building demolition is described in Section 2.3.3 of this Initial Study. The existing on-site improvements are shown in Exhibit 2-7, in Section 2.2.
- The project site is located to the northeast of the main existing Lawrence Equipment manufacturing plant.¹ The majority of the proposed improvements will be located in El Monte; the existing building where the new façade is proposed is located within South El Monte (2061 Durfee Avenue). The legal addresses of the affected parcels located within the City of El Monte that will be affected include 2107 Durfee Avenue, 2109 Durfee Avenue, 2115 Durfee Avenue, 2061 Durfee Avenue (this parcel is located in South El Monte), 12236 Chosen Street, 12228 Chosen Street, 12240 Chosen Street, and 12246 Chosen Street. All of the affected parcels are located along the southerly side of Chosen Street. An area map and a vicinity map are provided in Exhibit 2-2 and 2-3, respectively herein in Section 2.2.

¹ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 7, 2016.

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).² The Applicant is North Durfee Property, 2034 N. Peck Road, South El Monte, California 91733.

1.2 PROJECT BACKGROUND

This Initial Study analyzes the latest configuration of the proposed Lawrence Equipment Improvement Project. A previous version of the proposed project included an expanded development concept that included a remote parking area located at the southwest corner of Chosen Street and Maxon Road. The earlier version of the proposed project was evaluated in a previous Initial Study and Mitigated Negative Declaration (IS/MND). The City of El Monte Planning Commission indicated they would not support the remote parking lot located at the southwest corner of Maxon Road and Chosen Street. Accordingly, the City Planning Commission directed staff to work with the applicant to revise the site plan to reflect the elimination of the remote parking area. This IS/MND analyzes the potential impacts of the revised site plan.

1.3 PURPOSE OF THE INITIAL STUDY

The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of an action or project and to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment during construction or once it is occupied. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of El Monte with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration, or a negative declaration for the project;
- To facilitate the proposed project's environmental assessment early in the planning phases;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any new impacts associated with the proposed project.³

1.4 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.

² The Corporate boundary of the City of El Monte and the City of South El Monte extends along the project site's southerly boundary.

³ 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.

- *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.

1.5 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the implementation of the proposed project will 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 document for the proposed project’s environmental review. 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	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetic Impacts. <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) Create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?		X		
Section 3.2 Agriculture & Forestry Resources Impacts. <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

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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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
Section 3.3 Air Quality Impacts. <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		
c) 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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?		X		
Section 3.4 Biological Resources Impacts. <i>Would the project have a substantial adverse effect:</i>				
a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) On Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) 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?				X
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?			X	

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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f) 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?				X
Section 3.5 Cultural Resources Impacts. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		X		
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
Section 3.6 Geology & Soils Impacts. <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?		X		
b) Substantial soil erosion or the loss of topsoil?				X
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?			X	
d) Location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property?				X
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?				X
Section 3.7 Greenhouse Gas Emissions Impacts. <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?			X	

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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			X	
Section 3.8 Hazards & Hazardous Materials Impacts. <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?		X		
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site, 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?				X
e) 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?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) 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?				X
Section 3.9 Hydrology & Water Quality Impacts. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?		X		
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)?				X

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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) 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?				X
d) 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?				X
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of flooding because of dam or levee failure?			X	
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use Impacts. <i>Would the project:</i>				
a) Physically divide an established community, or otherwise result in an incompatible land use?			X	
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation or natural community conservation plan?				X
Section 3.11 Mineral Resources Impacts. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan?				X

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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.12 Noise Impacts. <i>Would the project result in:</i>				
a) 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?			X	
b) Exposure of people to, or the generation of, excessive ground-borne noise levels?			X	
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population & Housing Impacts. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
Section 3.14 Public Services Impacts. <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>				
a) Fire protection services?			X	
b) Police protection services?			X	
c) School services?			X	
d) Other governmental services?				X

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

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.15 Recreation Impacts. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
Section 3.16 Transportation & Circulation Impacts. <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?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?				X
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
Section 3.17 Utilities Impacts. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

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

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



SECTION 2 - PROJECT DESCRIPTION

2.1 LOCATION OF THE PROJECT AREA

The proposed project site is located within the corporate boundaries of both the City of El Monte and the City of South El Monte. While the majority of the proposed improvements will be located in El Monte, an existing building where the new façade is proposed and a small portion of the new warehouse building are located within South El Monte. 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 Rio Hondo River (located west of the City) and the San Gabriel River (located east of the City). The Puente Hills are located to the south of El Monte approximately 3.0 miles and the Montebello Hills are located to the southwest, approximately 2.6 miles. The Whittier Narrows, a gap between the Montebello Hills and the Puente Hills that was created by the San Gabriel River, is located approximately 2.8 miles to the southwest.⁴ 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.⁵ 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.

The project site, consisting of five parcels and a portion of a sixth parcel that is currently developed with the existing Lawrence Equipment facility that is located within the corporate boundaries of the City of South El Monte. The project area within the City of El Monte has a total land area of 62,802 square feet (1.44 acres) and is generally bounded on the southeast by Durfee Avenue and on the northeast by Chosen Street. The legal addresses of the parcels that will be affected include 2107 Durfee Avenue, 2109 Durfee Avenue, 2115 Durfee Avenue, 2061 Durfee Avenue, 12236 Chosen Street, 12228 Chosen Street, 12240 Chosen Street, and 12246 Chosen Street. The Los Angeles County Tax Assessor's Parcels Numbers (APNs) that are applicable to the parcels that comprise the project site include 8114-002-001, 8114-002-002, 8114-002-003, 8114-002-004, 8114-002-005, and 8114-002-027.⁶ The location of the project site within the City is indicated in Exhibit 2-3 and a local map is provided in Exhibit 2-4.

2.2 ENVIRONMENTAL SETTING

The area surrounding the project site includes a mix of industrial, commercial, and residential land uses. Industrial land uses that are also part of the larger Lawrence Equipment facility are located adjacent to the project site on the south side. Residential development, consisting of both single-family homes and multiple-family residential, is located along the northeast side of Chosen Street. Residential development is also located along Maxson Road. Mixed commercial and smaller industrial uses are located along both sides of Durfee Avenue in the area. An aerial photograph of the site and the surrounding area is provided in Exhibit 2-5. The affected parcels are currently designated as *Mixed Multi-Use* and *Medium Low-Density Residential* in the City of El Monte General Plan and are Zoned *Mixed/Multiple-Use (MMU)* and *Residential (R2)*.

⁴ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

⁵ Ibid.

⁶ Los Angeles County Tax Assessor. Parcel Viewer. <http://maps.assessor.lacounty.gov/mapping/viewer.asp>

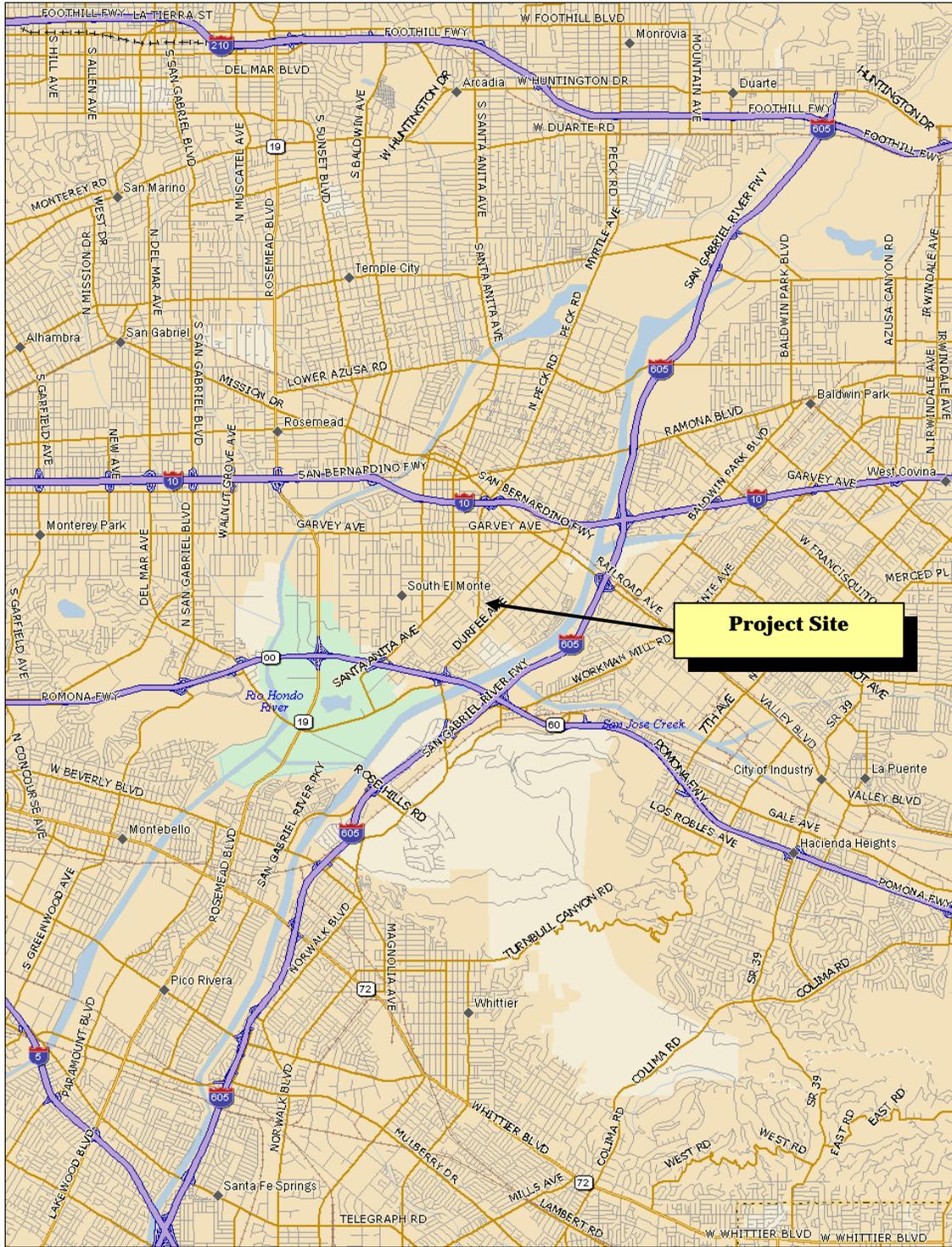


EXHIBIT 2-2
AREA MAP

Source: Delorme Street Atlas USA, 2009

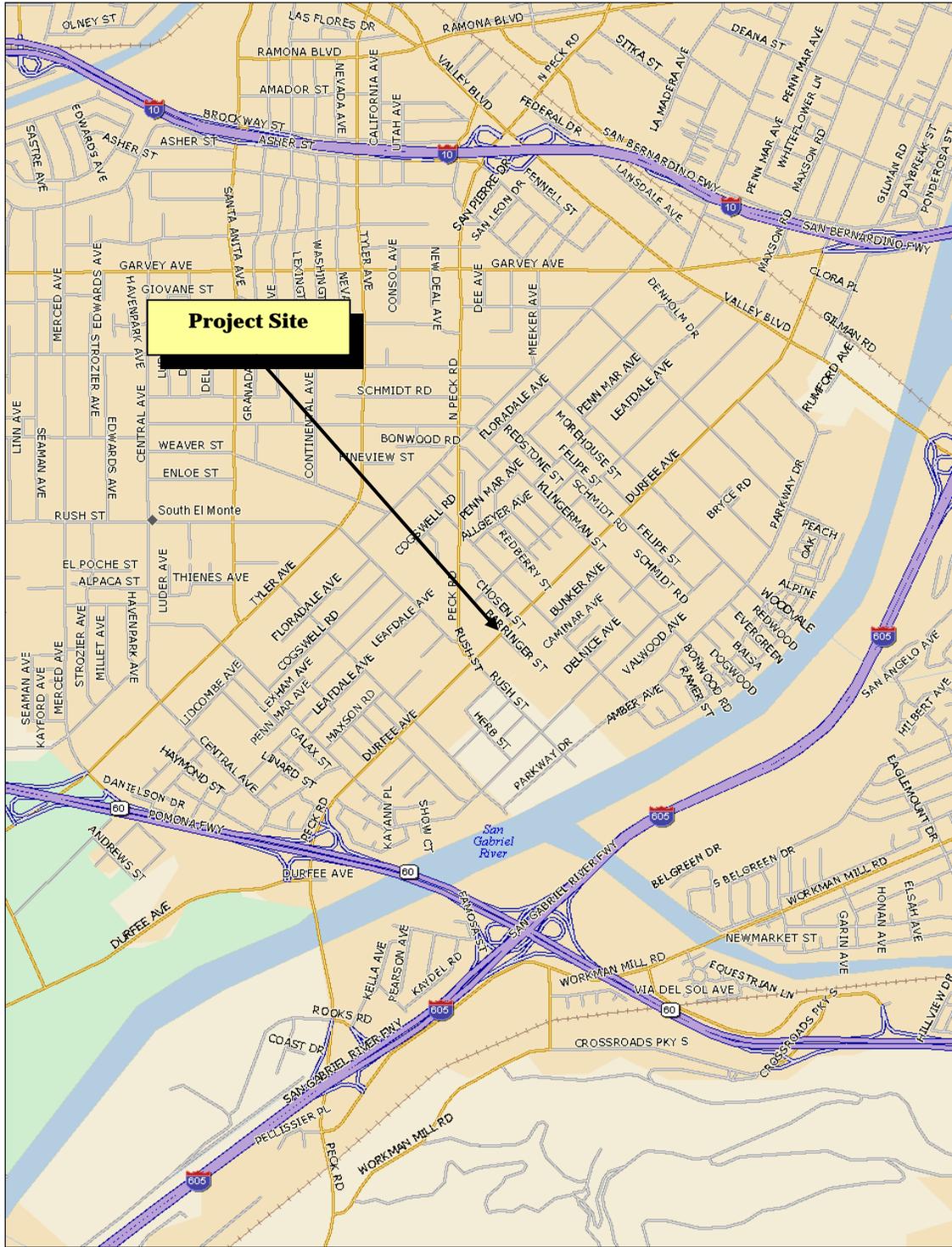


EXHIBIT 2-3 VICINITY MAP

Source: Delorme Street Atlas USA. 2005

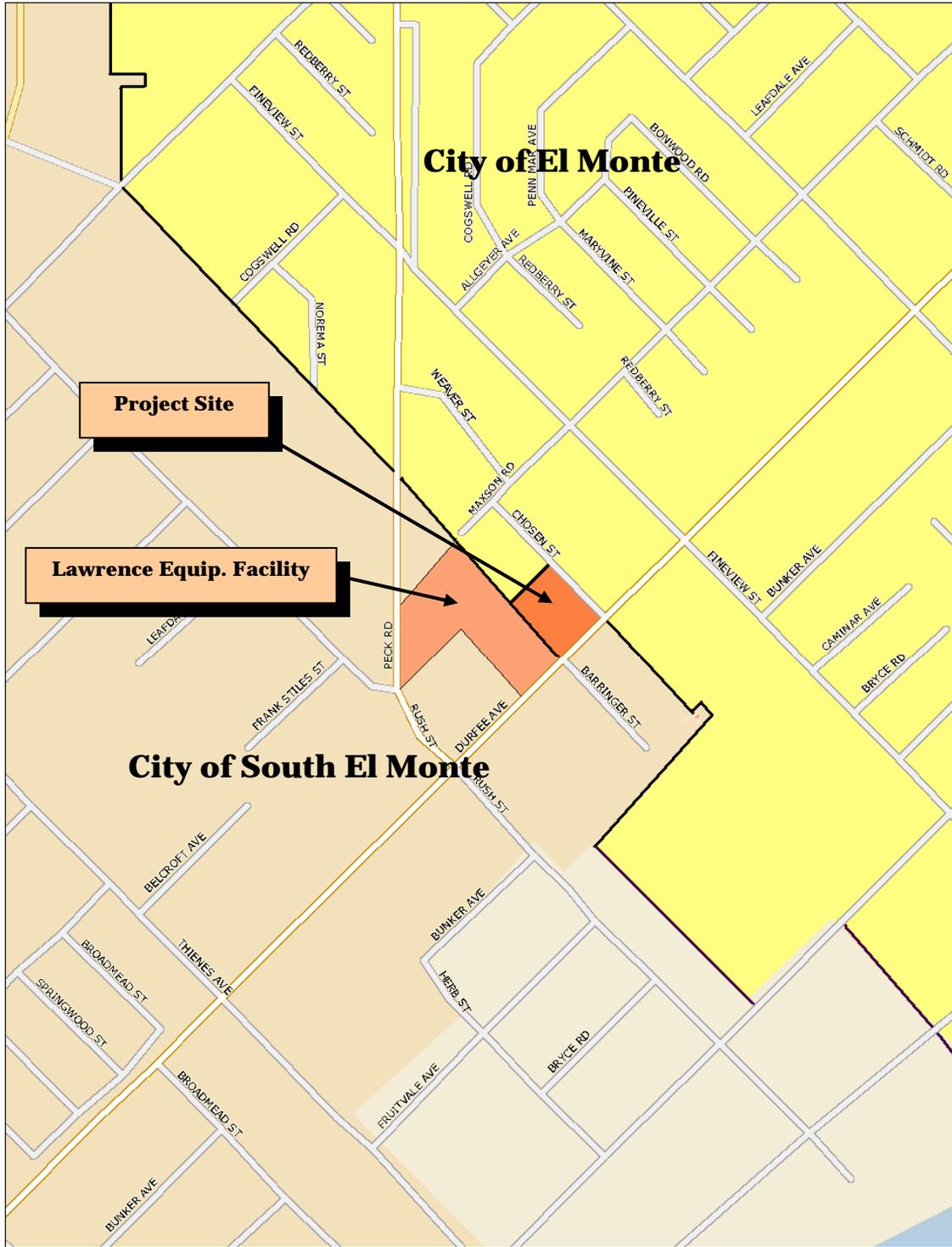


EXHIBIT 2-4
LOCAL MAP

Source: Delorme Street Atlas USA. 2005

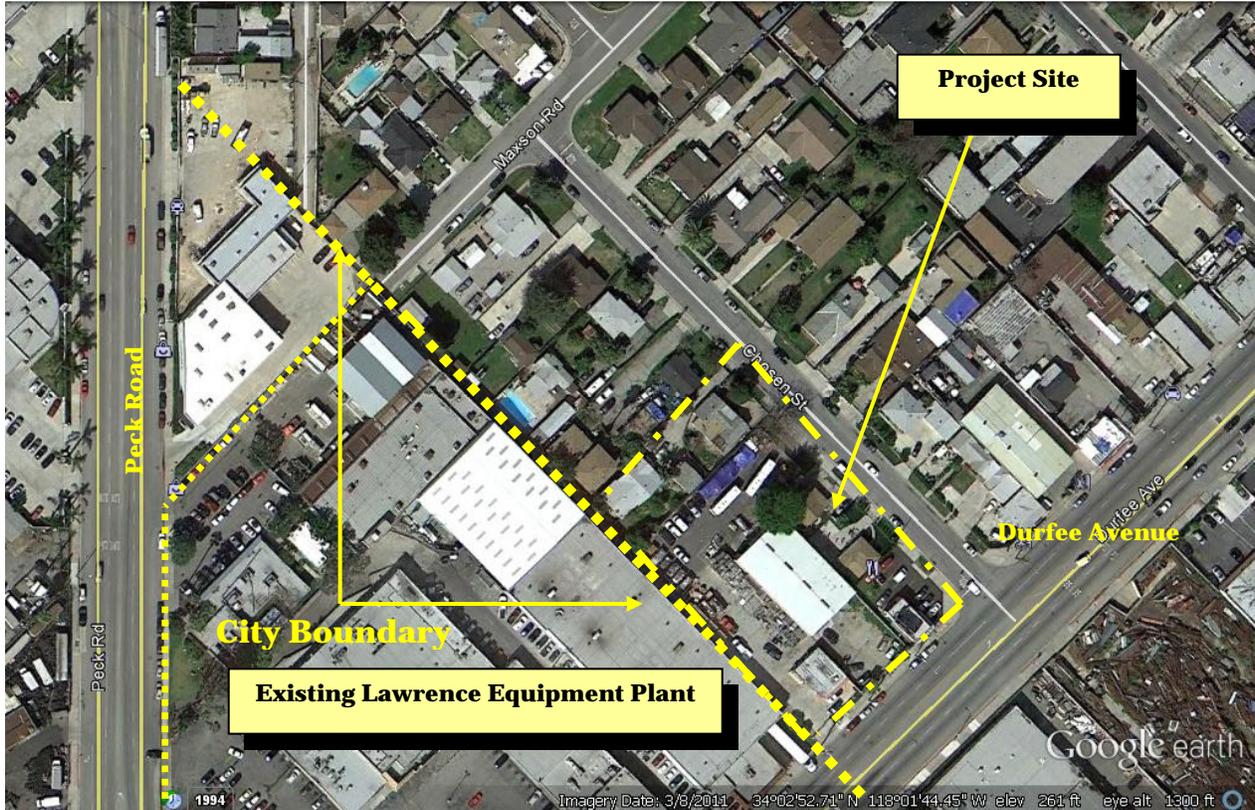


EXHIBIT 2-5
AERIAL PHOTOGRAPH OF PROJECT SITE AND THE
SURROUNDING AREA
Source: Google Earth

The project site is currently developed and contains a variety of structural improvements.⁷ The existing uses include a warehouse building, a vacant building, a building used as an employee gym, a restaurant, a surface parking lot, and three residential units (a single-family unit and a duplex). An aerial photograph of the properties that comprise the project area are included in Exhibit 2-6. The existing uses within the project site are identified below according to the parcel's APN number on which they are located:⁸

- *Parcel 001.* This parcel is located on the corner of Durfee Avenue and Chosen Street and includes three existing buildings that will be demolished to accommodate the new building. These existing buildings include a structure occupied by the La Familia Restaurant located at 2115 Durfee Avenue (807 square feet), a second structure that is used as an employee gym located at 12240 Chosen Street (802 square feet), and a single-family home located at 12246 Chosen Street (634 square feet). An existing billboard located adjacent to the restaurant will also be removed. This parcel is 11,640 square feet and its current General Plan designation is Mixed Multi-Use and the parcel's current Zoning designation is MMU.
- *Parcel 002.* This parcel is occupied by an existing building that is used by Lawrence Equipment as a warehouse and testing facility (2109 Durfee Avenue). This existing building will also be demolished to accommodate the proposed building. The existing improvements have a total floor area of 6,125 square feet. This parcel is 11,780 square feet and its current General Plan designation is Mixed Multi-Use and the parcel's current Zoning designation is MMU.
- *Parcel 003.* This parcel is occupied by an existing building that is being used by Lawrence Equipment and serves as an assembly area and warehouse (2107 Durfee Avenue). This existing building will also be demolished to accommodate the proposed building. The existing improvements have a total floor area of 1,244 square feet. This parcel is 11,780 square feet and its current General Plan designation is Mixed Multi-Use and the parcel's current Zoning designation is MMU.
- *Parcel 004.* This parcel is located at 12236 Chosen Street and is currently being used for surface parking by Lawrence Equipment. This parcel will also be developed as part of the new building. This parcel is 12,090 square feet, and its current General Plan designation is Medium Low Density Residential and the parcel's current Zoning designation is R-2.
- *Parcel 005.* This parcel is currently occupied by a duplex that contains two residential units and a detached garage (12228 Chosen Street). These existing improvements will be demolished to accommodate the new building. The existing improvements have a total floor area of 3,229 square feet. This parcel also is 12,090 square feet and its current General Plan designation is Medium Low Density Residential and the parcel's current Zoning designation is R-2.

⁷ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 7, 2016.

⁸ Lawrence Equipment. Memorandum prepared as a handout to adjacent property owners. July 23, 2013.



The yellow lines in the above exhibit indicate the parcel boundaries discussed on pages 23 and 25. The numbers refer to the parcel numbers discussed on the same pages.

**EXHIBIT 2-6
AERIAL PHOTOGRAPH OF PARCELS THAT COMPRISE THE
PROJECT SITE**

Source: Los Angeles County Assessor

- *Parcel 027.* This parcel is located within the corporate boundaries of the City of South El Monte and is currently occupied by an existing warehouse that is being used by Lawrence Equipment (2061 Durfee Avenue). This building will remain, though the façade along the Durfee Avenue frontage will be renovated. The General Plan designation (City of South El Monte) is Industrial and the parcel’s current Zoning designation is Manufacturing (M).

All of the affected properties are presently owned by North Durfee Property. An aerial photograph that serves as a photographic key map is provided in Exhibit 2-7. Finally, photographs of the project site and the immediate area are included in Exhibits 2-8 and 2-10.

2.3 PROJECT DESCRIPTION

2.3.1 PHYSICAL CHARACTERISTICS

The proposed project involves the approval of a new building, and other ancillary improvements within the 62,802 square-foot (1.44-acre) site. Of this total, 59,601 square feet are located within the City of El Monte’s corporate boundaries and 3,201 square feet are located within the City of South El Monte. That portion located within South El Monte will include the proposed new façade improvements to the existing Lawrence Equipment building. The project site is located to the northeast of the existing main Lawrence Equipment manufacturing plant. The proposed project includes the following elements:

- A new building will be constructed adjacent to the existing South El Monte facility near the corner of Durfee Avenue and Chosen Street. This new single-story building (a mezzanine storage area will also be provided) will have a total floor area of 34,588 square feet. The new building will have a total floor area of 27,902 square feet to be used for light manufacturing, which will include warehousing, assembly and fabrication activities and the ancillary employee area will consist of 3,656 square feet on the first floor and a 3,030 square foot mezzanine storage area. A 2,373 square foot portion of the new building will be located in the City of South El Monte and will include four access points between the new building and the existing Lawrence facility. The City of El Monte is the designated Lead Agency with respect to the preparation of the CEQA documentation and the environmental review. The City of South El Monte will be responsible for the issuance of building permits and inspections for those project elements located within the corporate boundaries of South El Monte. This building is shown in Exhibit 2-8 as “A.”⁹
- Two truck-high loading positions, as well as a third loading dock to be used for scrap and trash receptacles, will be located along the Durfee Avenue elevation. The loading docks will be set back 60 feet from the main elevation to allow room for both the truck cab and trailer to park without obstructing pedestrian traffic from the adjacent sidewalk.¹⁰
- Vehicular access to the new building will be provided by driveways on Durfee Avenue and Chosen Street. Both driveways will allow both ingress and egress movements and will have a width of 25 feet. Egress on Chosen Street will be restricted to “right turn only.”

⁹ David Hidalgo Architects. *1st Floor Plan. A-1.* April 7, 2016.

¹⁰ Ibid.

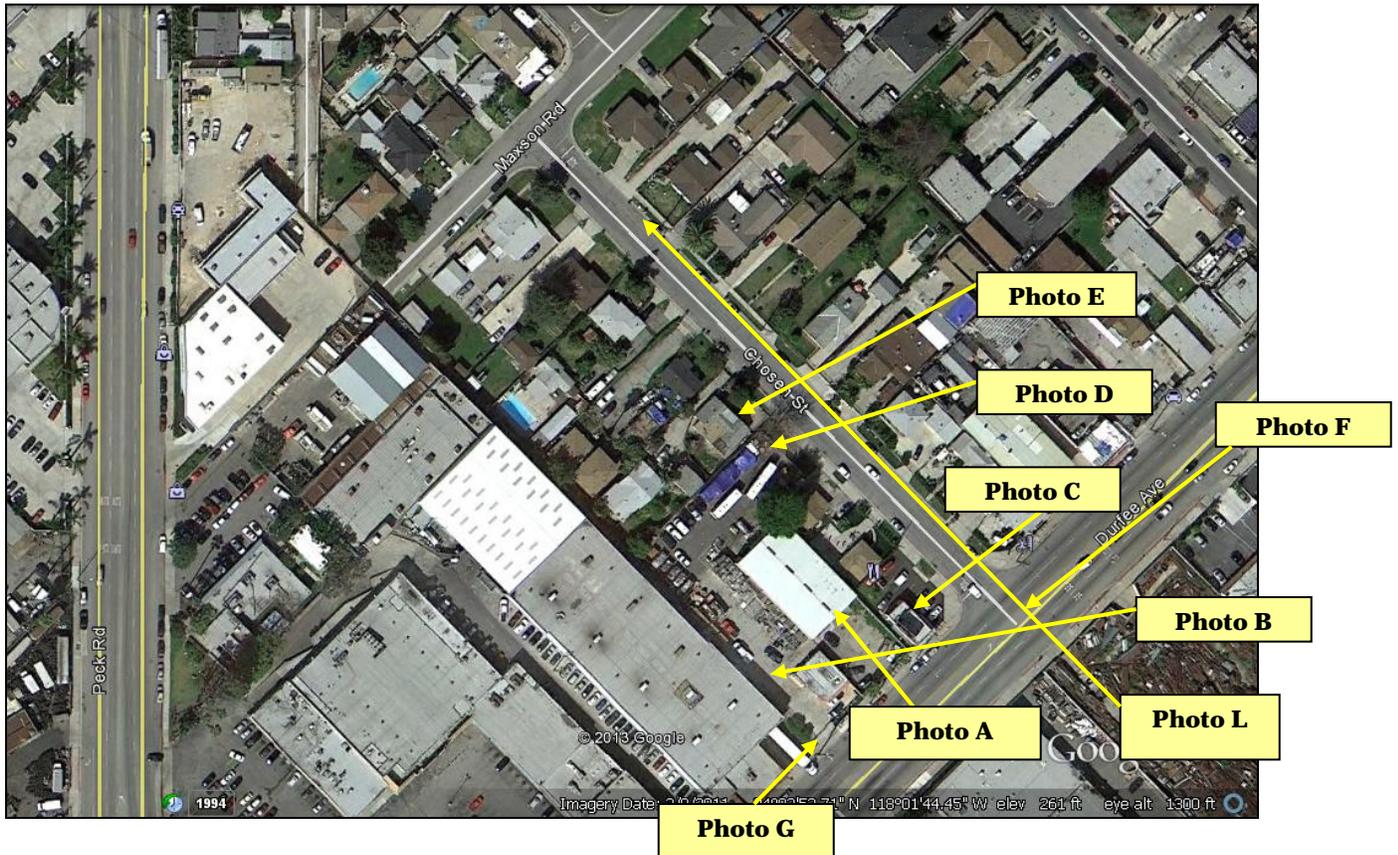


EXHIBIT 2-7
KEY MAP FOR PHOTOGRAPHS (EXHIBITS 2-8 TO 2-10)
Source: Delorme 2009



Photo A – View of the existing larger building.



