

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

LAWRENCE EQUIPMENT IMPROVEMENT PROJECT

**2107, 2109, 2115, AND 2061 DURFEE AVENUE;
12236, 12228, 12202, 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**

OCTOBER 28, 2015

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, 12236 Chosen Street, 12228 Chosen Street, 12202 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 sites include 8114-002-001, 8114-002-002, 8114-002-003, 8114-002-004, 8114-002-005, 8114-002-009 and 8114-002-027.

CITY AND COUNTY: 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: The proposed project involves a number of improvements to the existing Lawrence Equipment facility located in the City of El Monte. 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 four residential units (two single-family units and a duplex with a total floor area of 4,300 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 31,409 square-foot warehouse and office building along with a 12,299 square-foot parcel that will include a surface parking lot with 18 parking spaces within a site that contains an existing single-family unit. The residential unit will be maintained for employee housing. The new warehouse building will also include limited assembly and fabrication activities.

Discretionary approvals that will be required as part of the proposed project's implementation include the following:

- The approval of a General Plan Amendment;
- The approval of a Zone Change;
- The approval of a Conditional Use Permit will be required for the "Buffer Use" ("Buffer use" means a use that is located adjacent to a more intensive/predominant use either within the City or adjacent jurisdiction. The purpose of the buffer use is to minimize, subject to proper safeguards, conflicts, and frictions between transitioning uses.)

MITIGATED NEGATIVE DECLARATION (CONTINUED)

- The review of the project's design as part of the Design Review process; and,
- The review 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

City of El Monte Economic Development Department

Date: October 28, 2015

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The City of El Monte, in its capacity as the Lead Agency, is considering the approval of 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. An area map and a vicinity map are provided in Exhibit 2-2 and 2-3, respectively herein in Section 2.2. 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. The proposed project, if approved, will include the construction of a new warehouse and office building, a new surface parking lot, and other ancillary improvements. These improvements are proposed for two non-contiguous areas consisting of seven parcels that are located southwest of Chosen Street. Both areas are located to the northeast of the main existing Lawrence Equipment manufacturing plant.¹ The project also involves the renovation of a façade of the existing office building located immediately southwest of where the new warehouse and office building will be located. This building is located within the corporate boundaries of the City of South El Monte which will require building permits and plan checking for those improvements that will be located in South El Monte.

The proposed project will involve the demolition of four residential units (two single-family units and a duplex with a total floor area of 4,300 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). The building demolition is described in Section 2.3.3. The existing on-site improvements are shown in Exhibit 2-7, in Section 2.2. The new improvements will involve the construction of a new 31,409 square-foot warehouse and office building. The new warehouse building will also house limited assembly and fabrication activities. The new improvements will also include the construction of a new surface parking lot with 18 parking spaces (two enclosed spaces and 16 surface parking spaces) within a parcel located on the southwest corner of Chosen Street and Maxson Road. The existing single-family home that occupies this later parcel will be maintained for employee housing. Finally, a new sidewalk and landscaping will be installed along the west side of 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 (this parcel is located in South El Monte), 12236 Chosen Street, 12228 Chosen Street, 12202 Chosen Street, 12240 Chosen Street, and 12246 Chosen Street. All of the affected parcels are located along the southerly side of Chosen Street between Maxson Road and Durfee Avenue. The proposed site plan is provided in Exhibit 2-13 in Section 2.3. The Applicant is North Durfee Property, 2034 N. Peck Road, South El Monte, California 91733.

¹ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 2015.

The majority of the parcels where the improvements are proposed are located within the corporate boundaries of the City of El Monte. A parcel that contains the existing structure where the façade will be renovated is located in South El Monte (2061 Durfee Avenue). However, 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 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

1.2 INITIAL STUDY'S ORGANIZATION

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

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

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.

1.3 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 following findings may be made based on the analysis completed as part of this Initial Study’s preparation:

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

The findings of this Initial Study are summarized in Table 1-1 provided 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 |

**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) Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])? | | | | X |
| d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? | | | | X |
| e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? | | | | X |
| 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 |

**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 |
|--|---------------------------------------|---|-------------------------------------|------------------|
| e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance? | | | X | |
| 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 |

**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 3.7 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 | |
| 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 |

**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 3.9 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 |
| 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 | |

**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) 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 |
| 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 |

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

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|--|---------------------------------------|---|-------------------------------------|------------------|
| 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 |
| 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 |

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

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|---|---------------------------------------|---|-------------------------------------|------------------|
| 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 | |
| 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 |