Photo B - View of the existing smaller building located nearest to Durfee Avenue.

EXHIBIT 2-8
PARCELS 002-003
Source: Blodgett Baylosis Environmental Planning

Photo C - View of the existing Restaurant on the Corner of Durfee Avenue and Chosen Street.



Photo D - View of the existing residential unit located along Chosen Street.

Photo E - View of the existing building used as an employee gym.



EXHIBIT 2-9 PARCEL 001

Source: Blodgett Baylosis Environmental Planning



Photo E - View of one of the two units located along Chosen Street (005).

Photo F: Southwesterly view of project site along the Durfee Avenue frontage.



Photo G: Northeasterly view of project site along the Durfee Avenue frontage.

EXHIBIT 2-10
VIEWS OF PARCEL 005 AND THE PROJECT SITE ALONG THE
DURFEE AVENUE FRONTAGE

Source: Blodgett Baylosis Environmental Planning

- Surface parking will be provided along the new building's east elevation.¹¹ A total of 57 parking stalls will be provided, including three Americans with Disabilities Act (ADA) compliant stalls and one space reserved for an electrical vehicle charging station. The City's off-street parking requirements call for a total of 49 parking spaces to be provided. The parking area will be secured by gates. The parking area will be secured with gates.
- The Applicant also intends to renovate the façade on the existing building located to the south of where the new building will be located (Parcel 027). This parcel is located within the corporate boundaries of the City of South El Monte. This building will remain, though the façade along the Durfee Avenue frontage will be renovated. The address of the building where the façade renovation will be located is 2061 Durfee Avenue.
- The Applicant has prepared a landscaping plan for the entire frontage along the west side of Chosen Street. New trees and shrubbery will be planted along the perimeter of the parking areas for screening along with a new eight foot high wall. Landscaping will total approximately 8,954 square feet or 15 percent of the total site area.¹²
- A project will also include façade improvements to the existing Lawrence Equipment facility building on Durfee Avenue, which is located within the City of South El Monte. The architectural design, building materials, and color scheme will match that of the new building that will be constructed in the City of El Monte.

The proposed site plan is provided in Exhibit 2-11. Schematic building elevations are provided in Exhibit 2-12. Finally, a landscaping plan is provided in Exhibit 2-13.

2.3.2 OPERATIONAL CHARACTERISTICS

The following is our current typical hours of operations for our various departments (call me to discuss):

- *Peck Road Machine Shop, Sheet Metal & Welding (First Shift):* Monday through Thursday 6:00 AM to 4:30 PM; Friday 6:00 AM to 3:30 PM; and Saturday 6:00 AM to 12:30 PM.
- *Peck Road Machine Shop, Sheet Metal & Welding (Second Shift):* Monday through Thursday 3:30 PM to 1:00 AM; Friday 3:30 PM to 12:00 AM.
- *Durfee Ave Assembly & Electrical (First Shift Only):* Monday through Thursday 7:00 AM to 5:30 PM; Friday 7:00 AM to 3:30 PM; Saturday 6:00 AM to 12:30 PM.
- *Durfee Ave Stockroom (First Shift Only):* One group starts at 6:00 AM, and other group starts at 7:00 AM. The stockroom supports both the Peck Road and Durfee portions so they are brought in when needed. Most stockroom employees work 8 to 10 hours a day Monday through Friday and some work 6 hours on Saturday.

¹¹ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 7, 2016.

¹² Land Arq, Inc. *Conceptual Landscape Site Plan*. September 23, 2013.

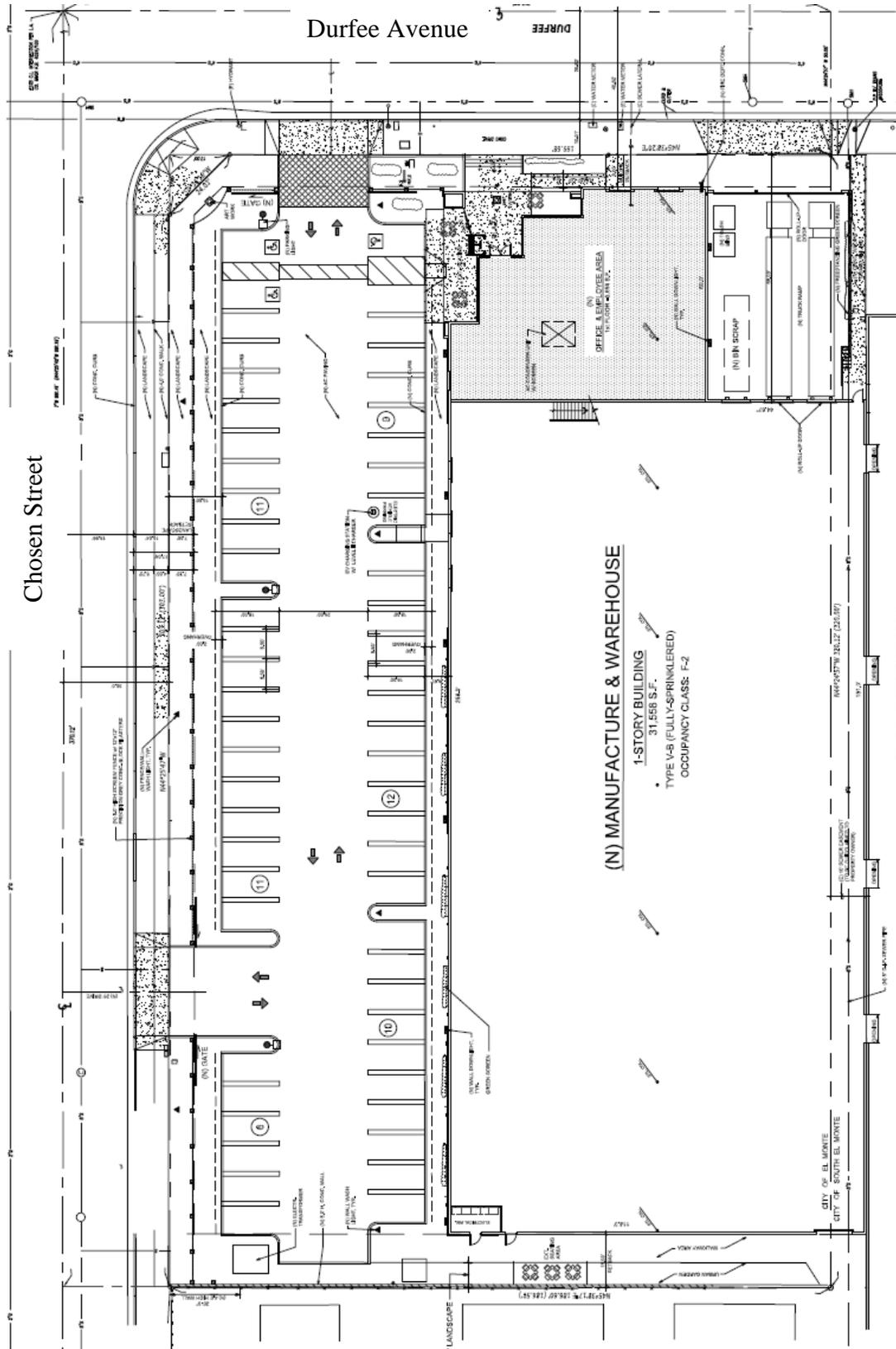


EXHIBIT 2-11
PROPOSED SITE PLAN
Source: David Hidalgo Architects

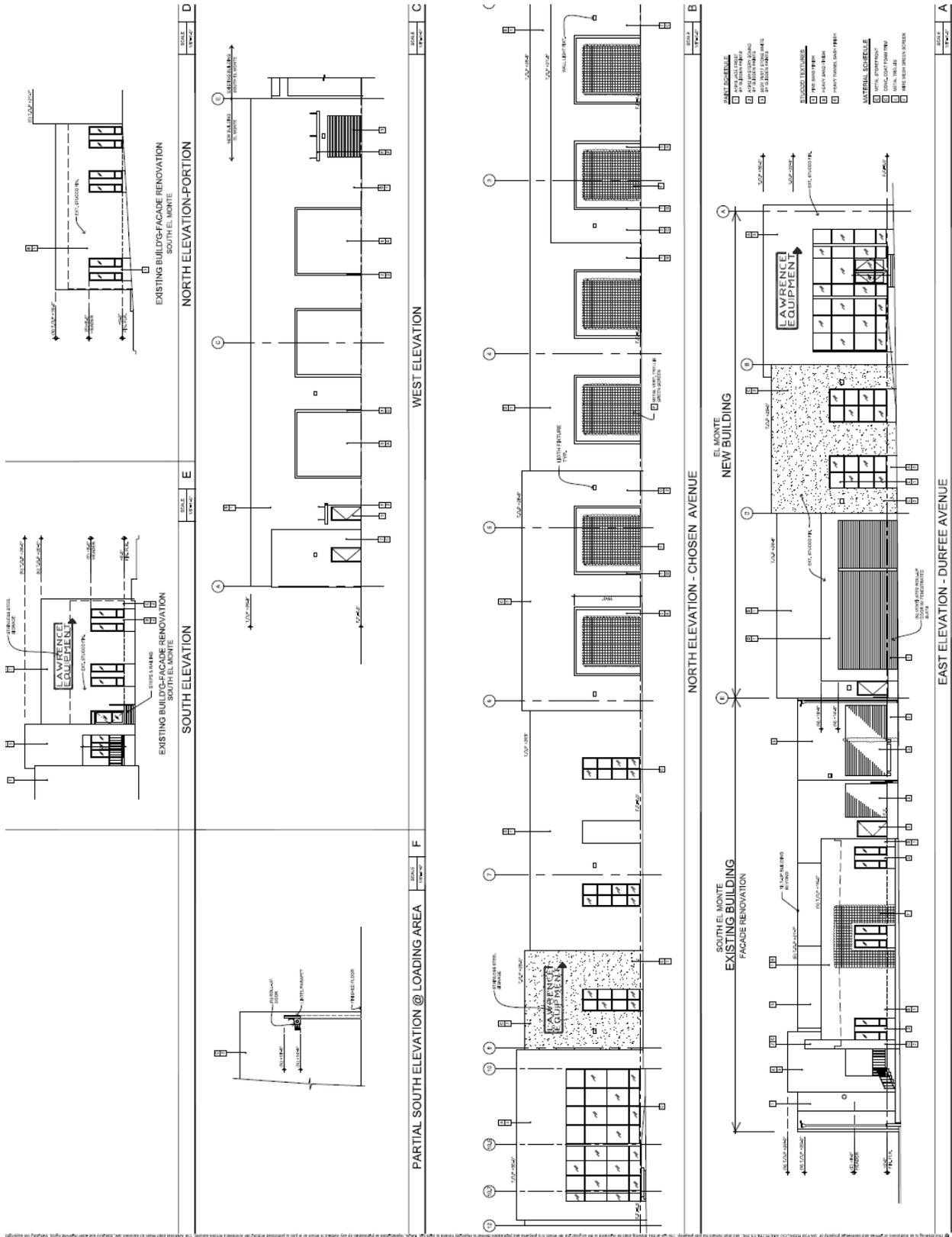


EXHIBIT 2-12
SCHEMATICS OF BUILDING ELEVATIONS
 Source: David Hidalgo Architects

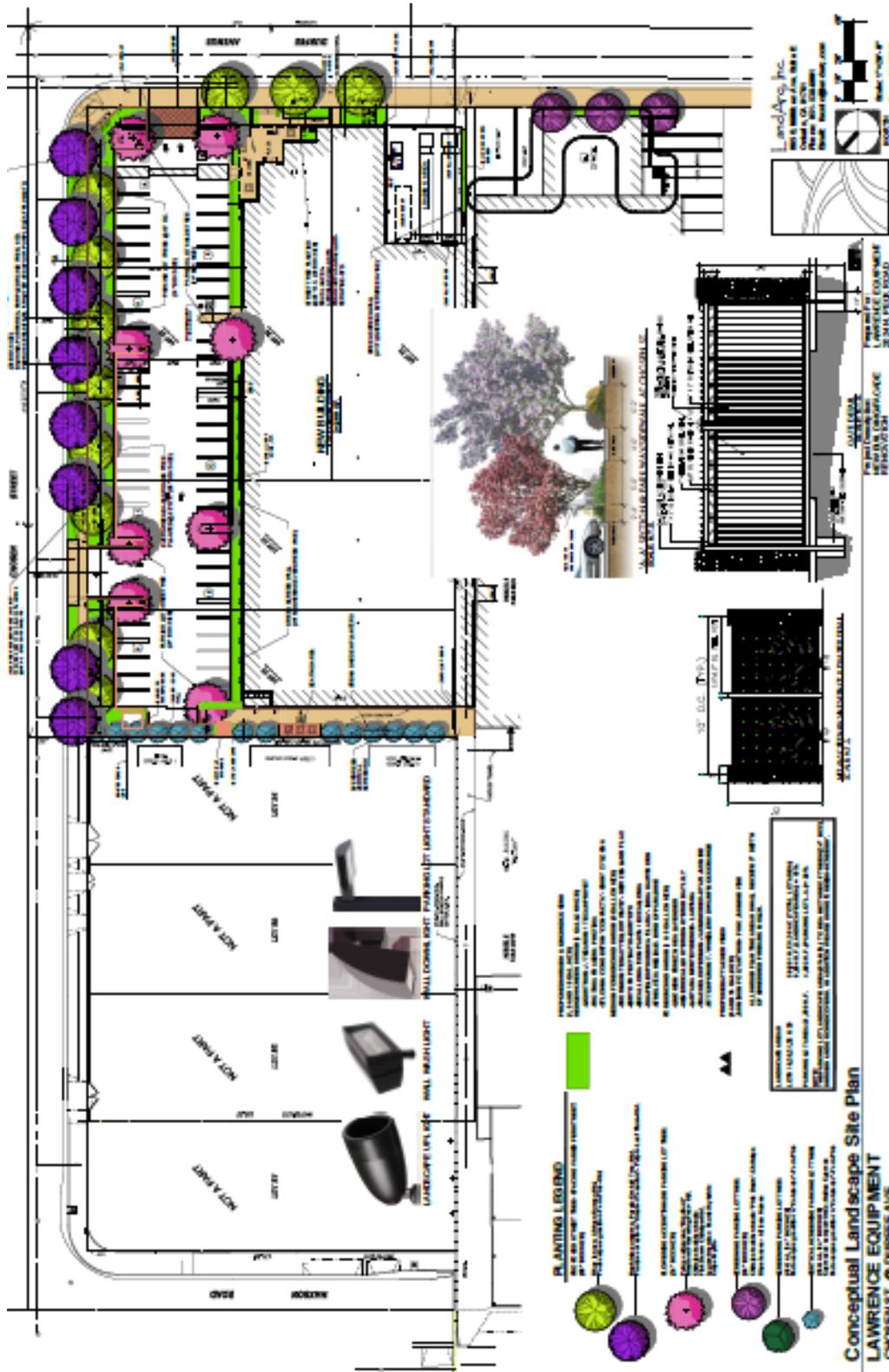


EXHIBIT 2-13
PROPOSED LANDSCAPING PLAN
 Source: David Hidalgo Architects

- *Office Employees (Peck Road and Durfee Avenue):* First shift only – Most office employees work Monday through Friday starting at 7:00 AM or 8:00 AM and working between 8 to 10 hours per day. Some office employees that work more closely with the shop may come in at 6:00 AM but some do come in at 7:00 AM or 8:00 AM. Some engineers and office employees also work a half day on Saturday morning.
- *Hours of operation New El Monte Building:* This building will primarily serve to expand the operation in the Durfee Avenue building consisting of assembly, electrical, stockroom and office employees. The hours of operation in the new El Monte building are expected to be the same as the hours of operation of those same existing departments. Lawrence Equipment designs, engineers, and manufactures state-of-the-art equipment for most kinds of flat bread as well as many fried snacks throughout the world. At the present time, the existing Lawrence Equipment facility provides employment for approximately 270 persons.

The company has projected a three percent employment growth rate over the next five years translating into a build-out employment level of 304 jobs. This increase in employment and any attendant increase in manufacturing capacity may occur in the absence of the proposed improvements. The new building is anticipated to employ 34 employees (270 existing employees minus 304 future employee equals 34) during the same hours as the existing facility and the majority of the employees will operate on a single shift (6:00 AM to 4:30 PM). All operations in the new building will take place inside the building.

The new building and the ancillary facilities will permit Lawrence Equipment to more efficiently utilize its existing resources and to accommodate any future and potential increased demand that may occur in coming years. The new building's primary use will be light manufacturing, including warehousing, assembly, product testing, receiving and shipping. Other potential ancillary/support uses will include storage and office uses, an employee lunch room, an employee gym, and a kitchen. Equipment that will be installed within the new building will include assembly equipment. The addition of the new building and the related parking will increase the overall efficiency of the facility's operation. The hours of operation of the overall Lawrence Equipment facility will not change as a result of the project's implementation.

2.3.3 CONSTRUCTION CHARACTERISTICS

The construction phases for the proposed project will take approximately 36 weeks to complete. The proposed project is slated for completion by January 2018. Parking for the construction workers will be provided within the existing facility, the adjacent alley, or within a property recently acquired by Lawrence Equipment in South El Monte. The key construction phases are outlined below¹³:

- The *demolition phase* is anticipated to take eight weeks to complete. The demolition will involve the removal of a duplex consisting of two dwelling units, the existing restaurant, and storage and warehouse structures. The total floor area of the structural improvements that will be demolished will be 12,841 square feet of floor area). Equipment on-site during this phase will include concrete industrial saws, rubber tired dozers, tractors/backhoes, and loaders. The average number of off-

¹³ Certain assumptions were made concerning the number of construction employees and equipment that would be on-site during each of the construction phases. These assumptions were derived from the CalEEMOD version 2013 Air Quality Model.

road equipment will total five pieces. During this phase, the average number of worker daily trips will be 13 trips. During this phase between ten to 15 construction workers will be on-site during an average workday.

- The *site preparation* phase is projected to take four weeks to complete. Equipment on-site during this phase will include graders, tractors, backhoes, and loaders. The average number of off-road equipment will total three pieces. During this phase, the average number of daily trips will be eight trips. During this phase between five to ten construction workers will be on-site during an average workday.
- The construction of the new warehouse building, new surface parking lot and other improvements will be completed in 16 weeks. Equipment on-site during this phase will include cranes, generators, forklifts, tractors, backhoes, and loaders. The average number of off-road equipment will total seven pieces. During this phase, the average number of daily worker trips will be 13 trips. During this phase between ten to 15 construction workers will be on-site during an average workday.
- The finishing phases (installation of landscaping, paving of parking areas, etc.) will take an additional eight weeks to complete. Equipment on-site during this phase will include cement and motor mixers, pavers, rollers, other paving equipment, tractors, backhoes, and loaders. The average number of off-road equipment will total five pieces. During this phase, the average number of daily worker trips will be 13 trips. During this phase between ten to 15 construction workers will be on-site during an average workday.

2.4 OBJECTIVES OF THE PROJECT & DISCRETIONARY APPROVALS

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

- To facilitate the integration of land uses and development;
- To minimize conflicts between non-residential and residential uses and/or other sensitive receptors such as schools, parks, and homes;
- To facilitate the revitalization of blighted 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 infill development along with the more efficient use of underutilized properties in the City.

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:

- The approval of a General Plan Amendment to amend the current land use designation from Mixed Multi-Use and Medium Density Residential to Mixed Multi-Use (also a legislative action that requires an approval by the City Council);
- The approval of a Zone Change to amend the current zoning designation from R2 and Mixed/Multiple Use (MMU) to MMU (also a legislative action that requires an approval by the City Council);
- The approval of a Conditional Use Permit will be required for the “Buffer Use”;
- The approval of the project’s design as part of the Design Review process;
- The approval of two modification requests to permit an 88 foot setback from Chosen Street and an 8 foot fence/wall surrounding the project site; and,
- The adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

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



SECTION 3 - ENVIRONMENTAL ANALYSIS

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

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

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 *will 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.
- *Potentially Significant Impact.* The approval and subsequent implementation of the proposed project may result in environmental impacts that are significant.

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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; 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 with Mitigation.*

For purposes of CEQA, a scenic vista is defined as a protected public view. The project site is located along the Durfee Avenue corridor in a mixed multi use and medium density residential area in which there are no protected views. There are no designated State scenic highways located in the vicinity of the project site.¹⁴ The project site and the surrounding areas are currently developed.¹⁵ The greatest visual change associated with the proposed project's implementation involves the elimination of the existing older obsolete structures and their replacement with the new warehouse building and associated parking and the new façade on the existing building on the corner of Durfee Avenue and Chosen Street. The older duplex unit will be used for parking and surrounded by landscaping on the north and east side. Conceptual illustrations of how these new improvements will look from Durfee Avenue are provided in Exhibit 3-1.

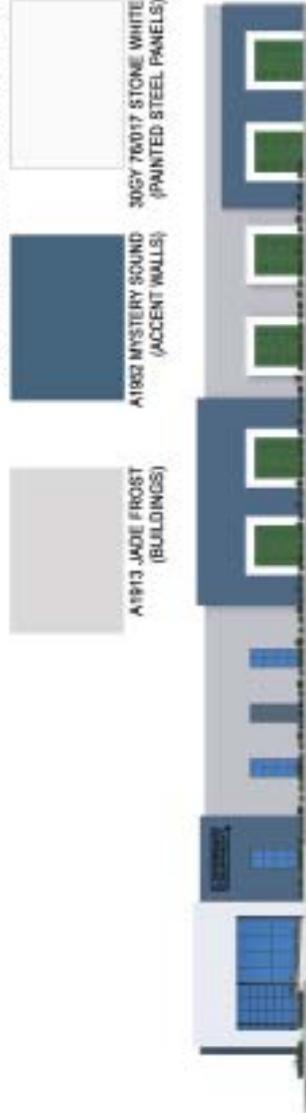
As indicated in Exhibit 3-1, the most significant aesthetic change will be the new office/warehouse building's façade along the north side of Durfee Avenue. The building will be set back 88 feet off of Chosen Street and will have significant landscaping to minimize the aesthetic impact. The demolition of the existing on-site structures and the construction of the new building will improve the appearance of this entryway into the City. The existing structures are older and do exhibit blight (the existing on-site improvements within the affected parcels are described in Section 2.2 herein). In addition to the structural improvements, the Applicant is proposing to install landscaping along the Durfee Avenue and Chosen Street frontages. An extensive tree planting program has also been proposed (refer to Exhibit 2-13 included in Section 2). In addition, the façade of the new building along Chosen Street includes numerous wall planes and other architectural features to break up the mass and scale of the building. Finally, the façade of the existing building in South El Monte will also be upgraded.

¹⁴ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

¹⁵ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013.).



OVERALL NORTH ELEVATION (CHOSEN ST.)



BUILDING NORTH ELEVATION (CHOSEN ST.)



VIEW 1 - EXISTING OFFICE FACADE RENOVATION WITH CITY-APPROVED TREES



VIEW 1 - EXISTING OFFICE FACADE RENOVATION



VIEW 2 - NEW WAREHOUSE & OFFICE BUILDING (CORNER OF DURFEE AVE. & CHOSEN ST.)

EXHIBIT 3-1 PROPOSED BUILDING ELEVATIONS

Source: David Hidalgo Architects

The following mitigation measures will ensure that the construction site is well maintained throughout the construction phases:

- During the construction phases, the sites will be maintained free of weeds, rubbish, and construction debris and secured from public access. Any temporary fencing shall also be maintained free of graffiti. The fence must utilize screening (such as green mesh).
- Once occupied and operational, all of the on-site improvements (buildings, yard areas, landscaping, walls, etc.) must be maintained so as to avoid blighted conditions in the future. Graffiti must be controlled pursuant to the City's Graffiti Control Ordinance.

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

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.

No natural undeveloped areas remain within the project area or the adjacent properties. No historic or unique structures or sites are found within the properties that are currently developed (the nature and extent of historic resources within the project area are discussed herein in Section 3.5).¹⁶ The project site's topography was previously modified as part of the previous development. Finally, the project site is not located adjacent to any designated State scenic highway. As a result, the proposed project will not result in any impacts on natural scenic resources.

C. 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.

In the absence of mitigation, there is a potential for light and glare impacts. Sources of lighting in the area include lighting from buildings, the parking areas, commercial signage, and street lighting. Light sensitive residential land uses are located along the northeast sides of Chosen Street. Residences are also located to the north of the project site. The perimeter of the site will be surrounded by planted trees as part of the implementation of the proposed project and all parking lot lighting is designed to face into the project site to reduce light spill-over. The following mitigation measures will be effective in further reducing the potential light and glare impacts:

- Fast-growing tree plantings such as Italian Cypress Fern Pines shall be installed along the site boundary as a means to prevent light and glare from impacting neighboring light-sensitive properties. The landscaping will be designed to conserve water and facilitate easy maintenance, while at the same time, to ensure that security is not compromised. According to the landscape architect for the project, the specimens planted along the project site's boundaries will typically be 8-10 feet in height when planted and will grow to approximately 15-20 feet after five years. On the north side of the site, the Italian Cypress Fern Pines will be approximately 15 feet within 5 years.

¹⁶ U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010.

- The Applicant shall ensure that all lighting shown on the construction drawings meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. 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.
- Although parking lot lights will remain on after hours, light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must be low (no more than 15 feet in height) to eliminate the potential for light trespass. Finally, lighting shall utilize timers so that the light equipment is either dimmed or turned off when the parking area and new warehouse are not in use.

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

3.1.3 CUMULATIVE IMPACTS

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

3.1.4 MITIGATION MEASURES

The following mitigation will be required to ensure the site is properly maintained:

Mitigation Measure 1 (Aesthetic Impacts). During the construction phases, the sites will be maintained free of weeds, rubbish, and construction debris and secured from public access. Any temporary fencing shall also be maintained free of graffiti. The fence must utilize screening (such as green mesh).

Mitigation Measure 2 (Aesthetic Impacts). Once occupied and operational, all of the on-site improvements (buildings, yard areas, landscaping, walls, etc.) must be maintained so as to avoid blighted conditions in the future. No concertina wire will be permitted on any future wall or fence. Graffiti must be controlled pursuant to the City's Graffiti Control Ordinance.

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

Mitigation Measure 3 (Aesthetic Impacts). Fast-growing tree plantings such as Italian Cypress Fern Pines shall be installed along the site boundary as a means to prevent light and glare from impacting neighboring light-sensitive properties. The landscaping will be designed to conserve water and facilitate easy maintenance, while at the same time, to ensure that security is not compromised. According to the landscape architect for the project, the specimens planted along the project site's boundaries will typically be 8-10 feet in height when planted and will grow to approximately 15-20 feet

after five years. On the north side of the site, the Italian Cypress Fern Pines will be approximately 15 feet within 5 years.

Mitigation Measure 4 (Aesthetic Impacts). The Applicant shall ensure that all lighting shown on the construction drawings meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. 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 5 (Aesthetic Impacts). Although parking lot lights will remain on after hours, light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must be low (no more than 15 feet in height) to eliminate the potential for light trespass. Finally, lighting shall utilize timers so that the light equipment is either dimmed or turned off when the parking area and new warehouse are not in use.

3.2 AGRICULTURE & FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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 soils that underlie the project site is classified by the United States Soil Conservation Service as belonging to the Hanford Soils Association.¹⁷ This soil association is not considered to be “Prime Farmland Soils” in the urban areas of Los Angeles County. This soil association is a result of alluvial deposition that occurred prior to the area’s urbanization. In addition, there are no ongoing agricultural activities located within or adjacent to the project site (land uses and land cover in the area are shown in Exhibit 3-2). Since no agricultural activities are being conducted or planned within the property, no impacts on prime farmland soils 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.

The City’s applicable General Plan and Zoning designations for the project site do not contemplate agricultural land uses. In addition, the project site is not subject to a Williamson Act Contract. As a result, no impacts on existing or future Williamson Act Contracts will result from the proposed project’s implementation.

¹⁷ State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. July 13, 1995.

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.¹⁸ In addition, the City of El Monte General Plan does not specifically provide for any forest land protection since it is not required. As a result, no impacts on forest land or timber resources will 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.¹⁹ As a result, no loss or conversion of forest lands will 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.*

No agricultural activities or farmland uses are located within or adjacent to the project site.²⁰ As indicated previously, the site is currently developed and no agricultural activities are located within the project site or in the surrounding area. As a result, the implementation of the proposed project will 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.

¹⁸ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

¹⁹ Blodgett Baylosis Environmental Planning. *Site Survey*. Monday, October 15, 2012. Also refer to the United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

²⁰ Ibid.

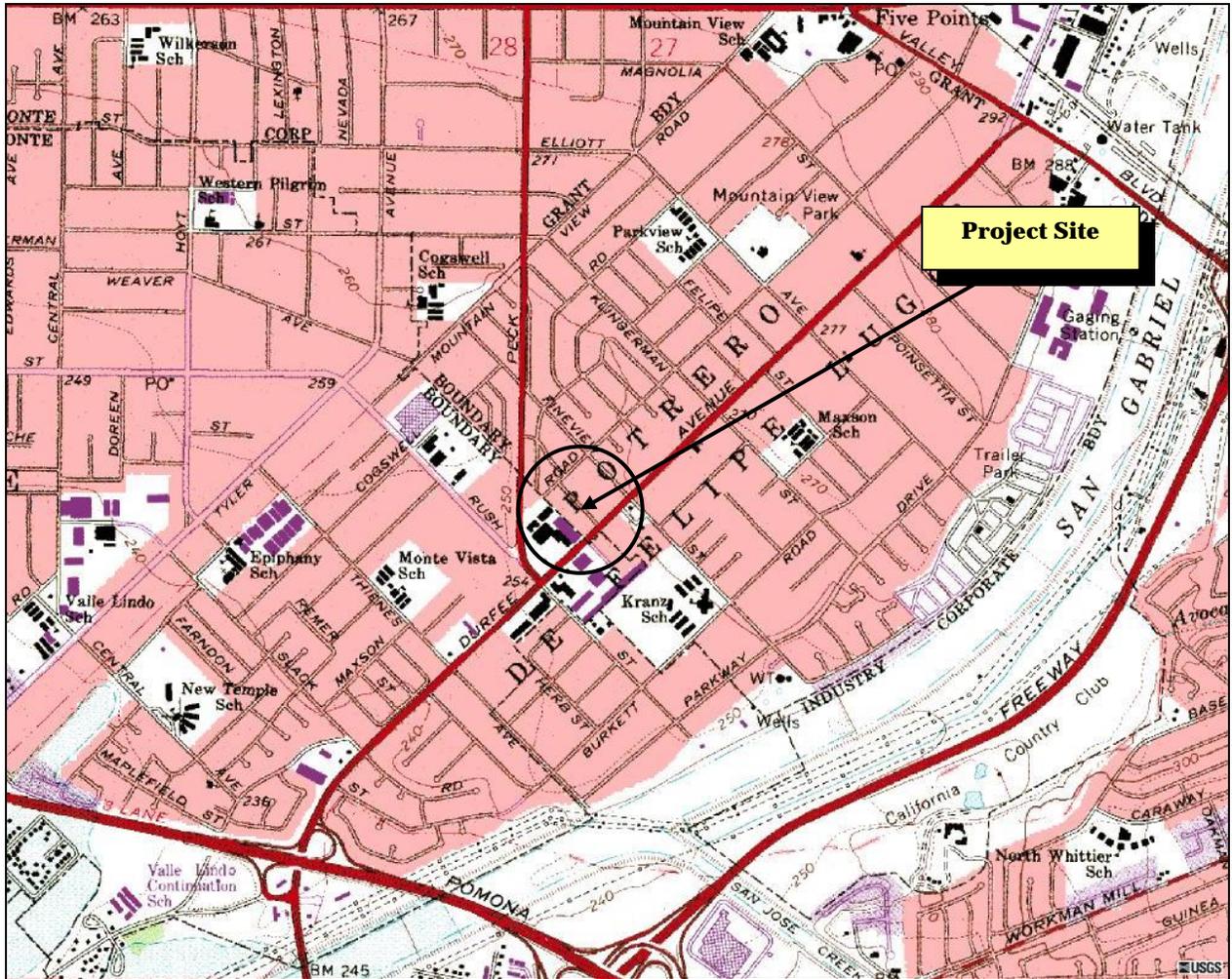


EXHIBIT 3-2
LAND USES AND LAND COVER AROUND THE PROJECT SITE
Source: United States Geological Survey

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project will 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 contributes 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.²¹ These criteria pollutants include the following:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB), in which the City of El Monte is located, is designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.²²
- *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 (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded National standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of ozone (O₃) and particulate matter. The SCAB is designated as an attainment area for NO₂ by the EPA.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in

²¹ South Coast Air Quality Management District. *SCAQMD Air Quality Significance Thresholds*. Revised March 2015.

²² 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.

breathing for children. Though SO₂ concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂ by the EPA.

- *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 a moderate non-attainment for *PM*_{2.5}.

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

- 75 pounds per day 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};
- 150 pounds per day of sulfur oxides; or,
- 3 pounds per day of lead.

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};
- 150 pounds per day of sulfur oxides; or,
- 3 pounds per day of lead.

In addition to the above criteria pollutants, the SCAQMD has established thresholds of significance for both toxic air contaminants (TACs) and greenhouse gas (GHG) emissions. For TACs, the threshold is the maximum incremental cancer risk that is equal to or greater than ten occurrences of cancer in one million. For the emissions thresholds for GHG is 10,000 metric tons per year of CO₂ equivalent (MT/yr CO₂eq). The existing Lawrence Equipment facility maintains a number of air quality permits in connection with its

operations. Review of the SCAQMD's FINDS Database indicates that the facility is current in adhering to all permit requirements.

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.²³ The most recent Air Quality Management Plan (AQMP) was adopted in 2012 and was jointly prepared with the CARB and the Southern California Association of Governments (SCAG).²⁴ The AQMP will help 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_{2.5} 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_{2.5} 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:²⁵

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

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers 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 Table 3-3). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of El Monte by the Southern California Association of Governments (SCAG). According to the SCAG growth projections, the number of jobs in the City is projected to increase by 2,100 jobs while the expected increase in the employment levels for Lawrence Equipment is 34 jobs. More significantly, the current unemployment rate in the City is 7.4 percent, which translates into 3,800 persons actively seeking work. As a result, the

²³ South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

²⁴ Ibid.

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

proposed project will not result in any exceedance of adopted employment projections. The proposed project’s conformity with Criteria 1 and Criteria 2 are summarized in Table 3-1.

**Table 3-1
 Air Quality Conformity Criteria**

Issue	Description	Findings
Criteria #1	Will the project result in an increase in the frequency or severity of an existing air quality violation or in the continuation of a violation?	The project’s emissions are below SCAQMD thresholds of significance. Refer to Table 3-3 included in this section that indicates the long-term emissions and the daily thresholds.
Criteria #2	Will the project exceed the assumptions included in the AQMP or other regional growth projections relevant to them?	The project will not result in an exceedance of regional or local growth projections for housing, population, or employment. The proposed project will not result in an exceedance of employment projects for the City given its relatively high unemployment rate. The demolition of the existing duplex will also not significantly impact the City’s regional housing need given that the City has exceeded its new housing objectives identified in the Regional Housing Needs Allocation.
Criteria Pollutants	The SCAQMD indicates the daily emissions levels that will constitute a significant adverse impact.	Following development, the proposed project will not generate mobile or stationary emissions that will exceed the SCAQMD’s daily thresholds for significance (refer to Table 3-3).

Source: South Coast Air Quality Management District.

The proposed project is not considered by the SCAQMD to be a regionally significant project.²⁶ The project will not adversely affect any regional population, housing, and employment projections prepared for the City by SCAG (refer to the analysis of population and housing impacts provided herein in Section 3.13) and the proposed project does not conflict with the Growth Management Plan. 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 will occur.

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

Short-Term Construction-Related Emissions

The potential *construction-related emissions* from the proposed project were estimated using the computer model CalEEMod 2012, V.2.2 developed for the SCAQMD (the worksheets are included in the Appendix). The use of the aforementioned computer model required the input of a number of variables. These variables included the location of the site, the size of the use of the proposed project, the construction phasing characteristics, and the duration of each construction phase. The information used by the computer model’s analysis of construction emissions is outlined herein in Section 2.3.3. The model estimates the number of workers, the vehicle miles traveled (VMT), the number and types of construction equipment for each phase, and the typical trip lengths. These independent variables were used to complete the analysis of construction emissions for each development phase.

²⁶ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

Table 3-2
Estimated Daily Construction Emissions

Construction Phase	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Demolition (on-site)	3.16	30.48	22.19	0.02	1.94	1.82
Demolition (off-site)	0.30	0.08	1.03	0.00	0.15	0.04
Total Demolition Phase	3.46	30.56	23.22	0.02	2.09	1.86
Site Preparation (on-site)	2.55	27.17	17.10	0.02	6.86	4.27
Site Preparation (off-site)	0.19	0.05	0.64	0.00	0.09	0.02
Total Site Preparation	2.74	27.22	17.74	0.02	6.95	4.29
Grading (on-site)	2.08	22.18	14.17	0.01	5.83	3.61
Grading (off-site)	0.19	0.05	0.64	0.00	0.09	0.02
Total Grading	2.27	22.23	14.81	0.01	5.92	3.63
Building Construction (on-site)	3.91	22.53	15.31	0.02	1.60	1.54
Building Construction (off-site)	0.40	0.65	1.63	0.00	0.19	0.06
Total Building Construction	4.31	23.18	16.94	0.02	1.79	1.60
Paving (on-site)	1.43	15.10	9.16	0.01	0.92	0.84
Paving (off-site)	0.30	0.08	1.03	0.00	0.15	0.04
Total Paving	1.73	15.18	10.19	0.01	1.07	0.88
Architectural Coatings (on-site)	5.15	2.78	1.92	0.00	0.25	0.25
Architectural Coatings (off-site)	0.07	0.02	0.24	0.00	0.03	0.00
Total Architectural Coatings	5.22	2.80	2.16	0.00	0.28	0.25
Maximum Day	5.22	30.56	23.22	0.03	6.95	4.30
Daily Thresholds	75	100	550	150	150	55

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

The entire project construction period is expected to last for approximately 36 weeks (refer to Section 2.3.3) and will include the demolition of the existing buildings, grading and site preparation, the erection of the new building, and the finishing of the project (installation of pavement, painting, and installation of landscaping). The assumptions regarding the construction phases and the length of construction for each phase followed those identified herein in Section 2.3.3. The other variables, including construction equipment types, number of employees, etc., relied on the default values included in the computer model.

As shown in Table 3-2, 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. However, as noted below, because the project is located in a non-attainment area, mitigation measures are proposed to reduce the project's impacts. The estimated daily construction emissions (shown in Table 3-2) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the sites and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the sites, and the use of low VOC paint.

While the projected short-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 will be applicable to the proposed project as a means to mitigate potential construction emissions:

- The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with and implementing any pertinent best available control measures.
- All materials transported off-site shall either be watered or securely covered in order to prevent significant 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 trucks carrying demolition debris are hosed off before leaving the construction site.
- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

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

Long-Term Operations-Related Emissions

Long-term operations-related emissions refer to those air quality impacts that will occur once the proposed project is operational. These impacts will continue over the operational life of the project. The proposed project will not, by itself, lead to any increase in manufacturing activities in that any future increase in equipment orders may be accommodated by the existing facilities. As a result there would not be any increase in emissions. According to the project Applicant (Lawrence Equipment), the new improvements, however, will enable the facility to better accommodate the potential demand associated with a rebounding economy. The new building will provide additional storage area and a separate shipping and receiving area that will lead to improved shipping capabilities. The flatbread manufacturing equipment may be assembled in the new warehouse area for placement on trucks for shipping. This additional floor area will also free up space in the existing assembling area for new assembly lines. The existing facilities will continue to house the fabrication activities.

The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts also used the CalEEMod computer model. The assumptions used in the model relied on those default variables that are included in the model. These independent variables included energy consumption, climate zone, vehicle trip

generation, modal split, and vehicle miles traveled. As indicated in Table 3-3, the projected long-term emissions will be significantly below those thresholds considered to be a significant impact. Therefore, the projected long-term emissions associated with the proposed project would be less than significant.

Table 3-3
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	0.82	0.00	0.00	0.00	0.00	0.00
Energy (lbs/day)	0.02	0.16	0.13	0.00	0.01	0.01
Mobile (lbs/day)	3.74	3.62	14.67	0.03	2.11	0.60
Total (lbs/day)	4.58	3.78	14.80	0.03	2.12	0.61
Daily Thresholds	55	55	550	150	150	55

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

As indicated previously, the SCAQMD has established thresholds of significance for both toxic air contaminants (TACs). The SCAQMD Rule 1401 specifies limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants that are identified in Rule 1401 (refer to Table 1 of Rule 1401). The existing facility maintains SCAQMD permits for the operation of abrasive blasting equipment, dust collector cartridges, a spray booth, and laser cutters. This equipment will not be relocated or installed in the new building. The proposed new warehouse building will not result in any new TACs being introduced into the facility. According to the FINDS database, the facility is not an emitter of TAC emissions.²⁷

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 will result in less than significant 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 3-2 and 3-3, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. However, the proposed project will contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation.

The SCAB is currently non-attainment for ozone, PM₁₀, and PM_{2.5}. The major local sources for long-term emissions associated with the occupancy of the proposed project will be associated with vehicle trips to and from the facility and the use of machinery on the sites. While the proposed project will result in additional

²⁷ South Coast Air Quality Management District. *FINDS Database*. <http://www3.aqmd.gov/webappl/fim/prog/novdetail.asp>. Website accessed on March 29, 2016.

vehicle trips, there will 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 identified in the State's Strategic Growth Council (SGC).²⁸ Finally, the proposed project will not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection A). The potential cumulative air quality impacts are deemed to be less than significant.

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

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.²⁹ These population groups are generally more sensitive to poor air quality. The neighboring residential units are considered to be sensitive receptors.³⁰ 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 and are referred to as *hot-spots*. Three variables influence the creation of a hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area.

Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels and more effective vehicle emission controls have dramatically reduced the potential for the creation of hot-spots. 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 will potentially result in an additional 11 trips during the morning (AM) peak hour traffic period and 11 trips during the evening (PM) peak hour. These additional trips are the net increase project above the existing uses occupying the site. The nearest major intersection is Durfee Avenue and Rush Street and is currently operating at a LOS D (V/C 0.83) during the AM peak hour and a LOS C (V/C 0.79) during the PM peak hour. This additional peak hour traffic of between 12 and 13 trips will not affect the LOS at this intersection.

²⁸ Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

²⁹ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

³⁰ Ibid.

The SCAQMD is requesting that local governments indicate whether a proposed project will impact a sensitive receptor resulting 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. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map provided in Exhibit 3-3. The project site is located near a number of sensitive receptors that include the following:

- Homes are located adjacent to the project site on the north side continuing north and west along Chosen Street (refer to Exhibit 2-11).³¹
- Homes are located northeast of the project site along the east side of Chosen Street. These homes are separated from the project site by the aforementioned roadway. Homes are located northeast of the project site along the north side of Maxson Road. These homes are separated from the project site by the aforementioned roadway.
- The nearest school to the project site is the Charles T. Kranz Intermediate School, located approximately 550 feet to the southeast. The second closest school to the project site is the Monte Vista Elementary School, located approximately 1,500 feet to the southwest. The third closest school to the project site is the P.F. Cogswell Elementary School, located approximately 2,050 feet to the northwest.
- The nearest residential neighborhoods located in South El Monte include homes located approximately 775 feet to the southwest and approximately 2,000 feet to the west.

The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations. The use of the “look-up tables” is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. As indicated in Table 3-4, 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 just over 25 meters. As indicated in the table, the proposed project will not exceed any LSTs. As indicated in Table 3-4, the construction and operational emissions for the proposed project will be less than the “allowable emission” identified for a sensitive receptor located 25 meters from the construction activity. As a result, the impacts will be less than significant.

³¹ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013.)

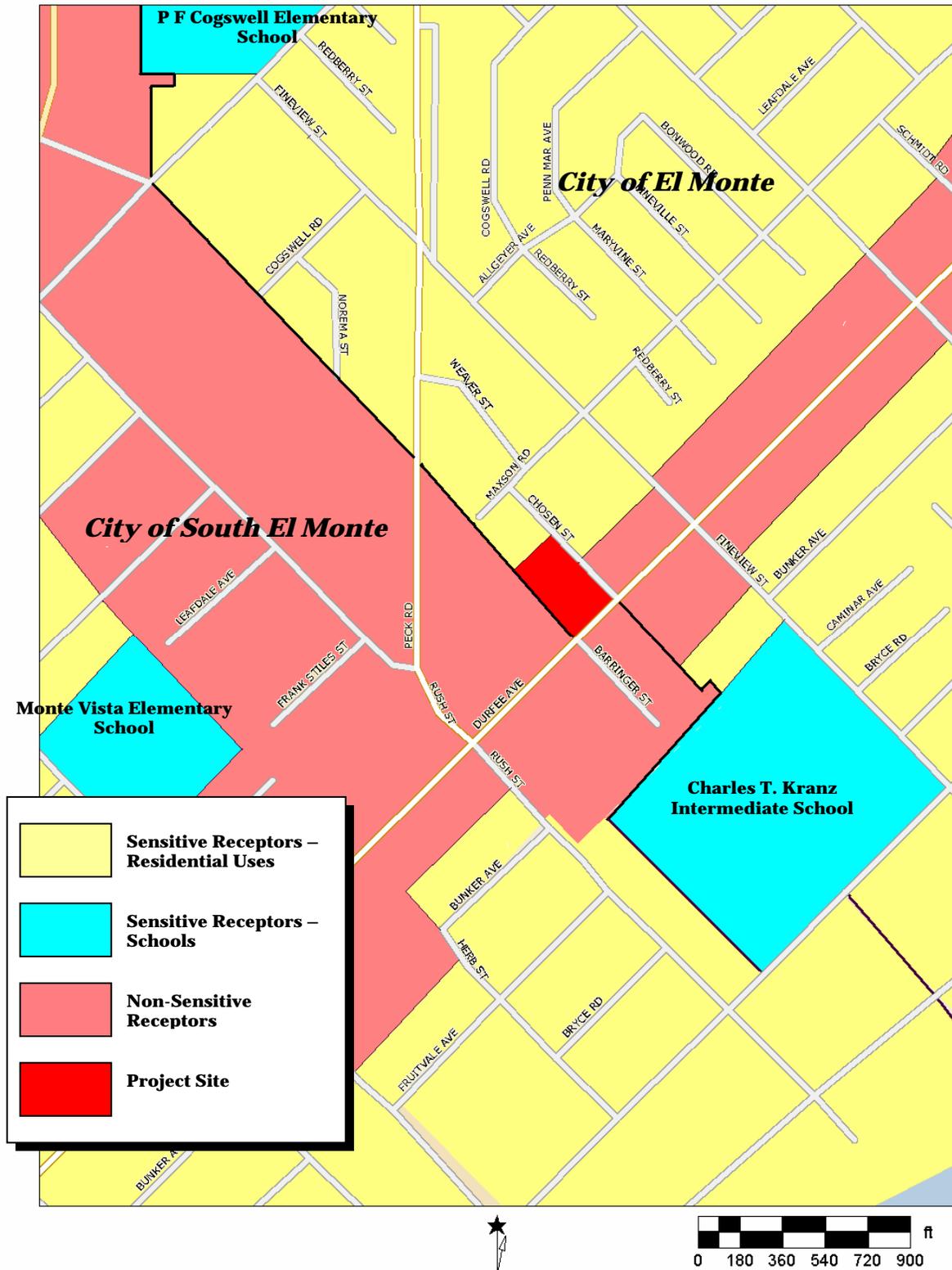


EXHIBIT 3-3
SENSITIVE RECEPTORS
 Source: Blodgett Baylosis Environmental Planning

**Table 3-4
 Local Significance Thresholds Exceedance SRA 9**

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	30.56	Construction	98	95	104	124	175
NO ₂	6.12	Operations	98	95	104	124	175
CO	44.05	Construction	812	1,125	1,594	2,785	7,957
CO	23.65	Operations	812	1,125	1,594	2,785	7,957
PM ₁₀	0.61	Operations	2	5	9	16	39
PM ₁₀	3.45	Construction	6	19	34	66	160
PM _{2.5}	0.261	Operations	1	2	3	5	20
PM _{2.5}	1.06	Construction	4	5	9	21	82

Particulate emissions assumed standard SCAQMD mitigation.

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

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 odors including livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding, none of which are proposed here.³² During the site visits, no odors were observed emanating from the existing Lawrence Equipment facility. The SCAQMD developed a web tool that permits searches of public information regarding SCAQMD-regulated facilities (facilities that are required to have a permit to operate equipment that releases air emissions). This system is referred to as FIND (Facility Information Detail). The Lawrence Equipment facility was not identified in this database.

The proposed project involves the construction of a new warehouse building with an ancillary office area (34,588 square feet). Limited odors from diesel-powered construction equipment may occur during the demolition and construction phases though the degree of impact will be limited given the small size of the affected area. Limited welding activities may occur in the new warehouse building as part of the final assembly. The delivery trucks may generate limited exhaust-related fumes. Furthermore, all of the activities related to the new warehouse/office building will occur inside the new building. The following measure will be applicable to the proposed project to ensure that potential odor impacts are mitigated:

- The proposed project will be required, if necessary, to treat any odor generating sources in the new building to protect employees' health. The Applicant shall also be required to post signs within the loading/receiving areas that the idling of trucks will not be permitted.

³² South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

With adherence to the aforementioned mitigation, the proposed project's odor-related impacts will be less than significant. Section 3.8.2.C includes mitigation related to the proper handling of asbestos containing materials and other toxic materials during the demolition phases.

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 will occur.

3.3.4 MITIGATION MEASURES

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

Mitigation Measure 6 (Air Quality Impacts). The Applicant shall ensure that the grading and building contractors adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

Mitigation Measure 7 (Air Quality Impacts). All materials transported off-site shall either be watered or securely covered in order to prevent significant amounts of dust and spillage.

Mitigation Measure 8 (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 9 (Air Quality Impacts). The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site.

Mitigation Measure 10 (Air Quality Impacts). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

Mitigation Measure 11 (Air Quality Impacts). The proposed project will be required, if necessary, to treat any odor generating sources in the new building to protect employees' health. The Applicant shall also be required to post signs within the loading/receiving areas that the idling of trucks will not be permitted.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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.

The City and the project site are located in an urbanized area. There are no sensitive or unique biological resources located within the project site or in the adjacent properties.³³ As a result, no impacts on any candidate, sensitive, or special status species will result from the implementation of the proposed project.

³³ California Department of Fish and Wildlife, *Natural Diversity Database*, 2015.

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 City and the project site is located in an urbanized area. There is no native or natural riparian plant habitats located within the project site.³⁴ No streams or jurisdictional waters of the U.S. are located within the project site's boundaries. The existing land cover is shown in Exhibit 3-4. The animals within the project area include those species commonly found within an urban setting. During site visits, common avian species, feral cats, and domesticated dogs were observed. New trees and landscaping will also be provided as part of the site's development. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

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

The City does not contain any natural wetland habitat other than the restored habitats along the San Gabriel and Rio Hondo River channels. In addition, the project site does not contain any wetland habitat. No natural blue line streams or jurisdictional waters of the U.S. are located within or adjacent to the project site. As a result, the implementation of the proposed project will not result in any impact on any protected wetland area or designated blue-line stream.

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

As indicated in the preceding section, no natural open space areas are located within the project site or surrounding parcels that function as animal migration corridors.³⁵ As a result, no impacts are anticipated.

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

Title 14 (Sustainable Development) Chapter 14.03 Tree Protection and Preservation of the City of El Monte municipal code serves as the City's "Tree Ordinance." The demolition activities would be required to conform to pertinent sections of the City's Tree Preservation Ordinance, which calls for a replacement ratio of 2:1 (two trees must be placed for every one tree that is removed). The trees present on-site are those typically found in an urban setting. No heritage trees are located on-site. As a result, the impacts are considered to be less than significant.

³⁴ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013.) and United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

³⁵ *Ibid.*

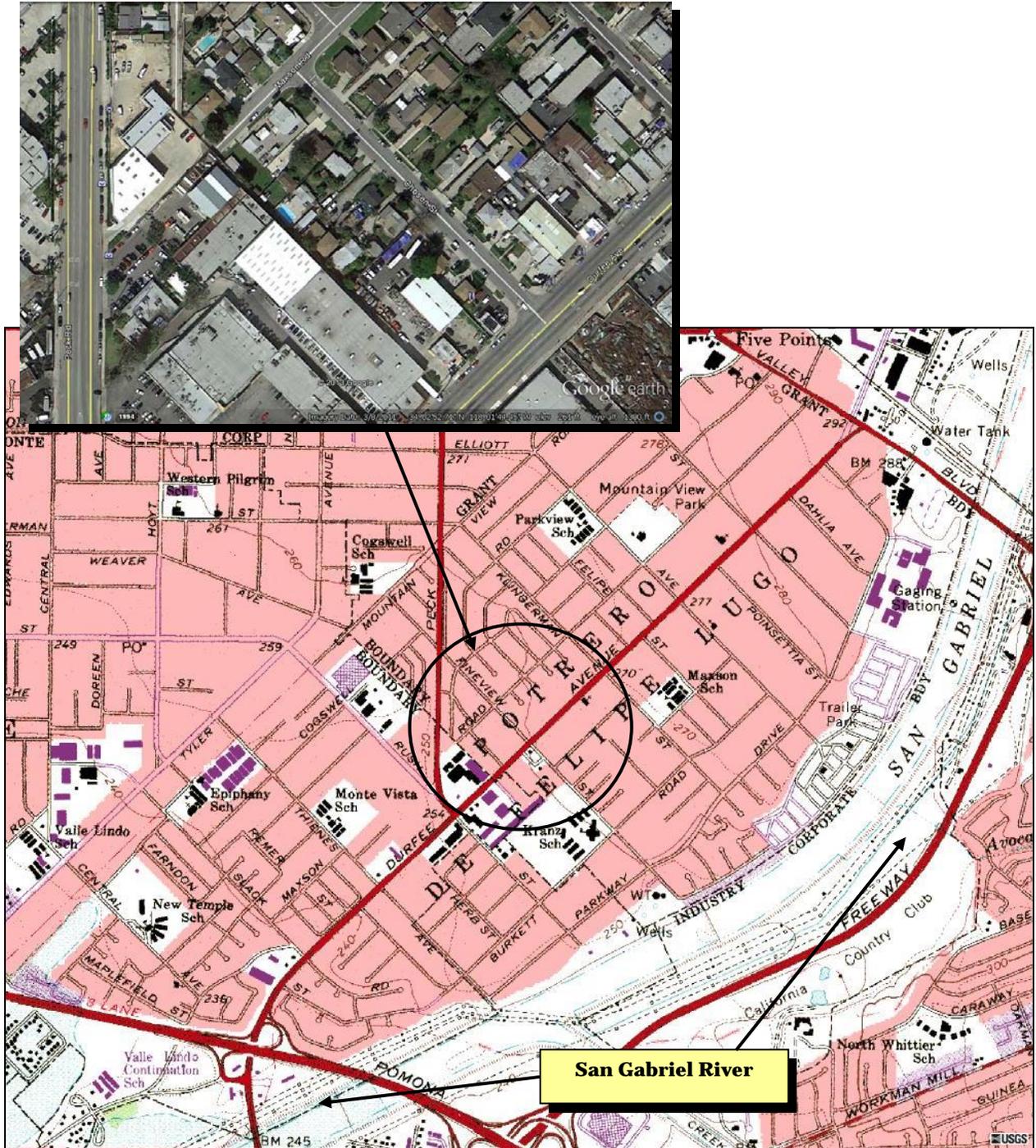


EXHIBIT 3-4
LAND COVER AROUND THE PROJECT SITE

Source: United States Geological Survey

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.

As indicated previously, the City is located within an urbanized setting, and no natural habitat is located within the project site.³⁶ The proposed project site is located approximately 1.2 miles north of the Whittier Nature Center and the Whittier Narrows Dam County Recreation Area Significant Ecological Area (SEA) No. 42, as designated by the Los Angeles Department of Recreation and Parks. As a result, no impacts on local, regional, or State habitat conservation plans will result from the implementation of the proposed project.

3.4.3 CUMULATIVE IMPACTS

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

³⁶ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013.) and United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project will 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. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO) maintains an inventory of those sites and structures that are considered to be historically significant.³⁷ Finally, the U.S. Department of Interior has established specific guidelines and criteria that indicates 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.

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;
- 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,

³⁷ 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 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.³⁸

Review of the SHPO database indicated there are no National Register designations listed or eligible properties or State landmarks located within or adjacent to the project site.³⁹ The State has established California Historical Landmarks that include sites, buildings, features, or events that are of State-wide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. California Points of Historical Interest have a similar definition, except they are deemed of local significance.

³⁸ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

³⁹ State of California State office of Historic Preservation. California Historical Resources. 2011.

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. This settlement was initially an encampment along the Old Spanish Trail, an extension of the trail from Missouri to Santa Fe. The town site was established by Texas immigrants and was the first settlement in Southern California founded by citizens of the United States. The State of California designated the Santa Fe Trail Historic Park as a Historical Landmark in 1987.
- *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.

There are none of the above listed historic resources located within the project site or on the adjacent properties. The City of El Monte does not presently have a historic preservation ordinance. The existing on-site improvements do not meet any of the State or Federal historic significance criteria discussed at the beginning of this section. The parcels and the existing improvements are not identified as being locally significant. In the event historically significant resources are encountered during excavation, the requirements of Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply. This section establishes rules for the analysis of historical resources, including archaeological resources, in order to determine whether a project may have a substantial adverse effect on the significance of the resource. This section of CEQA also incorporates provisions previously contained in Appendix K of the Guidelines. Based on the analysis provided herein, no impacts are anticipated.

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

The project site is located within an area that has been disturbed due to past development. The parcels that will be developed as part of the proposed project's implementation are presently developed. In addition, there is a limited likelihood that artifacts will be encountered due to the ground disturbance associated with the previous development. The grading and excavation will involve the removal of the existing structure improvements and pavement. In addition, the excavation will be limited to new building footings and utility connections. Finally, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Even though the project site has been disturbed to accommodate the former development, the following mitigation is required based on the consultation with the local Native American tribe:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the 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.

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? • No Impact.

The potential for paleontological resources in the area is considered low due to the character of subsurface soils (recent alluvium) and the amount of disturbance associated with the past development. As a result, no impacts are anticipated.

D. Would the project disturb any human remains, including those interred outside of formal cemeteries? • No Impact.

There are no cemeteries located in the immediate area of the project site. No churches or other uses that would potentially involve human burials have historically been located on the project site. However, in the unlikely event the burials are encountered during grading and excavation activities, pertinent provisions outlined in the CEQA, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. As a result, no impacts are anticipated to occur.

3.5.3 CUMULATIVE IMPACTS

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

3.5.4 MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that the following measures have been provided to reduce potential impacts to levels that are less than significant:

Mitigation Measure No. 12 (Cultural Resource Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the 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

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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.*

There are a number of known faults within relatively close proximity to the City including the Newport-Inglewood Fault Zone, the Whittier-Elsinore Fault, the Norwalk Fault, and the Elysian Park Fault.⁴⁰ The major faults in the region are illustrated in Exhibit 3-5. The Newport-Inglewood Fault Zone consists of a series of northwesterly trending folded hills and faults extending over 40 miles from the Santa Monica Mountains to the offshore area near Newport Beach. The fault segments include the Charnook Fault, the Overland Avenue Fault, the Inglewood Fault, the Portrero Fault, the Avalon-Compton Fault, the Cherry Hill Fault, and the Seal Beach Fault. The Whittier Fault extends over 20 miles from the Whittier Narrows area continuing southeasterly to the Santa Ana River where it merges with the southeasterly trending

⁴⁰ United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.

Elsinore Fault. These two faults, combined with smaller faults, form the Whittier-Elsinore Fault zone. The San Andreas Fault is located approximately 30 miles to the northeast of El Monte. The fault extends more than 600 miles. An earthquake along the San Andreas Fault zone could affect most of Southern California.⁴¹ The aforementioned faults could result in ground shaking that could affect the project site. The intensity and duration of this ground motion will be dependent on the location of an earthquake's epicenter from the project site, the depth of the epicenter, the earthquake's intensity (Richter magnitude), and the duration of the earthquake. The new building construction will be superior to that of the existing buildings since the new development will be in conformance with the most recent seismic building codes.

The Puente Hills Blind Thrust Fault is located just south of the City. This fault produced the 5.9 magnitude Whittier Narrows earthquake. The Puente Hills Fault was discovered in 1999. A 2003 study led by the Southern California Earthquake Center (SCEC) researchers found that this fault had ruptured at least four times in the last 11,000 years, with magnitudes ranging from 7.2 to 7.5. This fault is a blind thrust fault that extends from the Puente Hills into downtown Los Angeles. This blind thrust fault is located deep below the ground surface and, as a result, no surface expression from previous earthquakes is visible. An earthquake associated with the Puente Hills Fault would potentially generate strong ground-shaking in the project area. However, the new structures would be constructed to meet the current building codes and, as a result, the impacts would be less than significant.

Recent studies have been completed by the California Geological Survey (CGS) Seismic Hazard Zones Mapping Program. According to the Seismic Hazard Evaluations of the El Monte 7.5 Minute Quadrangle prepared by the CGS, the project site is located within a potential liquefaction hazard zone (refer to Exhibit 3-6). As a result, the project site will continue to be exposed to potential liquefaction and ground-shaking in the event of 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 and/or landslide hazard before structures for human occupancy are constructed. The following mitigation will be required as a means to address the potential liquefaction risk:

- The new building construction will be required to adhere to all pertinent regulations governing new construction within areas that are subject to liquefaction risk. All pertinent requirements must be identified on the construction drawings.

The proposed project's impact will be less than significant with adherence to the aforementioned mitigation measure.

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • No Impact.

The City's topography is generally level.⁴² The project site's topography is also level. The proposed project's implementation will not result in any significant soil erosion. The proposed improvement project will involve the demolition of a number of existing smaller manufacturing and office buildings, residential

⁴¹ United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.

⁴² United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

units and a restaurant and the construction of a new warehouse building and a surface parking lot. The site is largely covered over in impervious surfaces (buildings and paved areas). No undisturbed native soils remain within the boundaries of the project site. As a result, no impacts are anticipated with the implementation of the proposed project.

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.

The project site is located within an area subject to potential liquefaction (refer to Exhibit 3-6). 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 project site is not subject to the risk of landslides (also refer to Exhibit 3-6) since there are no hills or mountains located in the vicinity of the project site.

The soils that underlie the project area have been identified by the United States Soil Conservation Service as belonging to the Hanford Soils Association. The USDA classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some development limitations.⁴³ 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. 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 (2013) creating substantial risks to life or property? • No Impact.

The project site is developed.⁴⁴ The existing improvements that occupy the property will be demolished to accommodate the new warehouse building and parking area. As indicated previously, the underlying soils consist of recent alluvial sediments. The soils are suitable for development as is evident from observing land uses and development in the area. In addition, all new structural improvements will be required to comply with the most current California Building Code requirements. As a result, no impacts related to expansive soils are anticipated.

⁴³ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.

⁴⁴ Blodgett Baylosis Environmental Planning. Field Survey (site visit was conducted on October 18, 2013).

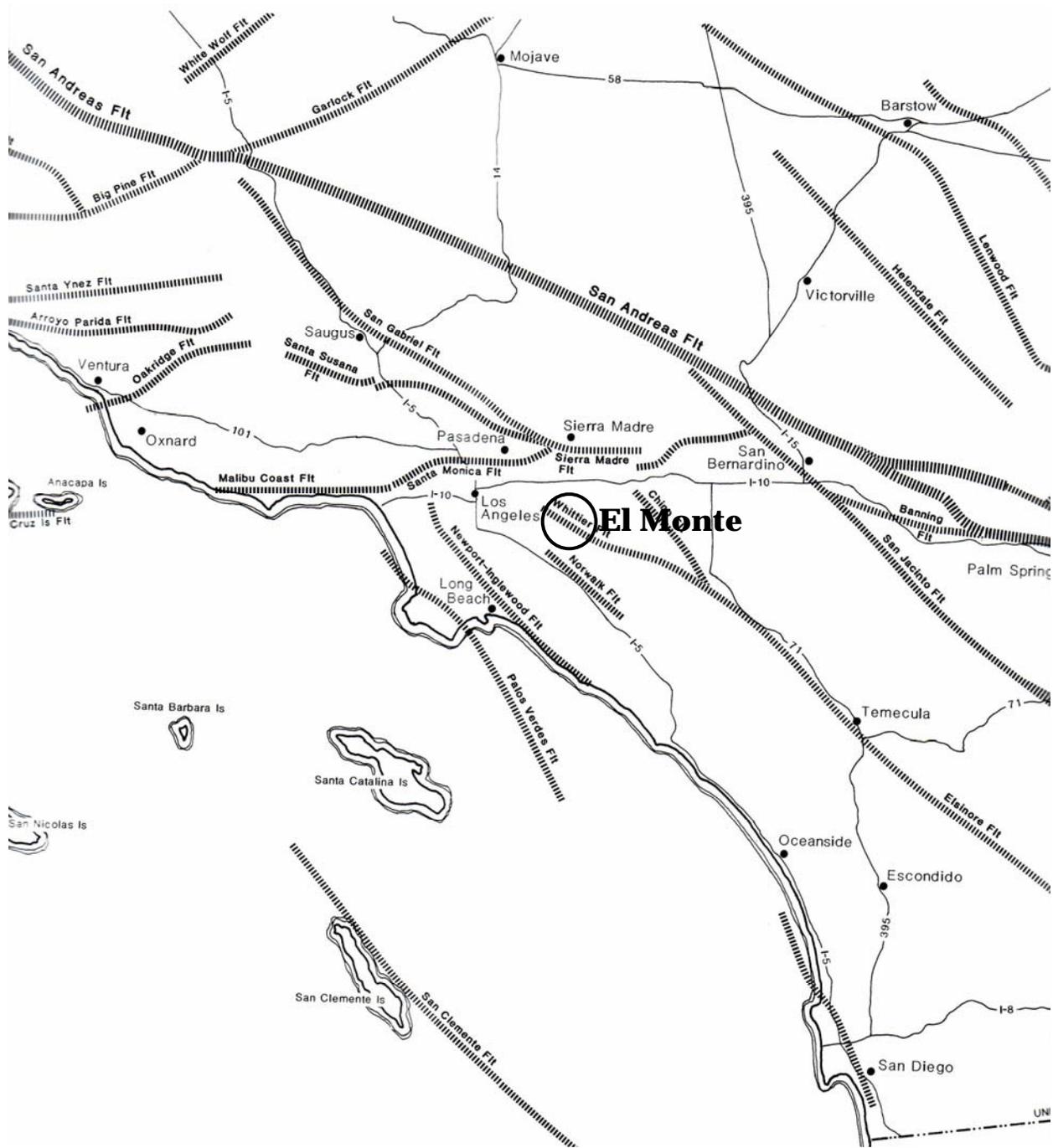


EXHIBIT 3-5
REGIONAL FAULT MAP
Source: United States Geological Survey

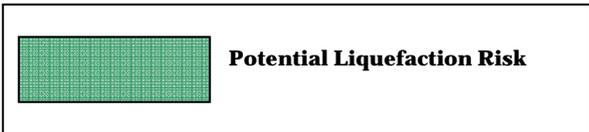
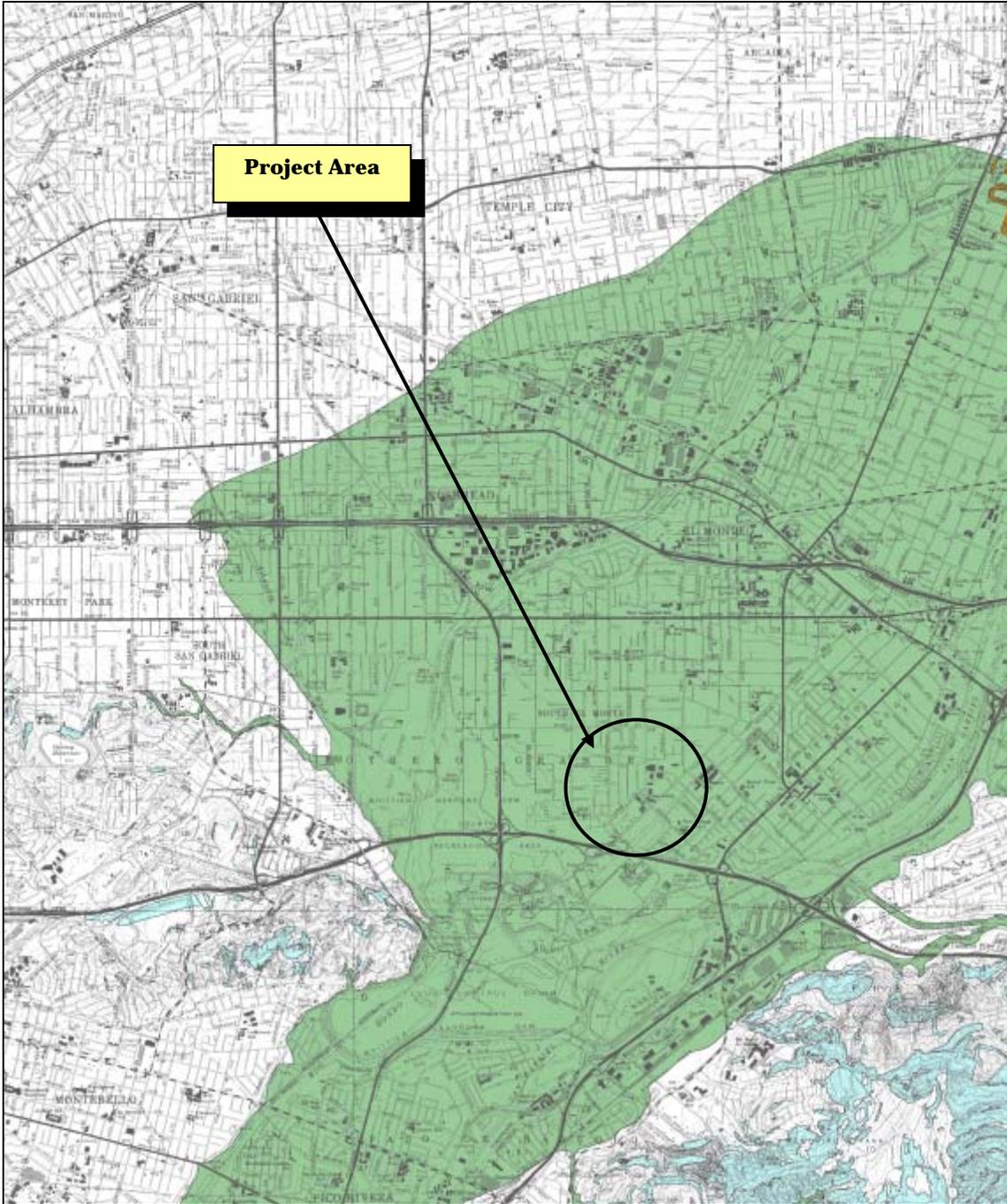


EXHIBIT 3-6
LIQUEFACTION POTENTIAL
Source: California Geological Survey

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.

No septic tanks will be used as part of the future development. The proposed development will be connected to the sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology is site specific. As a result, no cumulative earth and geology impacts will occur as part of the proposed project's implementation.

3.6.4 MITIGATION MEASURES

The following measure is required as a means to address potential liquefaction impacts:

Mitigation Measure 13 (Geology & Soils Impacts). The new building construction will be required to adhere to all pertinent regulations governing new construction within areas that are subject to liquefaction risk. All pertinent requirements must be identified on the construction drawings.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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.*

Greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere are emitted by both natural processes and human activities. Examples of GHG include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).⁴⁵ Table 3-5 summarizes annual greenhouse gas (CO₂E) emissions from build-out of the proposed project. Carbon Dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-5, the CO₂E total for the project is 2,997.18 pounds per day or 1.36 MTCO₂E per day. The emissions totals identified in Table 3-5 were calculated using the computer model CalEEMod 2012, V.2.2 developed for the SCAQMD (the worksheets are included in the Appendix). The use of the aforementioned computer model required the input of a number of variables. These variables included the location of the site, the size of the use of the proposed project, the construction phasing characteristics, and the duration of each construction phase. The information used by the computer model's analysis of construction emissions is outlined herein in Section 2.3.3. The model estimates the number of workers, the vehicle miles traveled (VMT), the number and types of construction equipment for each phase, and the typical trip lengths. These independent variables were used to complete the analysis of construction emissions for each development phase. The CalEEMod program calculated daily GHG emissions for carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and carbon dioxide equivalent (CO₂E). This daily total (2,997.18 pounds per day or 1.36 metric tons (MT)CO₂E per day) translates into 496.4 CO₂E per year. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 MTCO₂E 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. The proposed project will generate 4.62 MTCO₂E per day, or 1,686.30 metric tons per year of CO₂E which is under the thresholds of significance for commercial projects.⁴⁶ Therefore, the project's GHG impacts are less than significant.

⁴⁵ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

⁴⁶ 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
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Construction Phase - Demolition	2,529.74	0.64	0.00	2,543.23
Construction Phase - Site Preparation	1,821.09	0.54	0.00	1,832.39
Construction Phase - Grading	1,495.69	0.44	0.00	1,504.97
Construction Phase - Construction	2,064.08	0.50	0.00	2,074.59
Construction Phase - Paving	1,396.31	0.41	0.00	1,404.82
Construction Phase - Coatings	281.45	0.04	0.00	282.29
Long-Term – Area Emissions	0.01	0.00	0.00	0.00
Long-Term - Energy Emissions	190.37	0.01	0.00	191.53
Long-Term - Mobile Emissions	2,803.07	0.12	0.00	2,805.64
Long-Term - Total Emissions	2,993.45	0.13	0.00	2,997.18

Source: CalEEMod.

B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less Than Significant Impact.*

The City of El Monte does not presently have an adopted Climate Action Plan. However, the City’s General Plan includes a Health and Wellness Element that has an air quality focus. In this section, the following policies related to air quality are identified:

- *HW-12.1 Walking, Cycling, and Transit Use.* Promote land use patterns that reduce driving rates and promote walking, cycling, and transit use. The project is an infill development located adjacent to transit stops and routes.
- *HW-12.2 Truck Routes.* Discourage locating truck routes on primarily residential streets. The project is designed so that all truck related trips will use Durfee Avenue to access the facility.
- *HW-12.3 Air Quality Funding.* Pursue funding for and implement transportation projects that improve air quality. This policy is not relevant to the proposed project.
- *HW-12.4 Low Emission Transit Vehicles.* Continue to promote and support transit improvements or facilities that are powered by electricity, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards. The project will include one charging station and reserved parking spot for low emission vehicles.

- *HW-12.5 Air Pollution Mitigation.* Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses. The proposed project will consist of new building construction that will conform to the current low impact development requirements.
- *HW-12.6 Municipal Fleet Purchasing Policy.* Continue to purchase or lease only fuel-efficient and low emissions vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. This policy does not apply to the proposed project.
- *HW-12.7 Neighborhood Electric Vehicle Plan.* Explore creating a Citywide Neighborhood Electric Vehicle (NEV) plan, which would enable extensive use of NEVs, which are environmentally friendly, street-legal vehicles that look like golf carts but are built with additional safety features and operate at speeds up to 25 miles per hour. This policy does not apply to the proposed project. As indicated previously, an electric vehicle charging and parking space will be provided.
- *HW-12.9 Air Quality Policies.* Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains. The proposed project, as stated above, will conform to the latest low impact development requirements, energy conservation regulations, and sustainable development (infill development).

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. These features include the use of water conserving plumbing and electrical fixtures, xeriscape landscaping, drought tolerant plantings, the use of green screens, low impact development building construction, and signs placed at the loading docks prohibiting truck idling. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-6.

**Table 3-6
 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.	Compliant. 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.	Compliant. The proposed project will include the replacement of sidewalks. In addition, the project does not create any off-site improvements aimed at providing alternative forms of transportation.	5%

**Table 3-6
 Project Consistency With the Attorney General's Recommendations (Continued)**

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	Compliant. The new building will be required to comply with pertinent low impact development (LID) guidelines where applicable. The project will employ all pertinent water-conservation requirements for both plumbing and landscaping. The project will be consistent with the requirements of AB-1881. Landscaping will consist of drought-tolerant plantings and xeriscaping. The landscape plan identifies those drought-tolerant species that will be utilized.	10%
Waste diversion, recycling, water efficiency, energy efficiency, and energy recovery in cooperation with public services, districts, and private entities.	Compliant. 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.	Compliant. 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.	Compliant. Refer to responses above.	NA
Total Reduction Percentage:		31.0%

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

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State's sustainable growth objectives identified in the State's Strategic Growth Council (SGC).⁴⁷ As a result, the impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are less than significant.

⁴⁷ Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

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. Furthermore, the proposed project will not result in any regionally significant development that would exceed the area's growth projections outlined in SCAG's Growth Management Plan or the El Monte General Plan. As a result, there will not be any significant addition to the baseline and, therefore, no significant adverse cumulative impacts will 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

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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 with Mitigation.*

The Environmental Protection Agency's (EPA's) EnviroMapper Database was consulted to identify EPA-regulated facilities within the project area.⁴⁸ The proposed project site is not included on this list. The existing Lawrence Equipment facility utilizes a number of chemicals and/or materials that are considered to be hazardous. These materials include lubricants for the equipment, soluble waste oil, propane, cleaning

⁴⁸ United States Environmental Protection Agency. *Envirofacts Database, Multisystem Search*. www.epa.gov/envirofw/

products used for routine maintenance and other common manufacturing products. The existing Lawrence Equipment facility maintains a hazardous chemical inventory list and Consolidated Emergency Response Contingency Plan as required by the Los Angeles County Fire Department Health Hazardous Material Division. This division conducts routine site visits to the facility. The new building will require the use of some of these same chemicals for routine maintenance and will be monitored by the Fire Department as well. The existing facility is registered with the California Department of Toxic Substances Control to ensure that routine chemical waste is properly disposed of.

The proposed project's implementation will involve the demolition of the existing structures to allow for the construction of a new building and the proposed surface parking lot. During these activities, lead and/or asbestos-containing materials may be encountered. During these activities, lead and/or asbestos-containing materials may be encountered. As a result, the following mitigation is required.

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

The aforementioned mitigation will reduce the potential impact to levels that are considered to be less than significant.

The Applicant had two Phase I Environmental Assessments for the project site. The first Phase I was prepared for 2115 Durfee Avenue and 12240 and 12248 Chosen Street. This report indicated there was no evidence of on-site contamination within these properties.⁴⁹ The second Phase I was prepared for 2109 Durfee Avenue and 12236 Chosen Street. This report also indicated there was no evidence of on-site contamination within the two remaining properties.⁵⁰

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.

Future on-site demolition activities must comply with all pertinent requirements of the Fire Department, SCAQMD, Regional Water Quality Control Board, California Department of Toxic Substances Control, and other regulatory agencies. Compliance with the regulations of these agencies will reduce the potential risk to levels that are less than significant (refer to Subsection A). The new building and the ancillary facilities will permit Lawrence Equipment to more efficiently utilize its existing resources and to accommodate any

⁴⁹ Centec Engineering, Inc. *Phase I Environmental Assessment for the Evaluation of Potentially Hazardous Materials for the Properties Located at 2115 Durfee Avenue, 12240 and 12246 Chosen Street, South El Monte California 71733.* November 11, 2005.

⁵⁰ *Phase I Environmental Assessment for the Evaluation of Potentially Hazardous Materials for the Properties Located at 2109 Durfee Avenue and 12236 Chosen Street, South El Monte California 71733.* February 22, 2006.

future and potential increased demand that may occur in coming years. The new warehouse building's primary use will be related to receiving and shipping, limited fabrication, and assembly. Other potential activities will include office-related activities, an employee lounge and gym, shipping and receiving (on the Durfee Avenue side), research and development, a test kitchen, warehousing of parts, and assembly. Review of the Environfacts Database, the Lawrence Equipment facility is not identified by the EPA as a hazardous waste generator.

The addition of the new building will not introduce any new hazardous materials into the facility's operation beyond that currently in use. As a result, the 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?* • *No Impact.*

The nearest school is the Charles T. Kranz Intermediate School. This school is located approximately 750 feet to the southeast. A second school, Maxson Elementary School, is located more than ½ mile (2,643 feet) to the northeast. The addition of the new building will not introduce any new hazardous materials into the facility's operation beyond that currently in use. As a result, no impacts will occur.

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?* • *No Impact.*

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.⁵¹ Six active Operable Units (OUs) have been established to facilitate clean-up efforts. Water from wells located within the OUs is treated and/or blended with higher quality water to meet drinking water standards before entering public water supply distribution systems.⁵² The proposed project will be required to connect with City water and sewer lines and will directly not involve the extraction of contaminated groundwater.⁵³

⁵¹ 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

⁵² Ibid.

⁵³ 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.

The proposed project site is not included in any other State's Cortese listing compiled pursuant to Government Code Section 65962.5. The existing Lawrence Equipment facility is also not identified on the EPA's Environfacts Database as a hazardous waste generator. Finally, the facility is not included in the City's listing of hazardous waste handlers.⁵⁴ The project site itself, is not included on the Cortese List. As a result, no impacts will occur with respect to locating a potential development on a site included on a hazardous list pursuant to the Government Code.

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 not located within an airport land use plan or within two miles of an operational public airport. El Monte Airport is located approximately 2.7 miles to the north. The project site is located approximately 1.50 miles southwest of the El Monte 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.⁵⁵ 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. The Long Beach Airport is located approximately 17.2 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 23.0 miles to the west.⁵⁶ As a result, the proposed project's implementation will not present a safety hazard to aircraft and/or airport operations at a public use airport.

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 is not located within the vicinity of an operational private airport or airstrip.⁵⁷ As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.

The nearest local roadways that will most likely be used as an emergency evacuation route include Durfee Avenue and Peck Road. At no time will these roadways be closed to vehicular traffic as a result of the proposed project's implementation. The project contractors will be required to submit a construction and staging plan to the City for approval. Thus, no impacts on emergency response or evacuation plans will result from the project's construction.

⁵⁴ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

⁵⁵ 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

⁵⁶ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

⁵⁷ Google Maps. 2011.

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 entire City is urbanized and the parcels found within the affected area are developed.⁵⁸ There are no areas of *native* vegetation found within or immediately adjacent to the project site. As a result, there is no wildfire risk from the project site or the adjacent properties.

3.8.3 CUMULATIVE IMPACTS

The potential impact related to hazardous materials is generally site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant unmitigable impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts will 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 demolition and land clearance phases of development. No additional hazardous materials will be utilized in the new building. As a result the following mitigation measure is required:

Mitigation Measure 14 (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. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

The aforementioned measure will reduce the potential hazardous materials impacts to levels that are less than significant.

⁵⁸ Google Maps. 2011.

3.9 HYDROLOGY & WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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.

Groundwater contamination has been a long-standing issue for the San Gabriel Valley. The Basin's groundwater contamination originated with the ground disposal of synthetic organic compounds used primarily as solvents in industrial and commercial activities. The seriousness of the groundwater

contamination problem became evident when high concentrations of volatile organic compounds (“VOCs”) were discovered in Azusa in 1979 near a major industrial complex. Further investigation revealed that there was widespread VOC contamination of the groundwater throughout the Basin. This discovery led the EPA to place four portions of the Basin under the authority of Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program. The area of groundwater contamination underlies significant portions of Alhambra, Arcadia, Azusa, Baldwin Park, Industry, El Monte, La Puente, Monrovia, Rosemead, South El Monte, West Covina, and other areas of the San Gabriel Valley. Over 400 water supply wells are used in the basin to extract groundwater for industrial, business, agricultural, and domestic uses. Within the affected groundwater area, 59 wells were found to be contaminated with high levels of various VOCs, resulting in 20 percent of the total water production capacity being contaminated.⁵⁹

The EPA and a number of local agencies have been conducting the clean-up of this contaminated groundwater by pumping groundwater from a series of wells and treating the water. To augment the EPA’s effort, cities and municipal water districts within the San Gabriel Valley Superfund area established the San Gabriel Water Quality Authority in 1993 to assist in this clean-up effort. Six active Operable Units (OUs) have been established to facilitate clean-up efforts. Portions of southwestern El Monte overlie the El Monte OU. Water from wells located within the OUs is treated and/or blended with higher quality water to meet drinking water standards before entering public water supply distribution systems.⁶⁰ The proposed project will not impact this ongoing remediation effort.

The proposed project involves the demolition of existing buildings that will allow for the construction of a new building. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that will be constructed may result in debris, leaves, soils, oil/grease, and other pollutants.⁶¹ The proposed project will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant will also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant’s contractors to implement over the life of the project. In addition, the following mitigation is required:

- Prior to issuance of any grading permit for the project that will 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.

⁵⁹ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁶⁰ Ibid.

⁶¹ Blodgett Baylosis Environmental Planning. *Site Survey*. Friday, October 18, 2013.

- 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.

With the aforementioned mitigation, the impacts will 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.

The City of El Monte overlies a portion of the 225-square mile San Gabriel Valley [groundwater] Basin that encompasses most of eastern Los Angeles County. This hydrologic basin coincides with a portion of the upper San Gabriel River watershed and the groundwater basin underlies most of the San Gabriel Valley. The groundwater basin is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and by a series of hills and the Raymond Fault to the west.⁶² The EPA, the State Department of Health Services, and the Los Angeles Regional Water Quality Control Board (LARWQCB) monitor and regulate water quality in the San Gabriel Valley. The proposed project's implementation will not involve any excavation that would affect a local aquifer. In addition, the proposed project will not affect any existing water well. As a result, no impacts are anticipated.

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 is largely developed and covered over with impervious surfaces (concrete and buildings). No natural drainage or riparian areas remain within the project site or surrounding area due to earlier development.⁶³ The project will not affect or alter any existing drainage pattern of a stream or river. No changes to any existing stream bed will occur as a result of the proposed project's implementation. As a result, no impacts are anticipated.

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 in the previous section, the project site is largely developed and covered over with impervious surfaces (concrete and asphalt) and no natural drainage remain within the project site or surrounding area

⁶² City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁶³ United States Geological Survey. TerraServer USA. The National Map. El Monte, California. July 1, 1979.

due to this development.⁶⁴ As a result, the proposed project's implementation will not impact any designated blue-line stream, drainage course, or "Waters of the U.S." as indicated in the previous section. No other natural stream channels remain within the affected area. As a result, no impacts are anticipated.

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

No surface water bodies are found within the project site, or in the immediate vicinity, that would be affected by the project.⁶⁵ The proposed project will not substantially alter the existing on-site drainage pattern. The parcels that comprise the project site is paved and covered in impervious surfaces. The majority of the existing sheet runoff will continue to drain into the existing curb and gutters along the adjacent streets and the existing on-site drainage characteristics will not change. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. The following measure is 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 aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

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

The project site is currently developed. The proposed project involves the demolition of an existing warehouse and residential units to allow for the construction of a new building and a surface parking lot. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.⁶⁶ Previous mitigation will address this issue. As a result, no 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.*

Flood maps and flood insurance studies are used to identify flood-prone areas in local communities. The Federal Emergency Management Agency (FEMA) is responsible for the mapping of flood zones as part of the National Flood Insurance Program (NFIP). The NFIP uses the probability of a 100-year flood as the

⁶⁴ United States Geological Survey. TerraServer USA. The National Map. El Monte, California. July 1, 1979.

⁶⁵ Ibid.

⁶⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Friday, October 18, 2013.

standard for floodplain management and to determine whether homeowners need to obtain flood insurance. According to the FEMA Flood Hazard Mapping program, the project site is not located within a 100-year floodplain.⁶⁷ In addition, the project does not involve the construction of housing within the project site. As a result, no impacts related to the placement of housing within a flood zone will occur.

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

As indicated, the proposed project site is not located within a designated 100-year flood hazard area as defined by FEMA.⁶⁸ As a result, the future development contemplated as part of the proposed project's implementation will not impede or redirect the flows of potential floodwater, since the proposed project site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated.

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.

Dam or reservoir inundation occurs when large volumes of water are released as the result of structural failure of a dam or reservoir. Although the City of El Monte does not have a dam or reservoir, the City and the project area is located within an area that would be subject to flows from a potential dam or levee failure. El Monte is located near two major dams and reservoirs: the Santa Fe Dam and Reservoir, located two miles northeast of the City and the Whittier Narrows Dam, located one mile southwest of the City. Both dams are owned and operated by the U.S. Army Corp of Engineers (USACE). USACE Inundation maps indicate areas that would be flooded during the unlikely event of dam breach with the water surface at the spillway crest elevation.

The inundation map prepared for the Santa Fe Dam Emergency Plan indicates the majority of El Monte (except the northwestern-most corner) is located within the potential flood area due to dam failure with the water surface at a spillway crest elevation of 496 feet. At a distance of 2.3 miles from the dam (the approximate northern City boundary), water depth would increase 0.25 feet (arrival time) in 45 minutes and 2.5 hours in the southernmost portion of the City. Similarly the majority of the City would be within the limits of the inundated area due to an immediate release of the spillway.⁶⁹ No portion of El Monte would be in the downstream inundation area affected by failure of the Whittier Narrows Dam. However, the Dam Upstream Reservoir Inundation Map indicates that the majority of the City is located within the area of wide spread flooding. Emergency response and evacuation plans for the affected areas have been established by the County Sheriff's Department and the U.S. Corps of Engineers, 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 site is comparable to that of the entire City. Therefore, the impacts related to flood flows are anticipated to be less than significant.

⁶⁷ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁶⁸ Ibid.

⁶⁹ Ibid.

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

The City of El Monte is located inland approximately 25 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. No dams, reservoirs or volcanoes are located near the City that would present seiche or volcanic hazards. In addition, there are no surface water bodies in the immediate area of the proposed project site that would result in a potential seiche hazard.⁷⁰ As a result, no impacts related to seiche, tsunami, or mudflows will result from the implementation of the proposed project.

3.9.3 CUMULATIVE IMPACTS

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

3.9.4 MITIGATION MEASURES

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

Mitigation Measure 15 (Hydrology & Water Quality Impacts). Prior to issuance of any grading permit for the project that will 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 16 (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 site and be available for review on request.

The following measure is required as a means to address potential storm water impacts:

Mitigation Measure 17 (Hydrology & Water Quality Impacts). All catch basins and public access points that cross or abut an open storm drain 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.

⁷⁰ United States Geological Survey. TerraServer USA. The National Map. El Monte, California. July 1, 1979.

3.10 LAND USE

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project; 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?* • *Less than Significant Impact.*

The area surrounding the project site includes a mix of industrial, commercial, and residential development. Industrial land uses are located immediately adjacent to the project site on the south side, and the proposed building will connect to the existing Lawrence factory which is located within the boundaries of the City of South El Monte. The new building has been designed to integrate with the existing Lawrence factory. Residential development, consisting of both single-family homes and multiple-family residential, is located along the north side of Chosen Street. Mixed commercial and smaller industrial uses are located along both sides of Durfee Avenue in the area. Durfee Avenue, a major arterial roadway, extends along the project site's southeasterly frontage. Land use surrounding the project site is shown in Exhibit 3-7.

The project site is currently developed and contains a variety of structural improvements.⁷¹ The existing uses include a warehouse building, a vacant building, an employee gym room, a restaurant, a surface parking lot, a single-family home, and a duplex (two residential units). The existing uses within the site are identified below according to the APN number on which they are located.⁷² The parcels and the on-site improvements are shown in Exhibit 2-6 in Section 2.

- *Parcel 001.* This parcel is located on the corner of Durfee Avenue and Chosen Street and includes three existing buildings that will be demolished to accommodate the new building. These existing buildings include a structure occupied by the La Familia Restaurant (2115 Durfee Avenue), a second structure that is used as an employee gym (12240 Chosen Street), and a single-family home (12246 Chosen Street).

⁷¹ David Hidalgo Architects. *Overall Site Plan, SP-0.1.* April 7, 2016.

⁷² Lawrence Equipment. Memorandum prepared as a handout to adjacent property owners. July 23, 2013.

- *Parcel 002.* This parcel is occupied by an existing building that is used by Lawrence Equipment as a warehouse and testing facility (2109 Durfee Avenue). This existing building will also be demolished to accommodate the proposed building.
- *Parcel 003.* This parcel is occupied by an existing building that is used by Lawrence Equipment and serves as a “belt room” and warehouse (2107 Durfee Avenue). This existing building will also be demolished to accommodate the proposed building.
- *Parcel 004.* This parcel is located further north of Parcel 003 (12236 Chosen Avenue) and is currently being used for surface parking by Lawrence Equipment. This parcel will also be developed as part of the new building.
- *Parcel 005.* This parcel is currently occupied by a duplex unit and a detached garage (12228 Chosen Street). These existing improvements will be demolished to accommodate the new surface parking lot that will be located adjacent to the new building.
- *Parcel 027.* This parcel is located within the corporate boundaries of the City of South El Monte and is currently occupied by an existing warehouse that is being used by Lawrence Equipment (2061 Durfee Avenue). This building will remain though the façade along the Durfee Avenue frontage will be renovated.

Three residential units (one single-family and a duplex) located within the project site will be demolished to accommodate for the construction of the new improvements. The Applicant currently owns those properties where the existing residential units are located. Residential units that are not a part of the proposed project are located to the northwest and northeast. The proposed building will be located to the south of the existing residentially developed parcels. In addition, residential land uses (seven units) are located to the east of the project site, along the east side of Chosen Street.

The City determined that the proposed project is compatible with the nearby residential development based on the following:

- The City determined that the proposed project is subject to CEQA and, as a result, required the project’s potential impacts to be analyzed fully to ascertain both the potential impacts and any attendant mitigation.
- The resulting CEQA analysis determined that a number of mitigation measures would be required to mitigate potential impacts. Mitigation measures have been incorporated into this Initial Study/Mitigated Negative Declaration (IS/MND) to address potential impacts related to land use compatibility. These measures will be subject to monitoring as part of the implementation of the Mitigation Monitoring and Reporting Program.

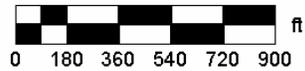
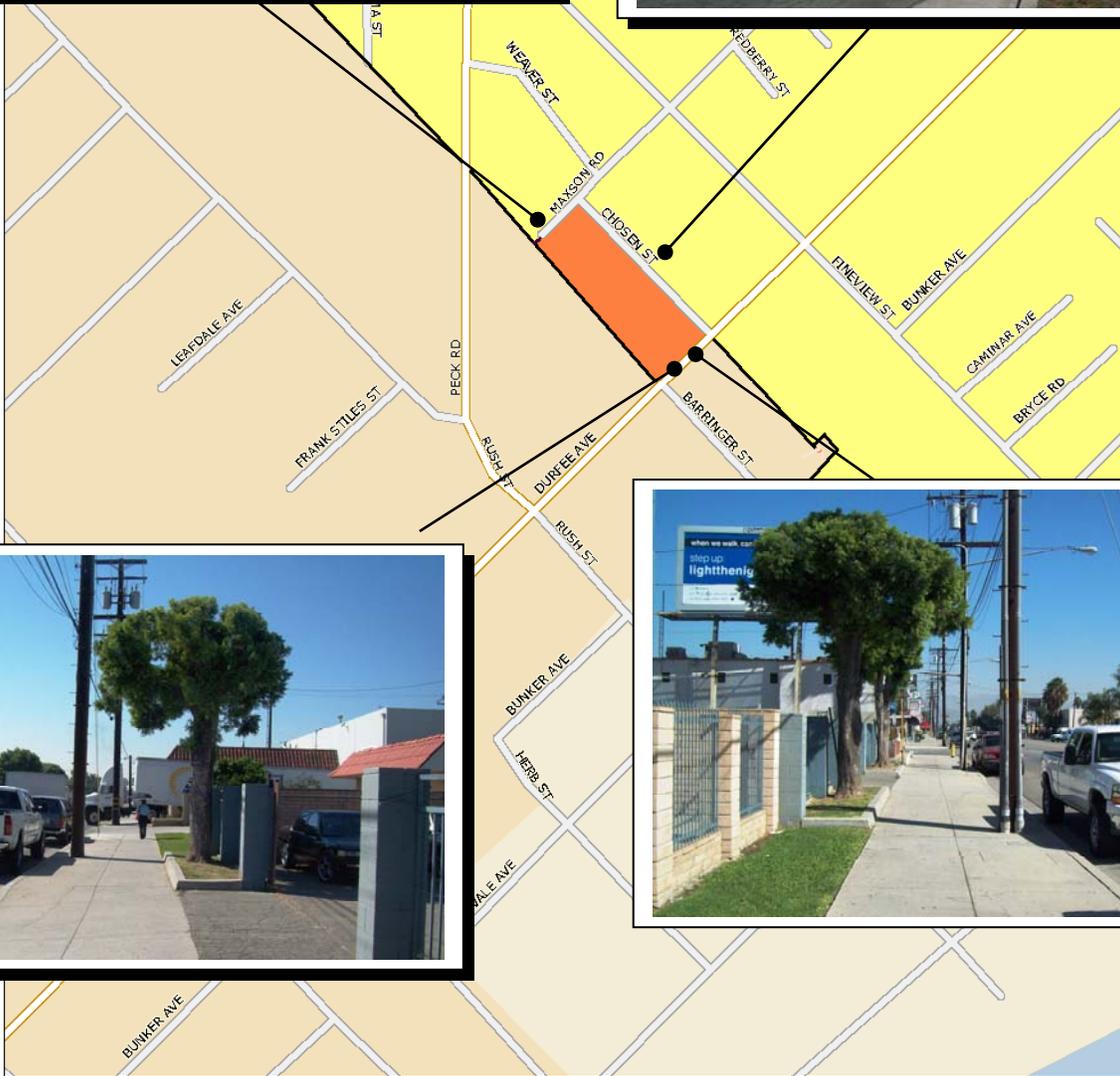


EXHIBIT 3-7
EXISTING LAND USES IN THE AREA
Source: Blodgett Baylosis Environmental Planning

As described in more detail below, the project will serve as a “buffer use” between the more intensive industrial/manufacturing uses to the south and west in South El Monte, including the existing Lawrence Equipment factory which extends north along Peck Road, and the commercial and residential uses to the north and east in the City of El Monte. Section 17.04.020 of the City of El Monte Municipal Code describes a “buffer use” as follows:

“Buffer use means a use adjacent to a more intensive/predominant use either within the City or adjacent jurisdiction (at boundary). The purpose of the buffer use is to minimize, subject to proper safeguards, conflicts and frictions between transitioning uses. The objective to be achieved is ability – of land use, of desirability, and of value – through minimizing adverse influences and impacts of two dissimilar districts or uses. The City Council may conditionally permit buffer uses by making required findings as outlined in Section 17.24.050 of the Municipal Code.”

The new building has been designed to integrate with the existing Lawrence factory in South El Monte, and to serve as a buffer between that use and the surrounding properties. Extensive landscaping and setbacks, as well as an 8 foot block wall and decorative fencing, are provided to minimize impacts to neighboring residences. In addition, all proposed operations will take place inside the new building. Finally, the loading docks are screened from the street and are located along Durfee Avenue in order to eliminate impacts to the residences to the north and east. As such, the project will not physically divide or disrupt an established community or otherwise result in an incompatible land use. Accordingly, the potential impacts will be less than significant based on the analysis included in this section.

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

The project site is currently designated as *Mixed-Multi Use* and *Medium Density Residential* in the City of El Monte General Plan and is Zoned *and Mixed/Multiple-Use (MMU) and R-2*.⁷³ However, the project proposes to change the parcels which are designated R-2 to MMU (Parcels 004 and 005). The following uses are permitted within the MMU zone district:

- Any use permitted in the R-C zone;
- Any use permitted in the C-1, C-2, and C-O zone;
- Automobile parking lots, surface;
- Automobile parking structure, above-ground;
- Buffer Use, with approval of a Conditional Use Permit
- Care facilities (less than six (6) persons);
- Dwelling, multifamily;
- Live/work;
- Mixed-use development;

⁷³ City of El Monte. General Plan Map and Zoning Map. <http://www.elmonte.org/LinkClick.aspx?fileticket=U9lVvTcJg28%3d&tabid=101> and <http://www.elmonte.org/LinkClick.aspx?fileticket=OgoAYIXdhCM%3d&tabid=101>

- Senior housing;
- Supportive housing; and,
- Transitional housing.

The new building's primary use will be light manufacturing, including warehousing, assembly, product testing, receiving and shipping. Other potential ancillary/support uses will include storage and office uses, an employee lunch room, an employee gym, and a kitchen. The parking for the building will be located adjacent to the building. The implementation of the proposed project will require both a General Plan Amendment (GPA) and a Zone Change (ZC) to change the zoning of the parcels that are currently zoned R-2 to MMU to accommodate the project. In addition, as discussed above, the project site will also be considered a "Buffer Use," which requires the approval of a Conditional Use Permit. Pursuant to Section 17.24.050 of the El Monte Municipal Code, approval of the Conditional Use Permit for the Buffer Use requires that the City make the following findings:

- *"The granting of such conditional use permit will not be detrimental to the public health or welfare or injurious to the property or improvements in such zone or vicinity."* The primary use for the site will be warehousing with limited assembling and fabrication. All operations will take place within the proposed building. The proposed project will be confined to parcels that are currently owned by Lawrence Equipment, many of which are already being used by Lawrence Equipment, and which are immediately adjacent to the existing Lawrence Equipment factory in the City of South El Monte. The new improvements (new building and associated parking area, enhanced building façade, green screens, decorative walls, extensive landscaping, and generous building setbacks) will improve the land use compatibility in the area. Moreover, the truck loading docks are located along Durfee Avenue to minimize impacts to residences on Chosen Street.
- *"The use applied for at the location indicated is properly one for which a conditional use permit is authorized."* The proposed project will be located on property which will be zoned MMY. Section 17.24.040 of the El Monte Municipal Code specifically permits Buffer Uses in the MMU zone through approval of a Conditional Use Permit. The project will serve as a buffer between the purely industrial/manufacturing uses to the south and west and the residential uses to the north and east.
- *"The site for the proposed use is adequate in size and shape to accommodate such use; and that all yards, spaces, walls, fences, parking, loading, landscaping, and other features required to adjust such use with the land and uses in the neighborhood are provided."* The proposed site is adequate to accommodate the proposed warehouse use. An eight foot high fence, as opposed to the six foot fence required by Code, is designed to reduce crime in the area, as well as provide adequate screening between the Project and residences. The building has been setback 88 feet from Chosen in order to provide extensive landscaping and adequate setbacks to provide for aesthetically pleasing streetscapes and to help transition from the industrial/manufacturing uses in South El Monte to the residential uses on Chosen.

- *“The site abuts streets and highways adequate in width and pavement type to carry the kind of traffic generated by the proposed use.”* The project site is located adjacent to Durfee Avenue, a major arterial roadway in this portion of the City. The trucks that will be using the receiving area of the new building will only be able to use Durfee Avenue. Durfee is adequate to accommodate both the employee traffic as well as the truck traffic expected to be generated by the project.
- *“The granting of such conditional use permit will not adversely affect the purpose, goals, and policies of the City of El Monte General Plan.”*

The project is compatible with the purpose, goals and policies of the City of El Monte’s General Plan. El Monte General Plan’s Land Use Element has a policy component that deals with land use and development compatibility. The project’s conformity with the key goals and policies are discussed below:

- *Land Use Goal LU-1: Land Use Goal LU-1 recommends “compatible residential, commercial and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding uses.”* A portion of the Project site is already designated and zoned as Multi/Mixed Use (MMU). The General Plan and Zoning Map Amendment is required to change the designation for the two parcels located at 12228 and 12236 Chosen Street from Medium Low Density (R-2) to MMU to make them consistent with the General Plan and Zoning designations of the parcels fronting Durfee Avenue. Further, the site is surrounded by industrial uses to the south (Lawrence Equipment) and east, as well as commercial uses to the north. Durfee Avenue is commercial corridor, and the City of El Monte even established a redevelopment project area for Durfee in 1993 to facilitate its transition into industrial and commercial corridors similar to adjacent cities. As the City tries to revitalize its corridors, it has implemented the Multi/Mixed Use designation, which permits horizontal integration (residential units directly adjacent to commercial/office uses). The scale, size and mix of land uses varies based on the character of the surrounding development. El Monte General Plan LU-38. Here, the Project site is primarily surrounded by industrial and commercial uses, fronting along Durfee Avenue. Residential uses would remain directly adjacent to commercial/office uses, as the building would be used as a warehouse and office building, consistent with Goal LU-1.

The modifications requested as part of the Project, rather than evidence of incompatibilities, are designed to enhance the neighborhood and satisfy General Plan policies to the extent feasible. Lawrence is proposing an 88 foot setback off of Chosen Street to locate its parking lot and provide sufficient landscaping along the streetscape. Lawrence is providing lush landscape in compliance with Policy CD-4.7, and is planting trees between the proposed fence and Chosen Street, obstructing the fence from view of residents and creating a pleasing streetscape. Lawrence is also requesting an eight foot high fence, in order to secure the Lawrence property and to provide privacy for the residents. All of these features illustrate a sensitivity to the nearby residences and are designed to minimize impacts as required by the General Plan. Further, this Initial Study has concluded that all potential environmental impacts can be reduced to a level of less than significant with the implementation of mitigation measures.

- *“LU Policy-1.1 Code Compliance. Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures.”* The proposed project will replace older dilapidated buildings with new construction. The project will also include façade improvements along Durfee for the existing factory. The project will comply with all pertinent provisions of the Municipal Code.
- *“LU-1.2 Mitigation. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.”* The project will utilize landscaping and decorative walls along the northern property line that abuts residential development. Moreover, parking lot lighting will face into the parking lot to minimize spillover into the neighboring residential properties.
- *“LU-1.3 Interagency Cooperation. Establish and maintain an ongoing liaison with Caltrans, the railroads, utility companies, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations.”* The City of El Monte is actively working with the City of South El Monte in the review of the proposed project.
- *“LU-1.4 Heavy Industry. Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.”* As part of the review of the proposed project’s previous site plan, substantive revisions were required to lessen the impacts of the development on the neighboring residential neighborhood.
- *“LU-1.5 Police Safety Review. Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts.”* This Initial Study includes mitigation measures that will address potential security-related impacts, noise, light trespass, and other environmental effects.
- *“LU-1.6 Quality of Life. Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.”* The mitigation that has been included in this Initial Study will be subject to the project’s Mitigation Monitoring and Reporting Program. Lawrence is proposing an eight foot high fence between the Project site and adjacent residences, as well as a landscaped area. Accordingly, there is a sufficient buffer between the Project and adjacent residences in compliance with Policy LU-1.6.
- *“LU-1.7 Residential Compatibility. Discourage duplexes, triplexes, quadplexes, and apartments from being constructed in predominantly single-family residential neighborhoods to preserve the character and integrity of neighborhoods.”* This specific policy is not applicable to the proposed project.

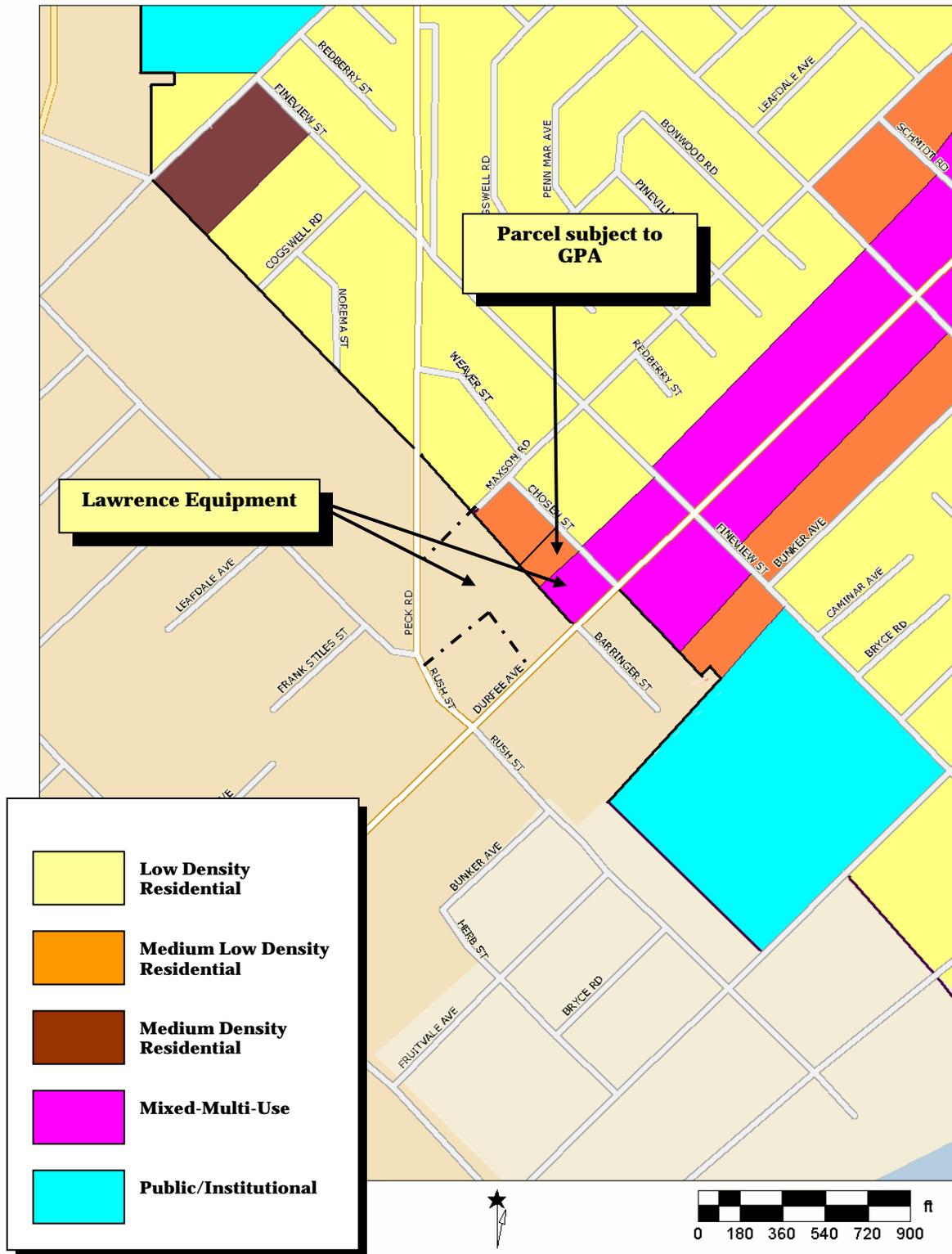


EXHIBIT 3-8
EXISTING GENERAL PLAN DESIGNATIONS
Source: City of El Monte

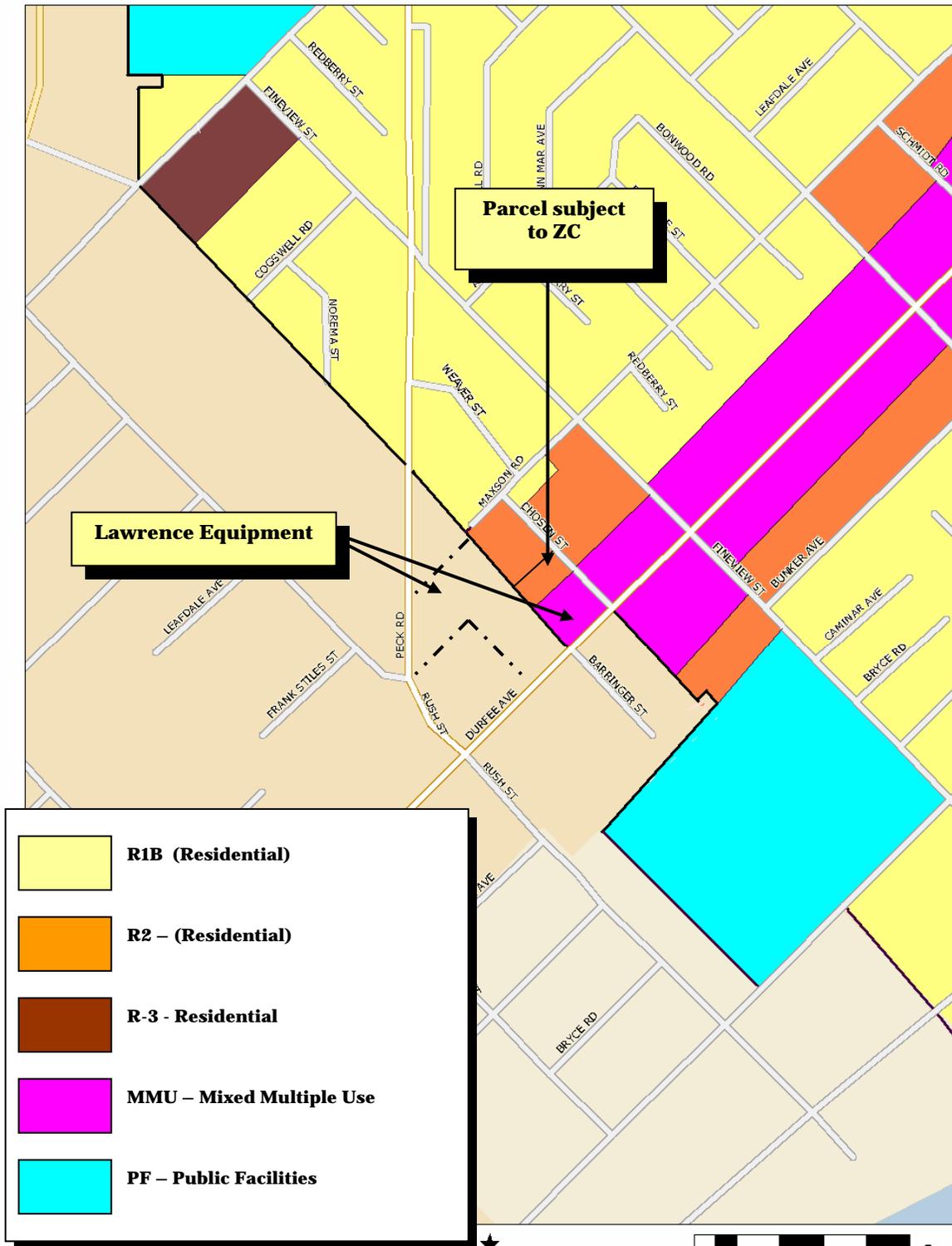


EXHIBIT 3-9
EXISTING ZONING DESIGNATIONS
 Source: City of El Monte

- *Land Use Goal LU-2. Land Use Goal 2 recommends the “revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight, and master planning efforts.” This goal is furthered by the revitalization and redevelopment of the properties owned by Lawrence Equipment in El Monte that are currently underutilized.*

This Initial Study has determined that the proposed project is consistent with the goals and policies of the General Plan and Zoning Code and will not result in any unmitigable environmental impacts. As discussed above, the proposed project is not in conflict with the application of the Buffer Use on the project site. As a result, the project’s land use impacts are considered to be less than significant in terms of land use conflicts since the project has been redesigned to eliminate a remote parking area. Furthermore, the project is not regionally significant according to the following CEQA definitions:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space;
- A proposed hotel/motel development of more than 500 rooms; and,
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.

In addition, the proposed project is not subject to an adopted specific plan. Finally, the project site is located inland and is not located within a designated Coastal Zone. As a result, the potential impacts are considered to be less than significant.

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

The project site and the adjacent parcels are not included within areas that are subject to a habitat conservation plan or a local coastal plan (LCP). The proposed project site is located 1.2 miles to the north of the Whittier Narrows Nature Center and Wildlife Sanctuary, which in turn is located within the larger Whittier Narrows Dam County Recreation Area Significant Ecological Area (SEA) No. 42, as designated by the Los Angeles Department of Recreation and Parks (LADRP). The proposed project site is located outside of the SEA boundaries. As a result, no impacts on local, regional, or State habitat conservation plans will result from the implementation of the proposed project.

3.10.3 CUMULATIVE IMPACTS

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

3.10.4 MITIGATION MEASURES

The analysis of land use and development impacts indicated that the impacts on land use and development would be less than significant. Accordingly, no mitigation is necessary.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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.*

There are no oil wells located within or near the proposed project site.⁷⁴ 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.⁷⁵ 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.

⁷⁴ State of California Department of Conservation. *Regional Wildcat Map*. October 2011.

⁷⁵ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

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.⁷⁶ The project site is not located within a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. 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.

There is no mineral, oil, or energy extraction and/or generation activities located within the project site. Review of maps provided by the State Department of Conservation indicates that there are no oil wells located within the project site or in the adjacent parcels.⁷⁷ As a result, the project's implementation will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any effects on mineral resources in the region.

3.11.3 CUMULATIVE IMPACTS

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

3.11.4 MITIGATION MEASURES

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

⁷⁶ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁷⁷ State of California Department of Conservation. *Regional Wildcat Map*. October 2011.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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.

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. Increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. 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. Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-10. As indicated previously, the study site is located within the City of El Monte along a major arterial route.

Noise Levels – in dBA

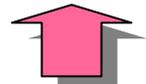
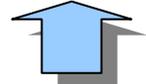
 <i>Serious Injury</i>	165	
	160	
	155	
	150	
 <i>Pain</i>	145	<i>sonic boom</i>
	140	
	135	
	130	
	125	<i>jet take off at 200 ft.</i>
	120	
 <i>Discomfort</i>	115	<i>music in night club interior</i>
	110	<i>motorcycle at 20 ft.</i>
	105	<i>power mower</i>
	100	
	95	<i>freight train at 50 ft.</i>
	90	<i>food blender</i>
 <i>Range of Typical Noise Levels</i>	85	<i>electric mixer, light rail train horn</i>
	80	
	75	
	70	<i>portable fan, roadway traffic at 50 ft.</i>
	65	
	60	<i>dishwasher, air conditioner</i>
	55	
	50	<i>normal conversation</i>
	45	<i>refrigerator, light traffic at 100 ft.</i>
	40	
	35	<i>library interior (quiet study area)</i>
30		
 <i>Threshold of Hearing</i>	25	
	20	
	15	
	10	<i>rustling leaves</i>
	5	
	0	

EXHIBIT 3-10
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
 Source: Blodgett Baylosis Environmental Planning

Chapter 8.36-Noise Control of the City's municipal code establishes noise standards for uses throughout the City. According to code 8.36.040-Ambient Noise Standards, the permitted ambient noise levels for industrial uses is 70 dBA during the daytime hours (7:00 AM to 10:00 PM) and 70 dBA during nighttime hours (10:00 PM to 7:00 AM).⁷⁸ However, the subject site is required to adhere to the noise standards that are applicable for residential uses since these uses abut the property on the north side. Under Section C of code 8.36.040, the noise level of the residential zone shall be used at the boundary line between a residential zone and a manufacturing zone. Therefore, the permitted ambient noise levels for the subject site are 55 dBA during the daytime hours (7:00 AM to 10:00 PM) and 50 dBA for the nighttime hours (10:00 PM to 7:00 AM).⁷⁹

Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. Noise monitoring included two sets of measurements taken on the project site's property line along Chosen Street adjacent to the project's northernmost boundary. Daytime noise measurements were taken at 12:00 PM (noon) on July 11, 2016. Night-time noise measurements were taken on July 5, 2016 at 12:00 AM. The average noise level for the daytime measurements was 53.37 dBA. The purpose of these noise measurements was to provide a "baseline" understanding of the ambient noise environment around the project site. Under CEQA, the existing conditions such as an existing loud noise source may not be considered an impact since it is already occurring in the absence of the project's implementation. However, the Applicant has taken measures to reduce night-time noise levels based on community input and local meetings and previous hearings. The average noise level for the night-time measurements was 49.37 dBA.⁸⁰ The noise measurement results are illustrated in Exhibit 3-11. These noise levels are compliant with the City's Noise Ordinance. Moreover, as indicated in Section 3.16, the project will not result in a significant impact related to traffic noise. In addition, the proposed uses will be required to comply with the City of El Monte Noise Control Ordinance. As a result, the potential noise impacts are considered to be 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.

As indicated in Section 3.16, the project will result in an additional 12 to 13 vehicle trips during the busiest peak traffic periods. Increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. 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. In general, it typically requires a doubling of traffic volume to register a perceptible change in mobile noise. Here, the net traffic increase is 17 daily trips, which is well below the doubling of traffic volumes that would be required to register a perceptible change in mobile noise.

⁷⁸ City of El Monte Municipal Code. Title 8- Health and Safety, Chapter 8.36- Noise Control, code 8.36.040- Ambient Noise Standards. Site accessed August 14, 2015.

⁷⁹ Ibid.

⁸⁰ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013).

In addition, the proposed uses will be required to comply with the City of El Monte Noise Control Ordinance. The new building's primary use will be light manufacturing, including warehousing, assembly, product testing, receiving and shipping. Other potential ancillary/support uses will include storage and office uses, an employee lunch room, an employee gym, and a kitchen. Equipment that will be installed within the new building will include assembly equipment. All of the activities will be enclosed within the new building. In addition, a new eight-foot block wall located along the north property line and the new landscaping will attenuate noise from the parking area. With the addition of the 8 foot block wall, landscaping and the fact that there are no permanent openings in the building facing the residences, no additional off-site noise impacts are anticipated to result. Moreover, the truck loading docks and trash receptacles are located facing Durfee Avenue, away from the sensitive receptors. As a result, the potential noise impacts are considered to be less than significant.

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

As discussed above, only a net increase of 17 daily trips is anticipated in connection with the project. Accordingly, the cumulative traffic associated with the proposed project is well below that required to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant. The predominant noise sources associated with parking lot activities include car doors slamming; cars starting; cars accelerating away from the parking stalls; and people talking, shouting, and laughing. Measurements taken as part of a previous study were utilized to characterize the potential parking lot noise levels in the absence of mitigation. As noted above, all of the proposed activities will be enclosed within the new building. In addition, a new eight-foot block wall located along the north property line and the new landscaping will attenuate noise from the parking area.

Chapter 8.36-Noise Control of the City's municipal code establishes noise standards for uses throughout the City. According to code 8.36.040-Ambient Noise Standards, the permitted ambient noise levels for industrial uses is 70 dBA during the daytime hours (7:00 AM to 10:00 PM) and 70 dBA during nighttime hours (10:00 PM to 7:00 AM). However, the subject site is required to adhere to the noise standards that are applicable for residential uses since these uses abut the property on the north side. Under Section C of code 8.36.040, the noise level of the residential zone shall be used at the boundary line between a residential zone and a manufacturing zone. Therefore, the permitted ambient noise levels for the subject site are 55 dBA during the daytime hours (7:00 AM to 10:00 PM) and 50 dBA for the nighttime hours (10:00 PM to 7:00 AM).⁸¹

Daytime noise measurements were taken at 12:00 PM (noon) on July 11, 2016. A second set of night-time noise measurements were taken on July 5, 2016 at 12:00 AM. The average noise level for the daytime measurements was 53.37 dBA. The average noise level for the night-time measurements was 49.37 dBA.⁸²

⁸¹ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visits were conducted on October 18, 2013 and March 26, 2016).

⁸² Ibid.

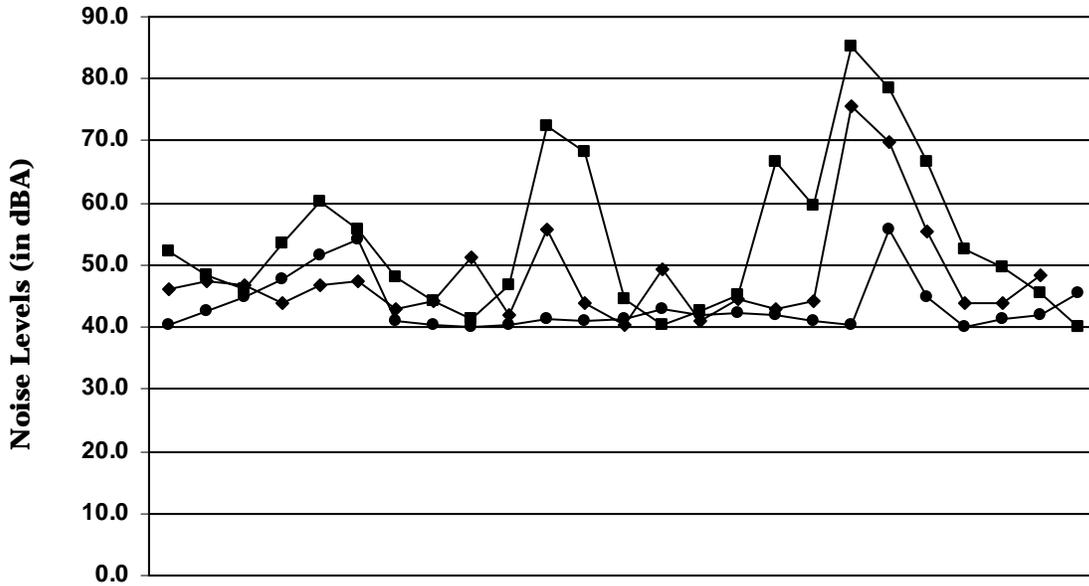
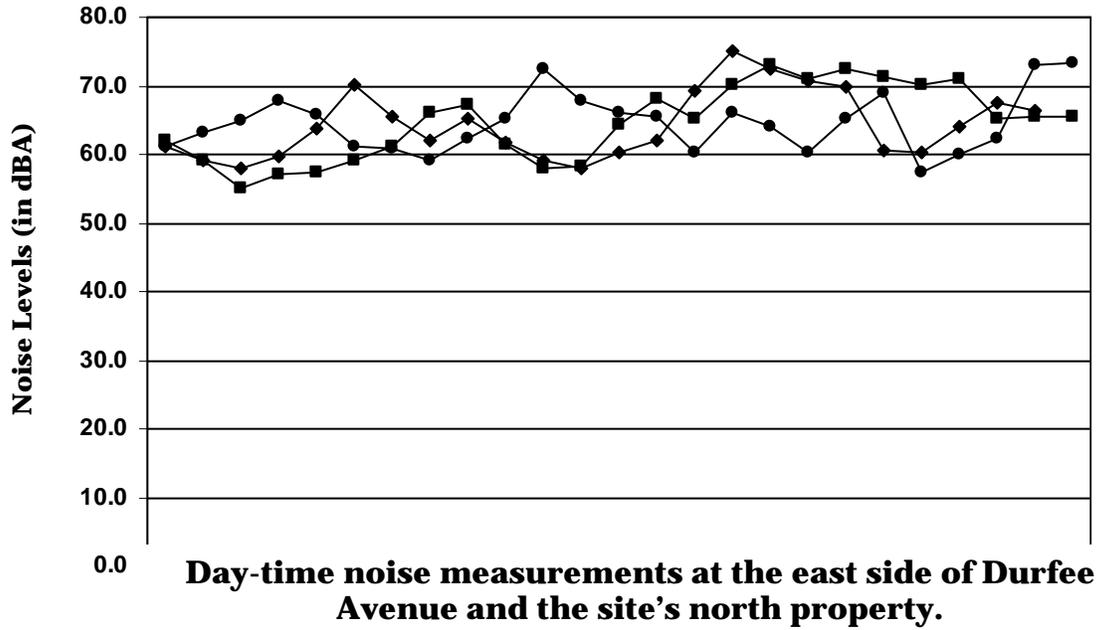


EXHIBIT 3-11
NOISE MEASUREMENT RESULTS
Source: Blodgett Baylosis Environmental Planning

The noise measurement results are illustrated in Exhibit 3-11. These noise levels are compliant with the City's Noise Ordinance. Moreover, as indicated in Section 3.16, the project will not result in a significant impact related to traffic noise. In addition, the proposed uses will be required to comply with the City of El Monte Noise Control Ordinance. As a result, the potential noise impacts are considered 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 3-12. 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. As a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. The following mitigation is required to mitigate potential construction noise impacts:

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

The mitigation measures identified above will address the potential short-term construction related noise impacts.

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 City of El Monte is not located within an airport land use land or within two miles of an operational public airport. El Monte Airport is located approximately 2.7 miles to the north. The Long Beach Airport is located approximately 17.2 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 23.0 miles to the west.⁸³ As a result, the proposed project's implementation will not expose people to excessive airport-related noise levels.

⁸³ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979

Typical noise levels 50-ft. from source

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

EXHIBIT 3-12 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.*

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

3.12.3 CUMULATIVE IMPACTS

The analysis indicated the implementation of the proposed project would not result in any significant unmitigable adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts will 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 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 19 (Noise Impacts). The Applicant shall notify the nearby residents along Chosen Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project site's Chosen Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City.

3.13 POPULATION & HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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)?* • *No Impact.*

The proposed project involves the demolition of existing on-site structures to allow for the construction of a new warehouse building and a new surface parking lot. The existing improvements that will be demolished include a single-family unit and a duplex. 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 3-7. As mentioned previously, the proposed project will not lead to any new residential development and therefore, would not result in any growth inducing impacts. As a result, no impacts are anticipated.

**Table 3-7
 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 will promote development of an underutilized parcel.	The new development will promote development consistent with the General Plan Policies for the Durfee Avenue corridor.
Extension of roadways and other transportation facilities.	The proposed project will not involve the extension or modification of any off-site existing roadways.	The only off-site improvements include those required to facilitate access to Durfee Avenue and Chosen Street.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other critical infrastructure improvements are anticipated.	The only infrastructure improvements will 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 will be required to accommodate the projected demand for wastewater treatment or water.

**Table 3-7
 Potential Growth-Inducing Impacts**

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
Removal of 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 will 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.	New long-term employment will be provided by the proposed project. Given the area's high unemployment rate, the additional jobs are seen as a benefit.
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. 2013.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? • Less than Significant Impact.

The proposed project involves the demolition of existing on-site structures and residential units to accommodate for the construction of a new building and a surface parking lot. Three residential units will be displaced as part of the proposed project's implementation. However, according to the City of El Monte's 2014-2021 Housing Element, "more than 3,000 housing units are projected to be constructed throughout the planning period, which is nearly double the remaining RHNA."⁸⁴ With a projected abundance of housing units, the displacement of three housing units is not considered to be significant. As a result, the impacts will be less than significant.

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

As indicated previously, three housing units will be removed as part of the proposed project. The displacement of these three residential units is not considered substantial when taking into account the projected units that will be constructed throughout the 2014-2021 planning period. As a result, the impacts will be less than significant.

3.13.3 CUMULATIVE IMPACTS

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

⁸⁴ City of El Monte. 2014-2021 *Housing Element*. Page H-25.

3.13.4 MITIGATION MEASURES

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

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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*.

This section of the Initial Study is specifically concerned with the physical impacts on a range of issues related to the provision of certain public services. The main office of Lawrence Equipment is located within the corporate boundaries of the City of South El Monte and any point-of-sales revenue would go to South El Monte. However, there are a number of other important revenue sources that could defray the cost for public services for that portion of the Lawrence Equipment facility located within the City of El Monte. According to an economic benefit analysis prepared for the Applicant and reviewed by the City, these revenue sources are summarized below.

- *Short-term Construction Impacts.* The economic impact of construction determines the output, jobs, payroll, and population supported by the construction phase of any new facility. Construction phase impacts are generally short-term in nature. The economic impact of construction may include, but not be limited to, permit fees, construction materials and supplies, equipment rentals, and construction employment, as well as revenue related to tax collection. In addition, construction workers are expected to patronize local businesses during the construction phase.

- *Long-term Operational Impacts.* The economic impact during operations determines the output, jobs, payroll, and population supported by the operations of the company. The operational phase impacts are generally considered the long-term consequences of a company. The economic impacts of operations may include, but are not limited to, sales tax revenues related to the purchase or rental of materials and supplies for on-going operations. In addition, Lawrence Equipment's employees are expected to patronize local City of El Monte businesses and restaurants. Finally, approval of the proposed project will also ensure the long-term viability of Lawrence Equipment at its present location.
- *Jobs and Employment.* The proposed project will ensure the long term viability of Lawrence Equipment, thus helping to ensure existing and projected future employment levels are maintained.
- *Local Taxes.* As indicated above, the proposed project will lead to the increase in property, sales and use taxes within the City of El Monte. Lawrence Equipment will be responsible for paying property taxes based upon the increased valuation of the properties after construction. Sales taxes will be generated both as a result of the patronization of local businesses and through the payment of taxes on products delivered within the City of El Monte. Currently, Lawrence Equipment does not have a shipping address within the City of El Monte. As proposed, the project will construct two loading docks within the City, making it possible for sales taxes to be collected as a result of deliveries. Additional use tax revenue may also be paid to the City as a result of the use of taxable equipment and supplies within the new building.
- *User Fees/Utility Taxes.* Local governments levy utility user taxes on electric, telephone, cellular, gas, and water usage.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The Los Angeles County Fire Department (LACFD) provides fire protection services in the City of El Monte. The City is located within the service boundaries of Battalion 10. The first response station to the project site is Station No. 90 located at 10115 E. Rush Street in the City of South El Monte. This station has one engine and one paramedic squad and a total staff of 15; five staff per shift. Station 90 is located approximately 1.24 miles from the project site. The average response time for this station to the site will be less than five minutes due to the station's proximity. Resources from the additional stations operated by the LACFD would be made available if needed.⁸⁵

⁸⁵ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

The project's implementation would change the specific fire protection requirements for the project site, though the impacts on the provision of fire protection services would be less than significant given access to the site and availability of, and proximity to, the existing fire protection facilities. The proposed project will replace the existing older structures located on-site that were constructed pursuant to older building code and fire regulations. The new building will be constructed using modern building materials that are less likely to catch fire. The building will also be required to install sprinklers and other requirements (fire lanes, emergency access, fire flow, etc.) As a result, the impacts to fire protection service and facilities are anticipated to be less than significant.

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

Law enforcement services within the City are provided by the Police Department 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.⁸⁶ The parking area will be secured by gates. Previous mitigation measures included in Section 3.1 require continued maintenance and graffiti control. In addition, the building and site will be designed to minimize vandalism (higher walls around the site perimeter, etc.). As a result, the proposed project's law enforcement service impacts are less than significant.

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

The project site is located within the service area of the Mountain View School District that operates the Charles T. Kranz Intermediate School (located approximately 550 feet southeast of the site) and the Monte Vista Elementary School (located approximately 1,500 feet southwest of the site).⁸⁷ The proposed project involves the demolition of existing on-site structures to allow for the construction of a new building and surface parking lot. With the demolition of three residential units, the student generation rates will not increase with the proposed project. The proposed project will be required to pay any pertinent development fees to the local school districts. As a result, the impacts on school services are less than significant.

⁸⁶ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁸⁷ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013) and the distances were calculated using Google Earth.

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

The proposed project's implementation is not expected to have any impact on existing governmental services other than those identified in the preceding sections. As a result, no impacts associated with the proposed project's implementation are anticipated.

3.14.3 CUMULATIVE IMPACTS

The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. However, no new facilities will be required to accommodate the proposed use. As a result, no cumulative impacts are anticipated.

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no potentially significant impacts would result from the proposed project's implementation. As a result, no mitigation with respect to public services is required.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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? • No Impact.

The City of El Monte's Parks and Recreation Division is responsible for recreational services in the City. There are twelve City facilities available to City residents.⁸⁸ The nearest public park is Mountain View Park, a joint-use facility located 0.63 miles northeast of the project site. The proposed project will not physically impact this park. As a result, no impacts on park facilities will result from the implementation of the proposed project.

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? • No Impact.

As indicated in the previous section, the implementation of the proposed project will not physically affect any existing parks and recreational facilities in the City. The proposed project will involve the demolition of the existing on-site improvements and the construction of a new 34,588 square-foot building and a surface parking area. No expansion of recreational facilities would be required to accommodate the project. The nearest public park is Mountain View Park, a joint-use facility located 0.63 miles northeast of the project site. The proposed project will not physically impact this park or any other park facilities. As a result, no impacts on park facilities will result from the implementation of the proposed project.

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.

⁸⁸ <http://www.ci.el-monte.ca.us/Government/ParksandRecreation/ParksRecreation.aspx>

3.15.4 MITIGATION MEASURES

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

3.16 TRANSPORTATION & CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

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

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.*

The City's circulation system is served by a network of freeways, arterial roadways, and local streets. The three regional freeways include the Interstate 10 Freeway (I-10), the Interstate 605 Freeway (I-605), and State Route 60 (SR-60). The principal regional access to the City is provided by the I-10 Freeway, which traverses El Monte in an east-to-west orientation. The I-10 Freeway has five general-purpose lanes in each direction. The I-605 Freeway extends in a north-to-south orientation east of the City. Finally, the SR-60 Freeway is located to the south of the City and runs in an east–west direction. Major arterial roadways in the City consist mainly of four-lane roadways, except for a few roadway segments that have six travel lanes.

Two major arterials are located in the immediate vicinity of the project site: Peck Road (a 4-lane north-south roadway) and Durfee Avenue (a 4-lane east-west roadway). The average daily traffic volumes (ADT) for Peck Road and Durfee Avenue are 19,800 ADT and 24,400 ADT, respectively. Peck Road is classified as a *principle arterial* in the City of El Monte Circulation Element. Durfee Avenue is classified as a *secondary arterial* in the City of El Monte Circulation Element. The segment of Durfee Avenue that provides access to the site has a level of service (LOS) A during the AM peak hour and a LOS A during the PM peak hour. The nearest major signalized intersection is Durfee Avenue and Peck Road with a LOS D during the AM peak hour and a LOS C during the PM peak hour. These levels of service are considered acceptable in the City of El Monte Circulation Element. Chosen Street, which extends along the project site’s east side, is classified as a *local street*. The intersection of Durfee Avenue and Chosen Street is controlled by a stop sign.

Trip generation estimates for the proposed project were developed using trip rates derived from the San Diego Association of Government’s (SANDAG) Trip Generation Manual. The SANDAG rates were used since the samples used in compiling the trip rates were taken from Southern California surveys. A summary of the trip generation rates and resulting vehicle trips for the existing land uses and the proposed project is presented in Table 3-8.

**Table 3-8
Project Trip Generation Estimates**

Land Use and Independent Variable	Size	Average Daily Trips (ADT)	AM Peak Hour	PM Peak Hour
Trip Rate				
Residential (Trips/Unit)		10 trips/Unit	8% of ADT	10% of ADT
Restaurant (Trips/1,000 sq. ft.)		130 trips/1,000 Sq. Ft.	8% of ADT	8% of ADT
Warehouse (Trips/sq. ft.)		5 trips/1,000 Sq. Ft.	15% of ADT	16% of ADT
Office (Trips/1,000 sq. ft.)		10 trips/1,000 Sq. Ft.	15% of ADT	15% of ADT
Existing Trip Generation				
Residential	3 Units	30 Trips	3 Trips	3 Trips
Restaurant	800 Sq. Ft.	104 Trips	8 Trips	8 Trips
Workshop & Storage	1,200 Sq. Ft.	12 Trips	2 Trips	2 Trips
Warehouse	6,000 Sq. Ft.	30 Trips	5 Trips	5 Trips
Total Existing		176 Trips	18 Trips	18 Trips
Future Trip Generation				
Total (proposed project)	34,588 Sq. Ft.	175 trips	26 trips	28 trips
Net Change (Existing minus Future)				
Net Change		1 Trip	8 Trips	10 Trips

Source: San Diego Association of Governments, Trip Generation Manual.

As shown in the table, the proposed project would generate approximately 175 daily trips, 26 trips in the morning (AM) peak hour, and 28 trips in the evening (PM) peak hour. The existing uses generate approximately 176 daily trips, 18 trips in the AM peak hour, and 19 trips in the PM peak hour. When discounting the existing trip generation, the net increase in traffic is estimated to be 1 daily trip, 8 trips during the AM peak hour, and 10 trips during the PM peak hour. Vehicular access to the new building will be provided by driveways on Durfee Avenue and Chosen Street. Both driveways will allow both ingress and egress movements and will have a width of 25 feet. Egress on Chosen Street will be restricted to “right turn only.” Surface parking will be provided along the new building’s east elevation.⁸⁹ A total of 57 parking stalls will be provided within this lot, including three ADA stalls and one parking stall for an electric charging station.⁹⁰ The anticipated trip distribution for the area streets is shown in Exhibit 3-13. The traffic assignment assumptions included the following:

- It was assumed that 50 percent of the total project traffic would use Chosen Street to access the employee parking areas. This assumption is based on the difficulty of cars directly accessing the site from the eastbound lanes of Durfee Avenue during peak hour periods. Leftbound turning movements from the eastbound lanes of Durfee Avenue to access the Durfee Avenue driveway will be a difficult maneuver due to the higher volumes of opposing traffic during the peak hours, and therefore vehicles are expected to turn left onto Chosen Street and then enter the parking lot from the Chosen Street access driveway.
- It was also assumed that 50 percent of total project traffic will use the Durfee Avenue driveway for access.
- Assuming 50 percent of the total traffic generation utilizes Chosen Street to access the parking area, approximately 88 daily vehicle trips would use Chosen Street. Approximately 13 trips would occur during the AM peak hour and 14 trips would occur during the PM peak hour. When discounting the existing traffic generation, the daily and peak hour traffic will be much less.
- For the Durfee Avenue Driveway, the total daily trips would be 88 daily trips, 13 trips during the AM peak hour, and 145 trips during the PM peak hour. When discounting the existing traffic generation, the daily and peak hour traffic will be much less.
- The travel patterns for large trucks would not change from the existing condition given that the loading docks will remain along the site’s Durfee Avenue frontage. The large trucks would continue to use Durfee Avenue to travel to and from the project site.

Exhibit 3-13 considers the daily and peak hour traffic related to the traffic that would be potentially generated by the new building.

⁸⁹ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 7, 2016.

⁹⁰ Ibid.

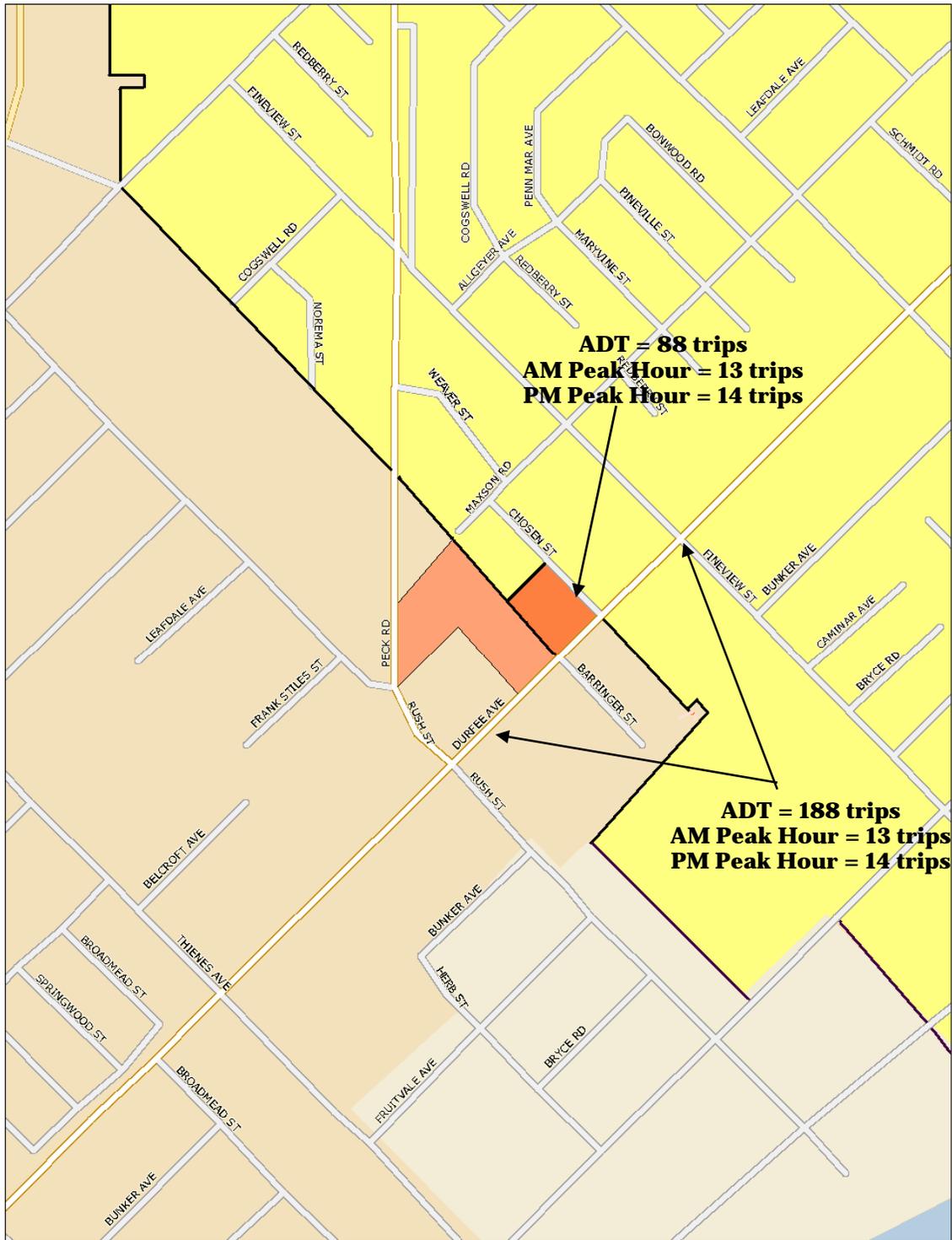


EXHIBIT 3-13

TRAFFIC ASSIGNMENT AND TRAFFIC VOLUMES

Source: Blodgett Baylosis Environmental Planning

To ensure that employees do not contribute to traffic impacts on the surrounding neighborhood, the following mitigation is required:

- Vehicles exiting the Chosen Street drive must make right-turns. A sign indicating “Right Turn Only” will be posted at the Chosen Street exit.
- The parking adjacent to the proposed building must be secured by gates when not in use.

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

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 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. The CMP Traffic Impact Analysis (TIA) guidelines require that intersection-monitoring locations be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak periods at a CMP-monitored intersection. The CMP TIA guidelines also require that freeway-monitoring locations be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed use will not generate enough peak hour trips to warrant such an evaluation (refer to Table 3-8). As a result, the projected peak hour traffic will not increase the peak hour traffic volumes at any designated CMP intersection by more than 50 peak hour trips. As a result, no impacts are anticipated.

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

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

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

Vehicular access to the new building will be provided by driveways on Durfee Avenue and Chosen Street. Both driveways will allow both ingress and egress movements and will have a width of 25 feet. Egress on Chosen Street will be restricted to “right turn only.” The proposed project would not alter the local circulation system other than the curb cuts with Durfee Avenue that will be required for site access. The existing public streets would remain unchanged. Two truck-high loading positions will be added along the Durfee Avenue elevation. In addition, a third loading dock for trash pick-up will be provided. The loading docks will be set back 60 feet from the sidewalk to allow room for both the truck cab and trailer to park

without obstructing pedestrian traffic from the adjacent sidewalk.⁹¹ No truck traffic will exit onto Chosen Street, as the loading docks are all located on Durfee Avenue.

At the present time, two existing loading docks are much closer to the public right-of-way (ROW), resulting in the truck cabs projecting out into the public ROW (refer to Exhibit 3-14). The locations of the new loading positions are compared to the existing condition in Exhibit 3-14. While the new loading docks are a significant improvement over the existing condition, the new loading positions will still necessitate the maneuvering of trucks in the Durfee Avenue ROW to back up to the dock-high doors. To mitigate the potential traffic impacts associated with the maneuvering of trucks up to the loading positions, the following mitigation is required:

- The Applicant must provide warning signs and lights that provide warnings to pedestrians to avoid crossing in front of trucks while trucks are maneuvering into the loading docks.
- The Applicant shall work with the trucking companies to identify the delivery schedules that will be least impactful to peak hour traffic periods along Durfee Avenue.
- No stopping, parking, or queuing of trucks within the Durfee Avenue right-of-way will be permitted. No trucks will be permitted to park on Chosen Street or any other local street.
- No truck parking will be permitted within the Durfee Avenue right-of-way at any time. No trailer drop offs will be permitted in the public right-of-way.
- Trucks parked in the loading positions that are being loaded or unloaded must be free and clear of the public right-of-way and the sidewalk that extends along the Durfee Avenue frontage. Oversized trucks that are longer than the truck loading parking stalls will not be permitted to use the new loading docks. The use of the two existing loading docks will be restricted to shorter bob-tail trucks.

The proposed project would not alter the local circulation system other than the curb cuts with Durfee Avenue that will be required for site access. The existing public streets would remain unchanged. The aforementioned mitigation will reduce the potential impacts associated with the use of the two truck loading docks and the trash and scrap bin storage positions to levels that are less than significant.

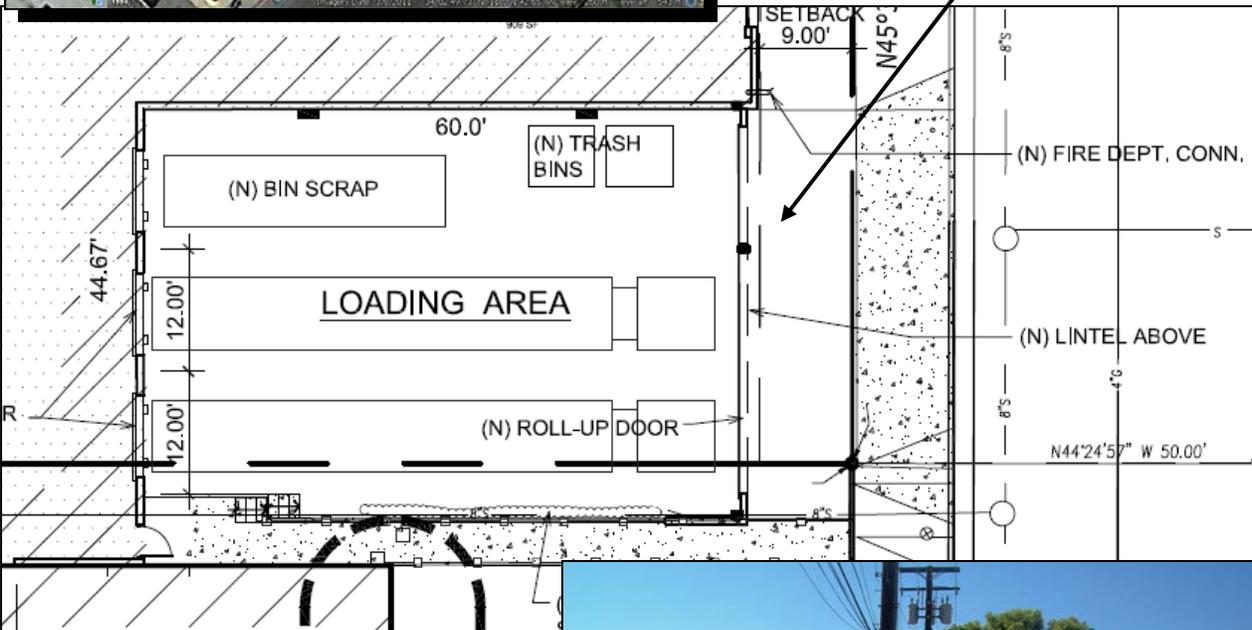
E. Would the project result in inadequate emergency access? • No Impact.

At no time will the proposed project impede emergency access to any neighboring properties. At no time will Durfee Avenue, Chosen Street, and Maxson Road be closed to traffic during the project's construction. As a result, no impacts are anticipated.

⁹¹ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 7, 2016.



View of the existing loading area. Note the truck cab extending into the public right-of-way across the sidewalk.



View of the proposed loading area. Note the truck cab is behind the public right-of-way and the sidewalk.

Photograph of a truck parked at the docks. The truck cab and trailer extends across the sidewalk.

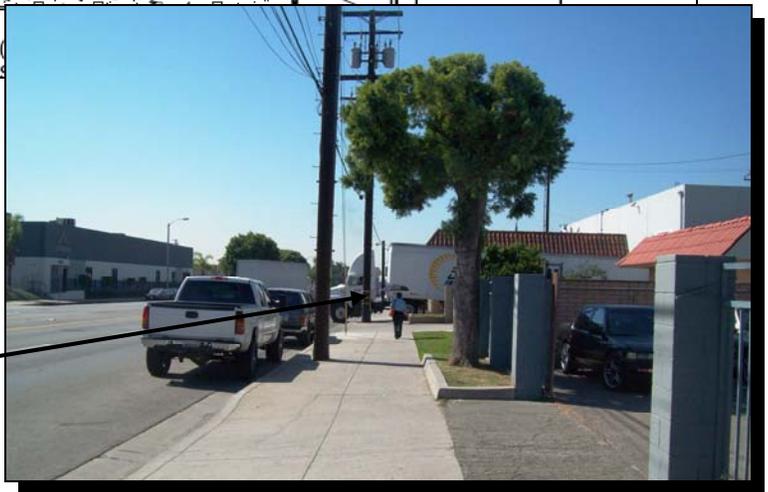


EXHIBIT 3-14 EXISTING AND PROPOSED LOADING AREA ON DURFEE

Source: Blodgett Baylosis Environmental Planning

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?* • No Impact.

The Los Angeles MTA and Foothill Transit operate numerous transit service routes in the City. MTA Routes 270 and 577 are located on Peck Road. No bus stops are located on the Durfee Avenue frontage that will be improved. The proposed improvements will not impact transit patronage levels. Over the next five years, employment is projected to increase by 34 jobs. This projected employment will not impact local transit services.

There is a school bus that picks-up and drops off school children during the school week. There is not specific or designated pick up location. The school bus typically parks along the south side of Chosen Street though the precise location depends on the number of cars that are parking on the street. The proposed project will not otherwise inhibit the loading or unloading of a local school bus. As a result, no impacts are anticipated.

3.16.3 CUMULATIVE IMPACTS

The proposed project's implementation will result in an incremental increase in citywide traffic. This additional traffic will not significantly impact the peak hour levels of service of any area intersections. As a result, no cumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

The following mitigation is required to address the impacts related to the truck loading/unloading area and the potential for through traffic in the neighboring residential neighborhoods.

Mitigation Measure 20 (Traffic & Circulation Impacts). Vehicles exiting the Chosen Street drive must make right-turns. A sign indicating "Right Turn Only" will be posted at the Chosen Street exit.

Mitigation Measure 21 (Traffic & Circulation Impacts). The parking adjacent to the proposed warehouse must be secured by gates when not in use.

Mitigation Measure 22 (Traffic & Circulation Impacts). The Applicant must provide warning signs and lights that provide warnings to pedestrians to avoid crossing in front of trucks while trucks are maneuvering into the loading docks.

Mitigation Measure 23 (Traffic & Circulation Impacts). The Applicant shall work with the trucking companies to identify the delivery schedules that will be least impactful to peak hour traffic periods along Durfee Avenue.

Mitigation Measure 24 (Traffic & Circulation Impacts). No stopping, parking, or queuing of trucks within the Durfee Avenue right-of-way will be permitted. No trucks will be permitted to park on Chosen Street or any other local street.

Mitigation Measure 25 (Traffic & Circulation Impacts). No truck parking will be permitted within the Durfee Avenue right-of-way at any time. No trailer drop offs will be permitted in the public right-of-way.

Mitigation Measure 26 (Traffic & Circulation Impacts). Trucks parked in the loading positions that are being loaded or unloaded must be free and clear of the public right-of-way and the sidewalk that extends along the Durfee Avenue frontage. Oversized trucks that are longer than the truck loading parking stalls will not be permitted to use the new loading docks. The use of the two existing loading docks will be restricted to shorter bob-tail trucks.

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, 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 will 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, or 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? • No Impact.

Water agencies, districts, and suppliers in the San Gabriel Basin generally obtain their water from groundwater extraction. Some agencies and jurisdictions replenish this water supply by groundwater recharge through spreading grounds located along the San Gabriel and Rio Hondo rivers. Imported water purchased from the Metropolitan Water District of Southern California (MWD) and recycled water from Whittier, Pomona, and San Jose water reclamation plants are also used for recharge. The Main San Gabriel Basin Watermaster is responsible for administering water rights allocations, including water spreading activities, within the Main San Gabriel Basin.⁹²

⁹² City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

The City of El Monte’s water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The City’s water system serves 20 percent of the City’s land area, comprising 3,342 connections and 22,446 residents. The City’s Water Department does not import water, nor is it connected to a transmission pipeline of any water wholesaler. Six deep wells, one 200,000-gallon elevated tank, and one million-gallon ground-level tank serve this water supply. Potable water is delivered through 42 miles of pipeline, reservoirs, booster pumps, water wells, disinfection facilities, carbon filters, and emergency connections with neighboring water purveyors.⁹³

The project site is located within the service area of the San Gabriel Valley Water Company (SGVWC). The SGVWC is based in El Monte and serves a population of more than 210,000 in Los Angeles and San Bernardino Counties. The source of water provided to SGVWC’s customers (with the exception of portions of Montebello, Whittier, and Santa Fe Springs) is groundwater from the Main San Gabriel Basin. Groundwater is treated and/or disinfected prior to entry into the distribution system. The SGVWC provides water service to approximately 9,800 customers in El Monte. SGVWC water supplies meet all State and Federal safe drinking water standards. The existing and future water consumption is summarized in Table 3-9.

**Table 3-9
 Water Consumption (gals/day)**

Existing Uses	4,176 gals./day
Future Use	1,178 gals/day
Net Change	-2,998 gals/day

The utility calculations are included in Appendix B.

Source: Blodgett Baylosis Environmental Planning,
 2015.

As indicated in Table 3-9, the existing water consumption is estimated to be 4,176 gallons of water on a daily basis while the future consumption is projected to be 1,178 gallons of water on a daily basis, a net reduction of 2,998 gallons per day. The water consumption rates were derived from typical water consumption rates from various land uses (refer to Table included in Appendix B). This reduction is due to the elimination of the restaurant and residential uses and their replacement with a new building. The latter use typically consumes much less water compared to residential and commercial uses. The installation of more modern and up-to-date plumbing fixtures in the new building will result in a further reduction in water consumption. As a result, the projected water consumption demand is not likely to exceed current levels and no impacts are anticipated.

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

⁹³ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

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. Table 3-10 indicates the existing estimated sewage generation rates and those rates projected as part of the proposed improvements. The sewage generation rates were derived from typical water consumption rates from various land uses (refer to Table included in Appendix B). As indicated in Table 3-10, the existing uses are estimated to generate 2,784 gallons of effluent on a daily basis while the future development is projected to generate only 785 gallons of effluent on a daily basis, a net reduction of 1,999 gallons per day.

**Table 3-10
 Sewage Generation (gals/day)**

Existing Uses	2,784 gals/day
Future Use	785 gals/day
Net Change	-1,999 gals/day

The utility calculations are included in Appendix B.

Source: Blodgett Baylosis Environmental Planning,
 2013.

The aforementioned reduction in sewage generation is again due to the elimination of the restaurant and residential uses and their replacement with a new building. The latter use typically consumes much less water and generates less sewage compared to residential and commercial uses. The installation of more modern and up-to-date plumbing fixtures in the new building will result in a further reduction in sewage generation. In addition, the new building will not result in any industrial waste water discharge. As a result, the projected effluent generation will not likely exceed current levels and no impacts are anticipated.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • No Impact.

As indicated in Table 3-10 in the previous section, the existing use is estimated to generate 2,784 gallons of effluent on a daily basis while the future development is projected to generate 785 gallons of effluent on a daily basis, a net reduction of 1,999 gallons per day. The aforementioned reduction in sewage generation is again due to the elimination of the restaurant and residential uses and their replacement with a new building. The installation of more modern and up-to-date plumbing fixtures in the new building will result in a further reduction in sewage generation. As a result, the projected sewage generation demand is not likely to exceed current levels, no impacts are anticipated and no new treatment facilities will be required.

The existing water consumption is estimated to be 4,176 gallons of water on a daily basis while the future consumption is projected to be 1,178 gallons of water on a daily basis, a net reduction of 2,998 gallons per day. This reduction is due to the elimination of the restaurant and residential uses and their replacement with a new building. As a result, the projected water consumption demand will not exceed current levels and no impacts are anticipated. Table 3-10 indicates the existing estimated sewage generation rates and

those rates projected as part of the proposed improvements. As indicated in the previous section, the existing use is estimated to generate 2,784 gallons of effluent on a daily basis while the future development is projected to generate 785 gallons of effluent on a daily basis, a net reduction of 1,999 gallons per day. As a result, no impacts will occur as part of the proposed project's implementation.

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

Drainage for the 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, stormwater drainage is carried by surface flow in the streets. Surface flows are carried to a series of interceptor storm drains to convenient discharge points on the Rio Hondo and San Gabriel River channels.

The Los Angeles County Flood Control District maintains the primary drainage channels that traverse El Monte. The City's local storm drainage system consists of 233 storm drains and six underpass pumps that are essential in alleviating flooding during periods of heavy rains. The City maintains the local drainage system and is also called on to assist in cleaning up hazardous spills on City streets so spills do not enter the storm drains or percolate into groundwater. As in most cities, minor local drainage problems are common, particularly where storm-water runoff enters culverts or goes underground into storm drains. Inadequate maintenance can also contribute to drainage problems and minor flood hazards.

The Los Angeles County Flood Control District (LACFCD) has the regional, county-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The proposed project will be subject to a General Construction National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project itself will not result in a measurable increase in the amount of surface runoff. As a result, the potential impacts will 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? • No Impact.

As indicated previously, the San Gabriel Valley Water Company is responsible for providing domestic water service to the project area. Water mains are located within the existing public streets located adjacent to the project site. The existing domestic water reservoirs that serve the area will continue to provide adequate supplies and pressure to serve the proposed project. As indicated in the previous sections, the existing water consumption is estimated to be 4,176 gallons of water on a daily basis while the future consumption is projected to be 1,178 gallons of water on a daily basis, a net reduction of 2,998 gallons per day. This reduction is due to the elimination of the restaurant and residential uses and their replacement with a new building. As a result, the projected water consumption demand will not exceed current levels and no impacts are anticipated.

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.*

Sewer connections to the proposed project site will be obtained from the existing sewer mains in Durfee Avenue. All internal sewer line sizes and connections are subject to review by the City. No new treatment facilities or expanded entitlements will be required. In addition, no upgrades to the existing off-site sewer lines would be required to accommodate the proposed use. The proposed project's effluent generation will be less than that which presently exists (refer to Table 3-10). As a result, no impacts are anticipated.

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

El Monte is served by four waste management companies through nonexclusive franchise agreements. Table 3-11 provides an estimate of the existing solid waste generation and that anticipated for the proposed project.

Table 3-11
Solid Waste Generation (lbs/day)

Existing Uses	161 lbs/day
Future Use	446 lbs/day
Net Change	285 lbs/day

The utility calculations are included in Appendix B.
Source: Blodgett Baylosis Environmental Planning, 2015.

As indicated in Table 3-11, the existing uses generate approximately 161 pounds of solid waste on a daily basis while the proposed project is anticipated to generate 446 pounds of solid waste daily, a net increase of 285 pounds. The sewage generation rates were derived from typical water consumption rates from various land uses (refer to Table included in Appendix B). With the closure of the Puente Hills Landfill in October 2013, 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.⁹⁴ In addition, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. As indicated previously, the project is expected to produce 285 pounds of waste on a daily basis (shown in Table 3-11). 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. As a result, the impacts are less than significant.

⁹⁴ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

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

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

H. *Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? • No Impact.*

Sempra Energy and SCG provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project site. Thus, no impacts on power and natural gas services will result from the adoption and subsequent implementation of the proposed project.

I. *Would the project result in a need for new systems, or substantial alterations in communications systems? • No Impact.*

The proposed development will continue to require telephone service from various local and long-distance providers. The existing telephone lines in the area will continue to be utilized to provide service to future development. Thus, no impacts on communication systems are anticipated.

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to water line and sewer line capacities are site specific. The analysis herein also determined that the proposed project would potentially result in less water consumption and effluent generation when compared to the existing uses. This will translate into a beneficial cumulative impact on utility infrastructure and/or services. The ability of the existing sewer and water lines to accommodate the projected demand from future development in the area will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

3.17.4 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant impacts would result from the proposed project's implementation. As a result, no mitigation is required.



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SECTION 4 - CONCLUSIONS

4.1 NO FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will 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 *will not* 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 – UTILITIES CALCULATIONS WORKSHEETS

APPENDIX C – ANALYSIS OF PROJECT ALTERNATIVE

APPENDIX D – NOISE WORKSHEETS

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CITY OF EL MONTE • MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY
LAWRENCE EQUIPMENT IMPROVEMENT PROJECT • EL MONTE, CALIFORNIA

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Lawrence Equipment Improvement Project
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	31.40	1000sqft	1.65	31,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9	Operational Year	2014		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The total area of the two sites is 1.65 acres.

Construction Phase - The construction phases and length of activities was taken from Initial Study.

Architectural Coating - The VOC (g/L) shown in Table conforms with new SCAQMD Rule.

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblConstructionPhase	NumDays	10.00	85.00
tblConstructionPhase	NumDays	200.00	84.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	PhaseEndDate	8/28/2014	8/29/2014
tblConstructionPhase	PhaseStartDate	8/30/2014	9/1/2014
tblConstructionPhase	PhaseStartDate	4/5/2014	4/6/2014
tblConstructionPhase	PhaseStartDate	3/15/2014	3/17/2014
tblConstructionPhase	PhaseStartDate	8/1/2014	8/4/2014
tblGrading	AcresOfGrading	5.63	1.50
tblGrading	AcresOfGrading	5.00	1.00
tblLandUse	LotAcreage	0.72	1.65

2.0 Emissions Summary

**CITY OF EL MONTE • MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY
LAWRENCE EQUIPMENT IMPROVEMENT PROJECT • EL MONTE, CALIFORNIA**

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2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	5.2245	30.5591	23.2229	0.0263	5.4648	1.9395	6.9491	2.9316	1.8187	4.2971	0.0000	2,695,212 ₉	2,695,212 ₉	0.6517	0.0000	2,708,898 ₈
Total	5.2245	30.5591	23.2229	0.0263	5.4648	1.9395	6.9491	2.9316	1.8187	4.2971	0.0000	2,695,212₉	2,695,212₉	0.6517	0.0000	2,708,898₈

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	5.2241	30.5311	23.2026	0.0263	5.4648	1.9377	6.9477	2.9316	1.8170	4.2959	0.0000	2,692,892 ₀	2,692,892 ₀	0.6511	0.0000	2,706,565 ₅
Total	5.2241	30.5311	23.2026	0.0263	5.4648	1.9377	6.9477	2.9316	1.8170	4.2959	0.0000	2,692,892₀	2,692,892₀	0.6511	0.0000	2,706,565₅

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.6563e-003	0.0915	0.0876	0.0759	0.0000	0.0913	0.0196	0.0000	0.0913	0.0293	0.0000	0.0861	0.0861	0.0905	0.0000	0.0861

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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8214	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.8700e-003	6.8700e-003	2.0000e-005		7.3000e-003
Energy	0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322
Mobile	3.7445	3.6172	14.6684	0.0303	2.0537	0.0587	2.1125	0.5486	0.0539	0.6025		2,803,070 ₂	2,803,070 ₂	0.1226		2,805,644 ₉
Total	4.5834	3.7758	14.8050	0.0312	2.0537	0.0708	2.1246	0.5486	0.0660	0.6146		2,993,450₇	2,993,450₇	0.1263	3.4900e-003	2,997,184₄

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8214	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.8700e-003	6.8700e-003	2.0000e-005		7.3000e-003
Energy	0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322
Mobile	3.7445	3.6172	14.6684	0.0303	2.0537	0.0587	2.1125	0.5486	0.0539	0.6025		2,803,070 ₂	2,803,070 ₂	0.1226		2,805,644 ₉
Total	4.5834	3.7758	14.8050	0.0312	2.0537	0.0708	2.1246	0.5486	0.0660	0.6146		2,993,450₇	2,993,450₇	0.1263	3.4900e-003	2,997,184₄

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	2/28/2014	5	43	
2	Site Preparation	Site Preparation	3/1/2014	3/14/2014	5	10	
3	Grading	Grading	3/17/2014	4/4/2014	5	15	
4	Building Construction	Building Construction	4/6/2014	7/31/2014	5	84	
5	Paving	Paving	8/4/2014	8/29/2014	5	20	
6	Architectural Coating	Architectural Coating	9/1/2014	12/26/2014	5	85	

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	13.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2014

Unmitigated Construction On-Site

Acres of Grading: 1

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.1589	30.4755	22.1905	0.0245		1.9381	1.9381		1.8174	1.8174		2,529.7369	2,529.7369	0.6423		2,543.2251
Total	3.1589	30.4755	22.1905	0.0245		1.9381	1.9381		1.8174	1.8174		2,529.7369	2,529.7369	0.6423		2,543.2251

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3.2 Demolition - 2014

Unmitigated Construction Off-Site

Acres of Grading: 1

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737
Total	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.1560	30.4475	22.1702	0.0245		1.9363	1.9363		1.8157	1.8157	0.0000	2,527.4160	2,527.4160	0.6417		2,540.8919
Total	3.1560	30.4475	22.1702	0.0245		1.9363	1.9363		1.8157	1.8157	0.0000	2,527.4160	2,527.4160	0.6417		2,540.8919

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3.2 Demolition - 2014

Mitigated Construction Off-Site

Acres of Grading: 1

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737
Total	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

Acres of Grading: 1.5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	2.5474	27.1661	17.0975	0.0171		1.4834	1.4834		1.3647	1.3647		1,821.0895	1,821.0895	0.5382		1,832.3907
Total	2.5474	27.1661	17.0975	0.0171	5.3754	1.4834	6.8588	2.9079	1.3647	4.2726		1,821.0895	1,821.0895	0.5382		1,832.3907

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3.3 Site Preparation - 2014

Unmitigated Construction Off-Site

Acres of Grading: 1.5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530
Total	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	2.5450	27.1412	17.0818	0.0171		1.4821	1.4821		1.3635	1.3635		1,819.4188	1,819.4188	0.5377		1,830.7096
Total	2.5450	27.1412	17.0818	0.0171	5.3754	1.4821	6.8574	2.9079	1.3635	4.2714	0.0000	1,819.4188	1,819.4188	0.5377		1,830.7096

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3.3 Site Preparation - 2014

Mitigated Construction Off-Site

Acres of Grading: 1.5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530
Total	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530

3.4 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6226	0.0000	4.6226	2.4941	0.0000	2.4941			0.0000			0.0000
Off-Road	2.0759	22.1752	14.1657	0.0141		1.2106	1.2106		1.1138	1.1138		1,495.6888	1,495.6888	0.4420		1,504.9706
Total	2.0759	22.1752	14.1657	0.0141	4.6226	1.2106	5.8332	2.4941	1.1138	3.6079		1,495.6888	1,495.6888	0.4420		1,504.9706

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3.4 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530
Total	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6226	0.0000	4.6226	2.4941	0.0000	2.4941			0.0000			0.0000
Off-Road	2.0740	22.1549	14.1527	0.0141		1.2095	1.2095		1.1127	1.1127	0.0000	1,494.3165	1,494.3165	0.4416		1,503.5899
Total	2.0740	22.1549	14.1527	0.0141	4.6226	1.2095	5.8321	2.4941	1.1127	3.6069	0.0000	1,494.3165	1,494.3165	0.4416		1,503.5899

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3.4 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530
Total	0.1857	0.0514	0.6353	1.1300e-003	0.0894	8.4000e-004	0.0903	0.0237	7.7000e-004	0.0245		101.8314	101.8314	5.7900e-003		101.9530

3.5 Building Construction - 2014

Unmitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.9077	22.5327	15.3098	0.0220		1.5957	1.5957		1.5432	1.5432		2,064.0797	2,064.0797	0.5005		2,074.5893
Total	3.9077	22.5327	15.3098	0.0220		1.5957	1.5957		1.5432	1.5432		2,064.0797	2,064.0797	0.5005		2,074.5893

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3.5 Building Construction - 2014

Unmitigated Construction Off-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1012	0.5628	0.6002	1.0900e-003	0.0312	0.0111	0.0423	8.8900e-003	0.0102	0.0191		111.5433	111.5433	9.9000e-004		111.5840
Worker	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737
Total	0.4030	0.6464	1.6326	2.9300e-003	0.1765	0.0124	0.1890	0.0474	0.0114	0.0589		277.0194	277.0194	0.0104		277.2377

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.9041	22.5120	15.2957	0.0219		1.5942	1.5942		1.5418	1.5418	0.0000	2,062.1860	2,062.1860	0.5000		2,072.6859
Total	3.9041	22.5120	15.2957	0.0219		1.5942	1.5942		1.5418	1.5418	0.0000	2,062.1860	2,062.1860	0.5000		2,072.6859

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3.5 Building Construction - 2014

Mitigated Construction Off-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1012	0.5628	0.6002	1.0900e-003	0.0312	0.0111	0.0423	8.8900e-003	0.0102	0.0191		111.5433	111.5433	9.9000e-004		111.5640
Worker	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737
Total	0.4030	0.6464	1.6326	2.9300e-003	0.1765	0.0124	0.1890	0.0474	0.0114	0.0589		277.0194	277.0194	0.0104		277.2377

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4305	15.0987	9.1601	0.0133		0.9172	0.9172		0.8447	0.8447		1,396.3094	1,396.3094	0.4054		1,404.8234
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4305	15.0987	9.1601	0.0133		0.9172	0.9172		0.8447	0.8447		1,396.3094	1,396.3094	0.4054		1,404.8234

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3.6 Paving - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737
Total	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4292	15.0848	9.1517	0.0133		0.9163	0.9163		0.8440	0.8440	0.0000	1,395.0283	1,395.0283	0.4051		1,403.5345
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4292	15.0848	9.1517	0.0133		0.9163	0.9163		0.8440	0.8440	0.0000	1,395.0283	1,395.0283	0.4051		1,403.5345

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3.6 Paving - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737
Total	0.3018	0.0836	1.0324	1.8400e-003	0.1453	1.3700e-003	0.1467	0.0385	1.2500e-003	0.0398		165.4760	165.4760	9.4100e-003		165.6737

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 47,100; Non-Residential Outdoor: 15,700

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.7086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452		281.4481	281.4481	0.0401		282.2905
Total	5.1548	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452		281.4481	281.4481	0.0401		282.2905

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3.7 Architectural Coating - 2014

Unmitigated Construction Off-Site

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 47,100; Non-Residential Outdoor: 15,700

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0696	0.0193	0.2383	4.2000e-004	0.0335	3.2000e-004	0.0339	8.8900e-003	2.9000e-004	9.1800e-003		38.1868	38.1868	2.1700e-003		38.2324
Total	0.0696	0.0193	0.2383	4.2000e-004	0.0335	3.2000e-004	0.0339	8.8900e-003	2.9000e-004	9.1800e-003		38.1868	38.1868	2.1700e-003		38.2324

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.7086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4458	2.7748	1.9198	2.9700e-003		0.2449	0.2449		0.2449	0.2449	0.0000	281.1898	281.1898	0.0401		282.0315
Total	5.1544	2.7748	1.9198	2.9700e-003		0.2449	0.2449		0.2449	0.2449	0.0000	281.1898	281.1898	0.0401		282.0315

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3.7 Architectural Coating - 2014

Mitigated Construction Off-Site

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 47,100; Non-Residential Outdoor: 15,700

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0696	0.0193	0.2383	4.2000e-004	0.0335	3.2000e-004	0.0339	8.8900e-003	2.9000e-004	9.1800e-003		38.1868	38.1868	2.1700e-003		38.2324
Total	0.0696	0.0193	0.2383	4.2000e-004	0.0335	3.2000e-004	0.0339	8.8900e-003	2.9000e-004	9.1800e-003		38.1868	38.1868	2.1700e-003		38.2324

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7445	3.6172	14.6684	0.0303	2.0537	0.0587	2.1125	0.5486	0.0539	0.6025		2,803.0702	2,803.0702	0.1226		2,805.6449
Unmitigated	3.7445	3.6172	14.6684	0.0303	2.0537	0.0587	2.1125	0.5486	0.0539	0.6025		2,803.0702	2,803.0702	0.1226		2,805.6449

4.2 Trip Summary Information

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Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
General Light Industry	218.86	41.45	21.35	731,988	731,988
Total	218.86	41.45	21.35	731,988	731,988

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.516610	0.060517	0.179979	0.140587	0.041566	0.006616	0.015092	0.027587	0.001923	0.002530	0.004314	0.000602	0.002075

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322
Natural Gas Unmitigated	0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121		190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
General Light Industry	1618.18	0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121			190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322
Total		0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121			190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
General Light Industry	1.61818	0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121			190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322
Total		0.0175	0.1586	0.1333	9.5000e-004		0.0121	0.0121		0.0121	0.0121			190.3736	190.3736	3.6500e-003	3.4900e-003	191.5322

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8214	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005			6.8700e-003	6.8700e-003	2.0000e-005	7.3000e-003
Unmitigated	0.8214	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005			6.8700e-003	6.8700e-003	2.0000e-005	7.3000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1994					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6217					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4000e-004	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005			6.8700e-003	6.8700e-003	2.0000e-005	7.3000e-003
Total	0.8214	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005			6.8700e-003	6.8700e-003	2.0000e-005	7.3000e-003

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1994					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6217					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4000e-004	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.8700e-003	6.8700e-003	2.0000e-005		7.3000e-003
Total	0.8214	3.0000e-005	3.3500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.8700e-003	6.8700e-003	2.0000e-005		7.3000e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluate the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used in the calculation of utilities usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 7 Calculation of Project Impacts

Tables 3 through 7 indicate the results of the analysis.

Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This Table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 6 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 7 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Utilities Consumption/Generation Worksheet

Land Use	Independent Variable	Factor
Residential Uses		
Single-Family Residential	No. of Units	2
Medium Density Residential	No. of Units	2
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses		
Office	Sq. Ft.	1,200
Gymnasium	Sq. Ft.	750
Medical/Professional Office	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses		
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Regional Commercial Center	Sq. Ft.	0
Neighborhood Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	800
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses		
Service Shop (Auto Repair, etc.)	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
Dry Manufacturing	Sq. Ft.	0
Warehouse	Sq. Ft.	6,000
Public/Institutional		
School	Sq. Ft.	0
Church	Sq. Ft.	0

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	346
Natural Gas Consumption	cubic feet/day	153
Water Consumption	gallons/day	4,176
Sewage Generation	gallons/day	2,784
Solid Waste Generation	pounds/day	161

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Utilities Consumption/Generation Worksheet

Table 3: Electrical Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses		No. of Units	kWh	Variable
Single-Family Residential	2	5625.0	kWh/Unit/Year	30.8
Medium Density Residential	2	5625.0	kWh/Unit/Year	30.8
Multiple-Family Residential	0	5625.0	kWh/Unit/Year	0.0
Mobile Home	0	4644.0	kWh/Unit/Year	0.0
Office Uses		Sq. Ft.	kWh	Variable
Office	1,200	20.8	kWh/Sq. Ft./Year	68.4
Gymnasium	750	14.2	kWh/Sq. Ft./Year	29.2
Medical/Professional Office	0	20.8	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.8	kWh/Sq. Ft./Year	0.0
Commercial Uses		Sq. Ft./Rooms	kWh	Variable
Specialty Retail Commercial	0	16.0	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.0	kWh/Sq. Ft./Year	0.0
Regional Commercial Center	0	16.0	kWh/Sq. Ft./Year	0.0
Neighborhood Shopping Center	0	35.9	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	800	49.1	kWh/Sq. Ft./Year	107.6
Fast-Food Restaurant	0	49.1	kWh/Sq. Ft./Year	0.0
Hotel	0	8955.0	kWh/Sq. Ft./Year	0.0
Manufacturing Uses		Sq. Ft.	kWh	Variable
Service Shop (Auto Repair, etc.)	0	4.8	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.8	kWh/Sq. Ft./Year	0.0
Dry Manufacturing	0	4.8	kWh/Sq. Ft./Year	0.0
Warehouse	6,000	4.8	kWh/Sq. Ft./Year	78.9
School		Sq. Ft.	kWh	Variable
School	0	4.8	kWh/Sq. Ft./Year	0.0
Church	0	0.0	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				345.7
Sources:				
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).				
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989				

Utilities Consumption/Generation Worksheet

Table 4: Natural Gas Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses		No. of Units	Cu. Ft. of Nat. Gas	Variable
Single-Family Residential	2	6665.0	Cu. Ft./Mo./Unit	36.5
Medium Density Residential	2	4011.5	Cu. Ft./Mo./Unit	22.0
Multiple-Family Residential	0	4011.5	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4011.5	Cu. Ft./Mo./Unit	0.0
Office Uses		Sq. Ft.	Cu. Ft. of Nat. Gas	Variable
Office	1,200	2.0	Cu. Ft./Mo./Sq. Ft.	6.6
Gymnasium	750	2.0	Cu. Ft./Mo./Sq. Ft.	4.1
Medical/Professional Office	0	2.0	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.0	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses		Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable
Specialty Retail Commercial	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Regional Commercial Center	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Neighborhood Shopping Center	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	800	2.9	Cu. Ft./Mo./Sq. Ft.	6.4
Fast-Food Restaurant	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0		Cu. Ft./Mo./Room	0.0
Manufacturing Uses		Sq. Ft.	Cu. Ft. of Nat. Gas	Variable
Service Shop (Auto Repair, etc.)	0	4.7	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.7	Cu. Ft./Mo./Sq. Ft.	0.0
Dry Manufacturing	0	4.7	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	6,000	4.7	Cu. Ft./Mo./Sq. Ft.	77.3
Public/Institutional Use		Sq. Ft.	Cu. Ft. of Nat. Gas	Variable
School	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Church	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				152.8
Sources:				
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993				

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Utilities Consumption/Generation Worksheet

Table 5: Water Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses		No. of Units	Gals. of Water	Variable
Gals./Day				
Single-Family Residential	2	390.0	Gals./Day/Unit	780.0
Medium Density Residential	2	468.0	Gals./Day/Unit	936.0
Multiple-Family Residential	0	234.0	Gals./Day/Unit	0.0
Mobile Home	0	234.0	Gals./Day/Unit	0.0
Office Uses		Sq. Ft.	Gals. of Water	Variable
Gals./Day				
Office	1,200	300.0	Gals./Day/1,000 Sq. Ft.	360.0
Gymnasium	750	900.0	Gals./Day/1,000 Sq. Ft.	675.0
Medical/Professional Office	0	450.0	Gals./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Commercial Uses		Sq. Ft./Room	Gals. of Water	Variable
Gals./Day				
Specialty Retail Commercial	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	187.5	Gals./Day/1,000 Sq. Ft.	0.0
Regional Commercial Center	0	225.0	Gals./Day/1,000 Sq. Ft.	0.0
Neighborhood Shopping Center	0	487.5	Gals./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	800	1500.0	Gals./Day/1,000 Sq. Ft.	1,200.0
Fast-Food Restaurant	0	750.0	Gals./Day/1,000 Sq. Ft.	0.0
Hotel	0	187.5	Gals./Day/Room.	0.0
Manufacturing Uses		Sq. Ft.	Gals. of Water	Variable
Gals./Day				
Service Shop (Auto Repair, etc.)	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Dry Manufacturing	0	37.5	Gals./Day/1,000 Sq. Ft.	0.0
Warehouse	6,000	37.5	Gals./Day/1,000 Sq. Ft.	225.0
Public/Institutional Use		Sq. Ft.	Gals. of Water	Variable
Gals./Day				
School	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Church	0	75.0	Gals./Day/1,000 Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				4,176.0
Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation).				

Utilities Consumption/Generation Worksheet

Table 6: Sewage Generation				
Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses		No. of Units	Gals. of Effluent	Variable
Gals./Day				
Single-Family Residential	2	260.0	Gals./Day/Unit	520.0
Medium Density Residential	2	312.0	Gals./Day/Unit	624.0
Multiple-Family Residential	0	156.0	Gals./Day/Unit	0.0
Mobile Home	0	156.0	Gals./Day/Unit	0.0
Office Uses		Sq. Ft.	Gals. of Effluent	Variable
Gals./Day				
Office	1,200	200.0	Gals./Day/1,000 Sq. Ft.	240.0
Gymnasium	750	600.0	Gals./Day/1,000 Sq. Ft.	450.0
Medical/Professional Office	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	100.0	Gals./Day/1,000 Sq. Ft.	0.0
Commercial Uses		Sq. Ft./Rooms	Gals. of Effluent	Variable
Gals./Day				
Specialty Retail Commercial	0	100.0	Gals./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	125.0	Gals./Day/1,000 Sq. Ft.	0.0
Regional Commercial Center	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Neighborhood Shopping Center	0	325.0	Gals./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	800	1000.0	Gals./Day/1,000 Sq. Ft.	800.0
Fast-Food Restaurant	0	500.0	Gals./Day/1,000 Sq. Ft.	0.0
Hotel	0	125.0	Gals./Day/Room	0.0
Manufacturing Uses		Sq. Ft.	Gals. of Effluent	Variable
Gals./Day				
Service Shop (Auto Repair, etc.)	0	100.0	Gals./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	200.0	Gals./Day/1,000 Sq. Ft.	0.0
Dry Manufacturing	0	25.0	Gals./Day/1,000 Sq. Ft.	0.0
Warehouse	6,000	25.0	Gals./Day/1,000 Sq. Ft.	150.0
Public/Institutional Use		Sq. Ft.	Gals. of Effluent	Variable
Gals./Day				
School	0	200.0	Gals./Day/1,000 Sq. Ft.	0.0
Church	0	50.0	Gals./Day/1,000 Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				2,784.0
Source: Los Angeles County Sanitation Districts. Table 1 Loadings for Each Class of Land Use. 2012				

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Utilities Consumption/Generation Worksheet

Table 7: Solid Waste Generation				
Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses				
	No. of Units	Lbs. of Waste	Variable	Lbs./Day
Single-Family Residential	2	12.2	Lbs./Day/Unit	24.4
Medium Density Residential	2	8.6	Lbs./Day/Unit	17.2
Multiple-Family Residential	0	4.0	Lbs./Day/Unit	0.0
Mobile Home	0	8.6	Lbs./Day/Unit	0.0
Office Uses				
	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Office	1,200	6.0	Lbs./Day/1,000 Sq. Ft.	7.2
Gymnasium	750	31.2	Lbs./Day/1,000 Sq. Ft.	23.4
Medical/Professional Office	0	84.0	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	84.0	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses				
	Sq. Ft./Rooms	Lbs. of Waste	Variable	Lbs./Day
Specialty Retail Commercial	0	2.5	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	13.0	Lbs./Day/1,000 Sq. Ft.	0.0
Regional Commercial Center	0	2.5	Lbs./Day/1,000 Sq. Ft.	0.0
Neighborhood Shopping Center	0	2.5	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	800	5.0	Lbs./Day/1,000 Sq. Ft.	4.0
Fast-Food Restaurant	0	5.0	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0	3.0	Lbs./Day/Room	0.0
Manufacturing Uses				
	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Service Shop (Auto Repair, etc.)	0	14.2	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	62.5	Lbs./Day/1,000 Sq. Ft.	0.0
Dry Manufacturing	0	14.2	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	6,000	14.2	Lbs./Day/1,000 Sq. Ft.	85.2
Public/Institutional Use				
	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
School	0	7.0	Lbs./Day/1,000 Sq. Ft.	0.0
Church	0	3.5	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				161.4
Source: Cal Recycle Waste Characterization, 2013				

Utilities Consumption/Generation Worksheet

INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluate the potential impacts of a project.

Table 1 Definition of Project
This Table is used to establish the proposed development parameters that are used in the calculation of utilities usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts
Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 7 Calculation of Project Impacts
Tables 3 through 7 indicate the results of the analysis.

Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This Table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 6 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 7 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

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Utilities Consumption/Generation Worksheet

Table 1 Project Name: Future Uses - Lawrence Equipment Properties		
Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).		
Land Use	Independent Variable	Factor
Residential Uses		
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses		
Office	Sq. Ft.	0
Gymnasium	Sq. Ft.	0
Medical/Professional Office	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses		
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Regional Commercial Center	Sq. Ft.	0
Neighborhood Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses		
Service Shop (Auto Repair, etc.)	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
Dry Manufacturing	Sq. Ft.	31,409
Warehouse	Sq. Ft.	0
Public/Institutional		
School	Sq. Ft.	0
Church	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation		
Summary of Project Impacts - Results of analysis identified below. No modifications should be made to this Table.		
Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	413
Natural Gas Consumption	cubic feet/day	404
Water Consumption	gallons/day	1,178
Sewage Generation	gallons/day	785
Solid Waste Generation	pounds/day	446

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Utilities Consumption/Generation Worksheet

Table 3: Electrical Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses		No. of Units	kWh	Variable
Single-Family Residential	0	5625.0	kWh/Unit/Year	kWh/Unit/Day
Medium Density Residential	0	5625.0	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5625.0	kWh/Unit/Year	0.0
Mobile Home	0	4644.0	kWh/Unit/Year	0.0
Office Uses		Sq. Ft.	kWh	Variable
Office	0	20.8	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Gymnasium	0	14.2	kWh/Sq. Ft./Year	0.0
Medical/Professional Office	0	20.8	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.8	kWh/Sq. Ft./Year	0.0
Commercial Uses		Sq. Ft./Rooms	kWh	Variable
Specialty Retail Commercial	0	16.0	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Convenience Store	0	16.0	kWh/Sq. Ft./Year	0.0
Regional Commercial Center	0	16.0	kWh/Sq. Ft./Year	0.0
Neighborhood Shopping Center	0	35.9	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.1	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.1	kWh/Sq. Ft./Year	0.0
Hotel	0	8955.0	kWh/Sq. Ft./Year	0.0
Manufacturing Uses		Sq. Ft.	kWh	Variable
Service Shop (Auto Repair, etc.)	0	4.8	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Manufacturing	0	4.8	kWh/Sq. Ft./Year	0.0
Dry Manufacturing	31,409	4.8	kWh/Sq. Ft./Year	413.0
Warehouse	0	4.8	kWh/Sq. Ft./Year	0.0
School		Sq. Ft.	kWh	Variable
School	0	4.8	kWh/Sq. Ft./Year	kWh/Sq. Ft./Day
Church	0	0.0	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				413.0
Sources:				
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).				
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989				

Utilities Consumption/Generation Worksheet

Table 4: Natural Gas Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses		No. of Units	Cu. Ft. of Nat. Gas	Variable
Single-Family Residential	0	6665.0	Cu. Ft./Mo./Unit	Cu. Ft./Day
Medium Density Residential	0	4011.5	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4011.5	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4011.5	Cu. Ft./Mo./Unit	0.0
Office Uses		Sq. Ft.	Cu. Ft. of Nat. Gas	Variable
Office	0	2.0	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Gymnasium	0	2.0	Cu. Ft./Mo./Sq. Ft.	0.0
Medical/Professional Office	0	2.0	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.0	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses		Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable
Specialty Retail Commercial	0	2.9	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Convenience Store	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Regional Commercial Center	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Neighborhood Shopping Center	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0		Cu. Ft./Mo./Room	0.0
Manufacturing Uses		Sq. Ft.	Cu. Ft. of Nat. Gas	Variable
Service Shop (Auto Repair, etc.)	0	4.7	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Manufacturing	0	4.7	Cu. Ft./Mo./Sq. Ft.	0.0
Dry Manufacturing	31,409	4.7	Cu. Ft./Mo./Sq. Ft.	404.4
Warehouse	0	4.7	Cu. Ft./Mo./Sq. Ft.	0.0
Public/Institutional Use		Sq. Ft.	Cu. Ft. of Nat. Gas	Variable
School	0	2.9	Cu. Ft./Mo./Sq. Ft.	Cu. Ft./Day
Church	0	2.9	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				404.4
Sources:				
South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993				

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Utilities Consumption/Generation Worksheet

Table 5: Water Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses				
	No. of Units	Gals. of Water	Variable	Gals./Day
Single-Family Residential	0	390.0	Gals./Day/Unit	0.0
Medium Density Residential	0	468.0	Gals./Day/Unit	0.0
Multiple-Family Residential	0	234.0	Gals./Day/Unit	0.0
Mobile Home	0	234.0	Gals./Day/Unit	0.0
Office Uses				
	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Office	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Gymnasium	0	900.0	Gals./Day/1,000 Sq. Ft.	0.0
Medical/Professional Office	0	450.0	Gals./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Commercial Uses				
	Sq. Ft./Room	Gals. of Water	Variable	Gals./Day
Specialty Retail Commercial	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	187.5	Gals./Day/1,000 Sq. Ft.	0.0
Regional Commercial Center	0	225.0	Gals./Day/1,000 Sq. Ft.	0.0
Neighborhood Shopping Center	0	487.5	Gals./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	1500.0	Gals./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	750.0	Gals./Day/1,000 Sq. Ft.	0.0
Hotel	0	187.5	Gals./Day/Room.	0.0
Manufacturing Uses				
	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Service Shop (Auto Repair, etc.)	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Dry Manufacturing	31,409	37.5	Gals./Day/1,000 Sq. Ft.	1,177.8
Warehouse	0	37.5	Gals./Day/1,000 Sq. Ft.	0.0
Public/Institutional Use				
	Sq. Ft.	Gals. of Water	Variable	Gals./Day
School	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Church	0	75.0	Gals./Day/1,000 Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				1,177.8
Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation).				

Utilities Consumption/Generation Worksheet

Table 6: Sewage Generation				
Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses				
	No. of Units	Gals. of Effluent	Variable	Gals./Day
Single-Family Residential	0	260.0	Gals./Day/Unit	0.0
Medium Density Residential	0	312.0	Gals./Day/Unit	0.0
Multiple-Family Residential	0	156.0	Gals./Day/Unit	0.0
Mobile Home	0	156.0	Gals./Day/Unit	0.0
Office Uses				
	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Office	0	200.0	Gals./Day/1,000 Sq. Ft.	0.0
Gymnasium	0	600.0	Gals./Day/1,000 Sq. Ft.	0.0
Medical/Professional Office	0	300.0	Gals./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	100.0	Gals./Day/1,000 Sq. Ft.	0.0
Commercial Uses				
	Sq. Ft./Rooms	Gals. of Effluent	Variable	Gals./Day
Specialty Retail Commercial	0	100.0	Gals./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	125.0	Gals./Day/1,000 Sq. Ft.	0.0
Regional Commercial Center	0	150.0	Gals./Day/1,000 Sq. Ft.	0.0
Neighborhood Shopping Center	0	325.0	Gals./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	1000.0	Gals./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	500.0	Gals./Day/1,000 Sq. Ft.	0.0
Hotel	0	125.0	Gals./Day/Room	0.0
Manufacturing Uses				
	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Service Shop (Auto Repair, etc.)	0	100.0	Gals./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	200.0	Gals./Day/1,000 Sq. Ft.	0.0
Dry Manufacturing	31,409	25.0	Gals./Day/1,000 Sq. Ft.	785.2
Warehouse	0	25.0	Gals./Day/1,000 Sq. Ft.	0.0
Public/Institutional Use				
	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
School	0	200.0	Gals./Day/1,000 Sq. Ft.	0.0
Church	0	50.0	Gals./Day/1,000 Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				785.2
Source: Los Angeles County Sanitation Districts. Table 1 Loadings for Each Class of Land Use. 2012				

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Utilities Consumption/Generation Worksheet

Table 7: Solid Waste Generation				
Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	No. of Units	Lbs. of Waste	Variable	Lbs./Day
Single-Family Residential	0	12.2	Lbs./Day/Unit	0.0
Medium Density Residential	0	8.6	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	4.0	Lbs./Day/Unit	0.0
Mobile Home	0	8.6	Lbs./Day/Unit	0.0
Office Uses	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Office	0	6.0	Lbs./Day/1,000 Sq. Ft.	0.0
Gymnasium	0	31.2	Lbs./Day/1,000 Sq. Ft.	0.0
Medical/Professional Office	0	84.0	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	84.0	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Lbs. of Waste	Variable	Lbs./Day
Specialty Retail Commercial	0	2.5	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	13.0	Lbs./Day/1,000 Sq. Ft.	0.0
Regional Commercial Center	0	2.5	Lbs./Day/1,000 Sq. Ft.	0.0
Neighborhood Shopping Center	0	2.5	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	5.0	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	5.0	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0	3.0	Lbs./Day/Room	0.0
Manufacturing Uses	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Service Shop (Auto Repair, etc.)	0	14.2	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	62.5	Lbs./Day/1,000 Sq. Ft.	0.0
Dry Manufacturing	31,409	14.2	Lbs./Day/1,000 Sq. Ft.	446.0
Warehouse	0	14.2	Lbs./Day/1,000 Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
School	0	7.0	Lbs./Day/1,000 Sq. Ft.	0.0
Church	0	3.5	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				446.0
Source: Cal Recycle Waste Characterization, 2013				

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INTRODUCTION

The purpose of this memorandum is to indicate the impacts of a project alternative whereby the proposed surface parking area would be eliminated. Under this alternative, the proposed surface parking lot would be eliminated from the project description and the existing land use consisting of a single-family residence would remain.

The proposed surface parking lot would occupy *Parcel 009*. As indicated above, this parcel is currently occupied by single-family residences, a detached garage, and a storage building. The parcel's address is 12202 Chosen Street. Under the proposed project, these existing improvements would be demolished to accommodate the new 37 space surface parking lot.

SUMMARY OF IMPACTS

City staff, as part of their preliminary review of the Initial Study prepared for the project, requested a separate assessment of those environmental impacts that would occur in the absence of the proposed surface parking lot. This analysis focused on the *difference* in the environmental impacts of the proposed project that was evaluated in the Initial Study with the potential impacts of an alternative project scenario where the proposed surface parking area proposed for Parcel 9 were to be eliminated. The differences in the potential impacts are summarized below and on the following pages.

Proposed Project and Alternative Project Impact Comparison Matrix			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
1. Aesthetics			
A. <i>Would the project affect a scenic vista?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. The existing residence is dilapidated and the building would remain in its current state indefinitely. No scenic vistas are present in the vicinity of the project site. As a result, the impacts of the Proposed Project and the "No Surface Parking Alternative" would be similar.	✘	
B. <i>Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. No scenic resources are located on-site or in the vicinity of the project site. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
1. Aesthetics (continued)			
<i>C. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?</i>	The elimination of the surface parking area on Parcel 9 would result in the existing residential unit remaining on the site indefinitely. No new lighting would be installed as is proposed for the under the proposed project. As a result, the impacts would be less for the No Surface Parking Alternative.		X
2. Agriculture and Forestry Resources			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to farmland resources. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	X	
<i>B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. Neither alternative would involve any conflicts with agricultural uses and/or zoning. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	X	
<i>B. 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])?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	X	
<i>C. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	X	
<i>D. 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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	X	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
3. Air Quality			
<i>A. Would the project conflict with or obstruct the implementation of the applicable air quality plan?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. Neither project scenario would impact the applicable air quality management plan (AQMP). There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	
<i>B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study overall. In terms of Parcel 9, the existing single-family residence would remain. The elimination of the surface parking lot would result in fewer construction-related emissions compared to that anticipated for the proposed project.		✘
<i>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)?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study since the proposed project's emissions are below the SCAQMD's thresholds. In terms of Parcel 9, the existing single-family residence would remain. The elimination of the surface parking lot would result in fewer construction-related emissions compared to that anticipated for the proposed project.		✘
<i>D. Would the project expose sensitive receptors to substantial pollutant concentrations?</i>	The elimination of the surface parking lot would result in fewer construction-related emissions compared to that anticipated for the proposed project. In addition, operational emissions from vehicles using the surface parking lot would be eliminated if the surface parking lot was not constructed.		✘
<i>E. Would the project create objectionable odors affecting a substantial number of people? No reduction in impact.</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	
4. Biological Resources			
<i>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 Game or U.S. Fish and Wildlife Service?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
4. Biological Resources (continued)			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study since no sensitive habitat or riparian areas would be affected. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	
<i>E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	The elimination of the surface parking area on Parcel 9 would result in fewer impacts related to the removal of trees. No tree removal impacts would occur within Parcel 9 if the surface parking project element was eliminated.		✘
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	
5. Cultural Resources			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue. The impacts of the Proposed Project and the No Surface Parking Alternative would be similar.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
5. Cultural Resources (continued)			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. The area of potential impact would be less compared to the proposed project.	✘	
<i>C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>D. Would the project disturb any human remains, including those interred outside of formal cemeteries?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
6. GEOLOGY			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
6. GEOLOGY (CONTINUED)			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
7. GREENHOUSE GAS EMISSIONS			
<i>A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
8. HAZARDS & HAZARDOUS MATERIALS			
<i>A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. The demolition of the existing residential unit will result in fewer impacts related to potential lead paint and asbestos. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
8. HAZARDS & HAZARDOUS MATERIALS (CONTINUED)			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
9. HYDROLOGY & WATER QUALITY			
<i>A. Would the project violate any water quality standards or waste discharge requirements?</i>	The elimination of the surface parking area on Parcel 9 would result in less impervious surfaces compared to the proposed surface parking lot. The drainage characteristics within Parcel 9 would remain unchanged.		✘

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
9. HYDROLOGY & WATER QUALITY (CONTINUED)			
<i>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)?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would result in less impervious surfaces compared to the proposed surface parking lot. The drainage characteristics within Parcel 9 would remain unchanged.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would result in less impervious surfaces compared to the proposed surface parking lot. The drainage characteristics within Parcel 9 would remain unchanged.		
<i>F. Would the project otherwise substantially degrade water quality?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
9. HYDROLOGY & WATER QUALITY (CONTINUED)			
<i>H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>J. Would the project result in inundation by seiche, tsunami, or mudflow?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
10. LAND USE			
<i>A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use?</i>	The elimination of the surface parking area on Parcel 9 would mean that the existing single-family residence would remain. Under the No Surface Parking Lot Alternative, no General Plan Amendment or Zone Change would be required.		✘
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would mean that the existing single-family residence would remain. Under the No Surface Parking Lot Alternative, no General Plan Amendment or Zone Change would be required.		✘
<i>C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
11. MINERAL RESOURCES			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
12. NOISE			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. No excessive ground borne noise impacts would occur under either development scenario.	✘	
<i>C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	The elimination of the surface parking area on Parcel 9 would mean that the existing single-family residence would remain. Under the No Surface Parking Lot Alternative, no traffic would use Chosen Street or Maxson Road to access the proposed surface parking lot.		✘
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would result in less construction-related noise impacts since no demolition or construction activities would occur on Parcel 9.		✘
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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NO SURFACE PARKING ALTERNATIVE DEVELOPMENT SCENARIO
CITY OF EL MONTE • MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY
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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
<i>F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
13. POPULATION & HOUSING			
<i>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)?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>	The elimination of the surface parking area on Parcel 9 would mean that the existing single-family residence would remain. The existing housing unit would not be demolished to accommodate the proposed surface parking lot.		✘
<i>C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>	The elimination of the surface parking area on Parcel 9 would mean that the existing single-family residence would remain. The existing housing unit would not be demolished to accommodate the proposed surface parking lot.		✘
14. PUBLIC SERVICES			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The proposed project's implementation is not expected to have any impact on existing governmental services other than those identified in the preceding sections. As a result, no impacts associated with the proposed project's implementation are anticipated.	✘	
15. RECREATION IMPACTS			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
16. TRANSPORTATION & CIRCULATION			
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would mean that the potential traffic impacts related to the use of the surface parking lot would not occur. The surface parking area is anticipated to result in 74 daily trips with 37 trips during the morning and evening peak hours. This traffic would use Chosen Street and Maxson Road to access the proposed surface parking lot. This incremental traffic on the streets would be eliminated.		✘

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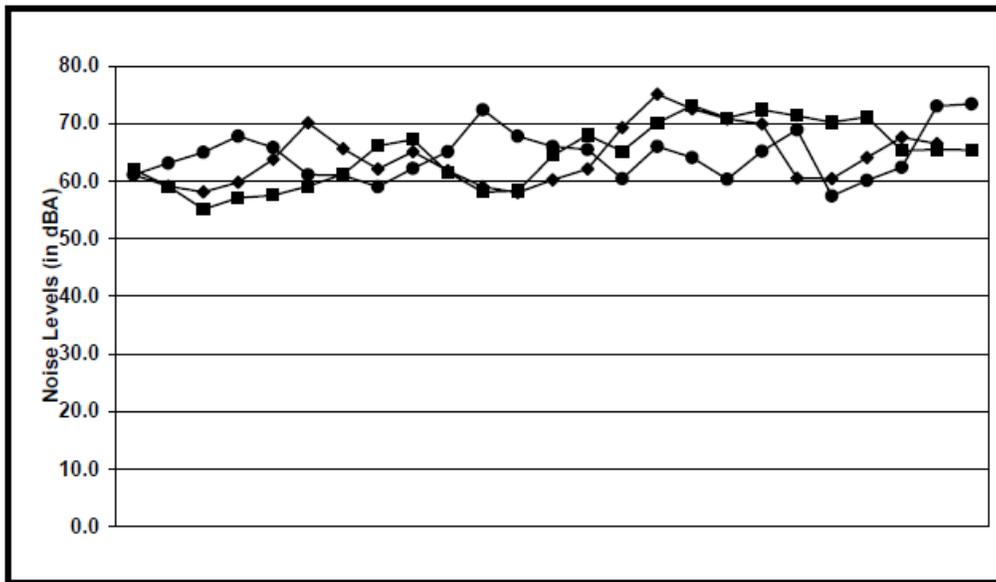
Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
<i>B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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)?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>E. Would the project result in inadequate emergency access?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
17. UTILITIES			
<i>A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

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Proposed Project and Alternative Project Impact Comparison Matrix (continued)			
Environmental Issue	Discussion of Impact	Impacts are Same	Impact is Less
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>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?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>H. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	
<i>I. Would the project result in a need for new systems, or substantial alterations in communications systems?</i>	The elimination of the surface parking area on Parcel 9 would not alter the conclusions of the Initial Study. In terms of Parcel 9, the existing single-family residence would remain. There would not be any lessening of impacts with respect to this issue.	✘	

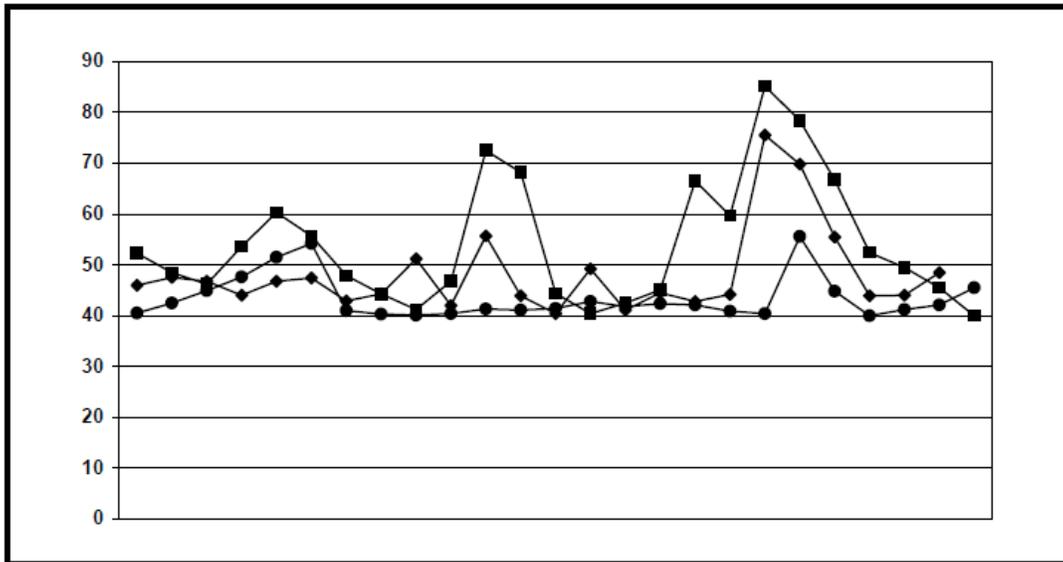
Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
67.0	61.1	62.0	61.1	L ₉₉	75.1	75.1	73.1	73.4
69.3	59.1	59.1	63.1		74.4	72.5	72.4	73.0
66.8	58.1	55.1	65.0	L ₉₀	73.3	70.8	71.3	72.4
67.1	59.8	57.1	67.8		73.3	70.2	71.1	68.9
58.7	63.8	57.5	65.8		73.2	70.1	71.0	67.8
55.0	70.1	59.1	61.1		73.0	69.9	70.2	67.8
52.0	65.6	61.2	61.0		72.9	69.3	70.1	66.0
53.2	62.1	66.1	59.0		72.4	67.6	68.0	66.0
51.8	65.1	67.2	62.2		71.4	66.5	67.2	65.8
54.4	61.8	61.5	65.1		71.1	65.6	66.1	65.5
55.2	59.0	58.1	72.4		69.3	65.1	65.5	65.2
63.4	58.0	58.3	67.8	L ₅₀	67.1	64.1	65.4	65.1
64.4	60.2	64.4	66.0		67.1	63.8	65.3	65.0
75.1	62.1	68.0	65.5		67.0	62.1	65.2	64.1
73.3	69.3	65.2	60.4		66.8	62.1	64.4	63.1
72.4	75.1	70.1	66.0		66.1	61.8	62.0	62.4
71.4	72.5	73.1	64.1		64.4	61.1	61.5	62.2
73.0	70.8	71.0	60.3		63.4	60.5	61.2	61.1
72.9	69.9	72.4	65.2		58.7	60.4	59.1	61.1
66.1	60.5	71.3	68.9	L ₂₅	55.2	60.2	59.1	61.0
74.4	60.4	70.2	57.4		55.0	59.8	58.3	60.4
71.1	64.1	71.1	60.1		54.4	59.1	58.1	60.3
67.1	67.6	65.3	62.4	L ₁₀	53.2	59.0	57.5	60.1
73.2	66.5	65.5	73.0		52.0	58.1	57.1	59.0
73.3	70.2	65.4	73.4		51.8	58.0	55.1	57.4



Noise Measurements
Chosen Street (North side of project)

Source: Blodgett/Baylosis Environmental Planning

Actual Noise Levels During Measurement				Noise Measurement Results in Leq%			
No.	Series #1	Series #2	Series #3	L%	Series #1	Series #2	Series #3
1	46.0	52.3	40.5	L ₉₉	75.5	85.2	55.6
2	47.5	48.5	42.5		69.8	78.4	54.2
3	46.8	46.2	44.9		55.7	72.5	51.5
4	44.0	53.6	47.6	L ₉₀	55.5	68.2	47.6
5	46.8	60.3	51.5		55.4	66.7	45.5
6	47.4	55.7	54.2		51.2	66.5	44.9
7	42.9	47.9	41.0		49.2	60.3	44.8
8	44.3	44.3	40.3		48.5	59.7	42.8
9	51.2	41.2	40.1		47.5	55.7	42.5
10	42.0	46.8	40.4	L ₆₆	47.4	53.6	42.4
11	55.7	72.5	41.3		46.8	52.4	42.1
12	43.9	68.2	41.1		46.8	52.3	42.1
13	40.4	44.4	41.4		46.0	49.5	41.8
14	49.2	40.4	42.8	L ₅₀	44.5	48.5	41.4
15	41.1	42.5	41.8		44.3	47.9	41.3
16	44.5	45.1	42.4		44.2	46.8	41.2
17	42.8	66.5	42.1		44.0	46.2	41.1
18	44.2	59.7	40.9		44.0	45.5	41.0
19	75.5	85.2	40.4		43.9	45.1	40.9
20	69.8	78.4	55.6	L ₂₅	43.9	44.4	40.5
21	55.5	66.7	44.8		42.9	44.3	40.4
22	43.9	52.4	40.0		42.8	42.5	40.4
23	44.0	49.5	41.2		42.0	41.2	40.3
24	48.5	45.5	42.1	L ₁₀	41.1	40.4	40.1
25	55.4	40.0	45.5		40.4	40.0	40.0



**Night Time
Noise Measurements**

Source: Blodgett/Baylosis Associates, Inc.