**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) 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 |



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SECTION 2 - PROJECT DESCRIPTION

2.1 LOCATION OF THE PROJECT AREA

The proposed project sites are 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 two non-contiguous project sites, consisting of seven parcels, have a total land area of 71,900 square feet (1.65 acres) and are generally bounded on the southeast by Durfee Avenue, on the northeast by Chosen Street, and on the northwest by Maxson Road. 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, 12202 Chosen Street, 12240 Chosen Street and 12246 Chosen Street. All of the affected parcels are located along the southwesterly side of Chosen Street between Maxson Road and Durfee Avenue. The Los Angeles County Tax Assessor's Parcels Numbers (APNs) that are applicable to the parcels that comprise the project sites include 8114-002-001, 8114-002-002, 8114-002-003, 8114-002-004, 8114-002-005, 8114-002-009 and 8114-002-027.⁶ The location of the project sites within the City is indicated in Exhibit 2-3 and a local map is provided in Exhibit 2-4. The required discretionary approvals are described herein in Section 2.4.

2.2 ENVIRONMENTAL SETTING

The area surrounding the project sites include 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 sites 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 is provided in Exhibit 2-5.

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>

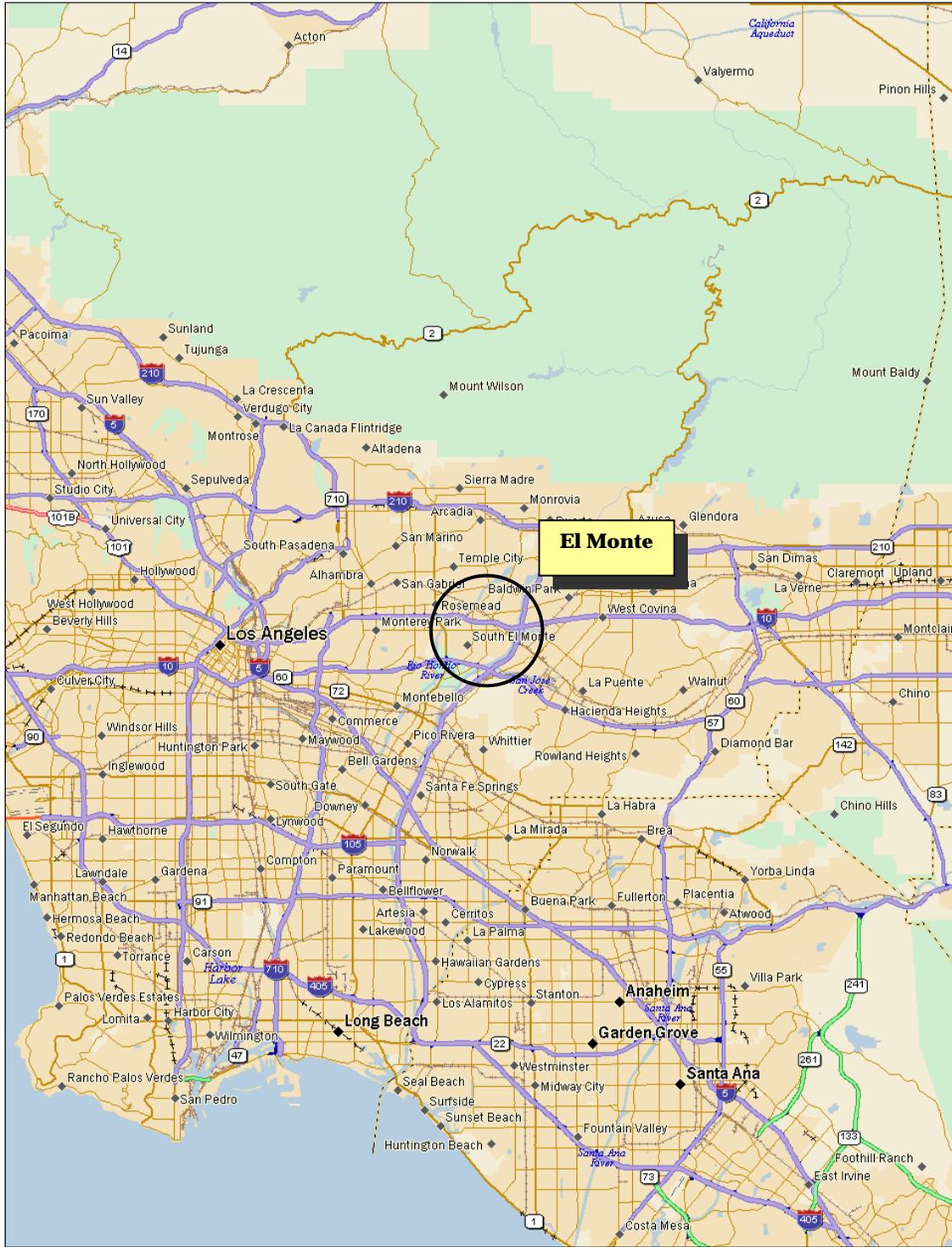


EXHIBIT 2-1
REGIONAL LOCATION MAP
Source: Delorme Street Atlas USA. 2009

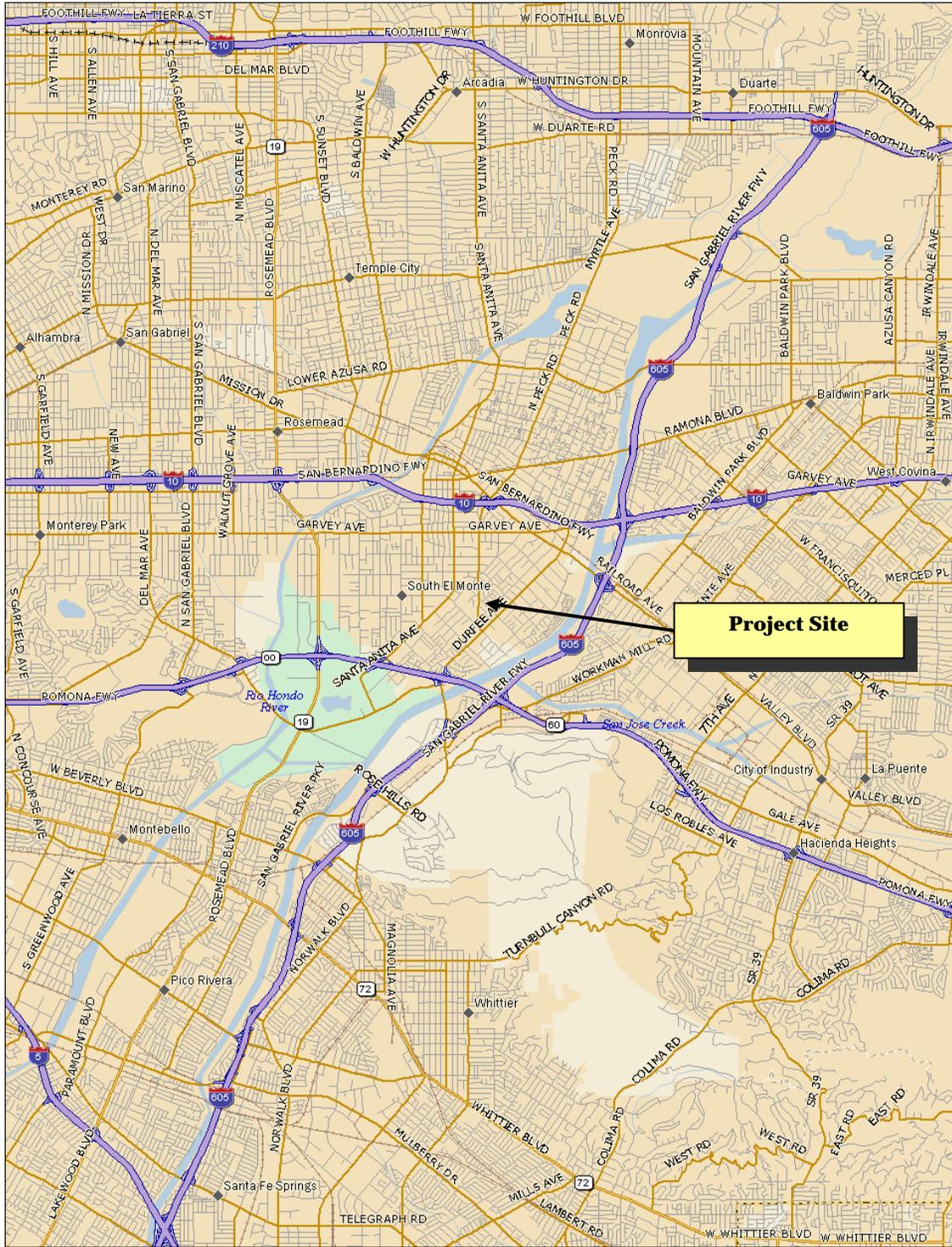


EXHIBIT 2-2
AREA MAP

Source: Delorme Street Atlas USA, 2009

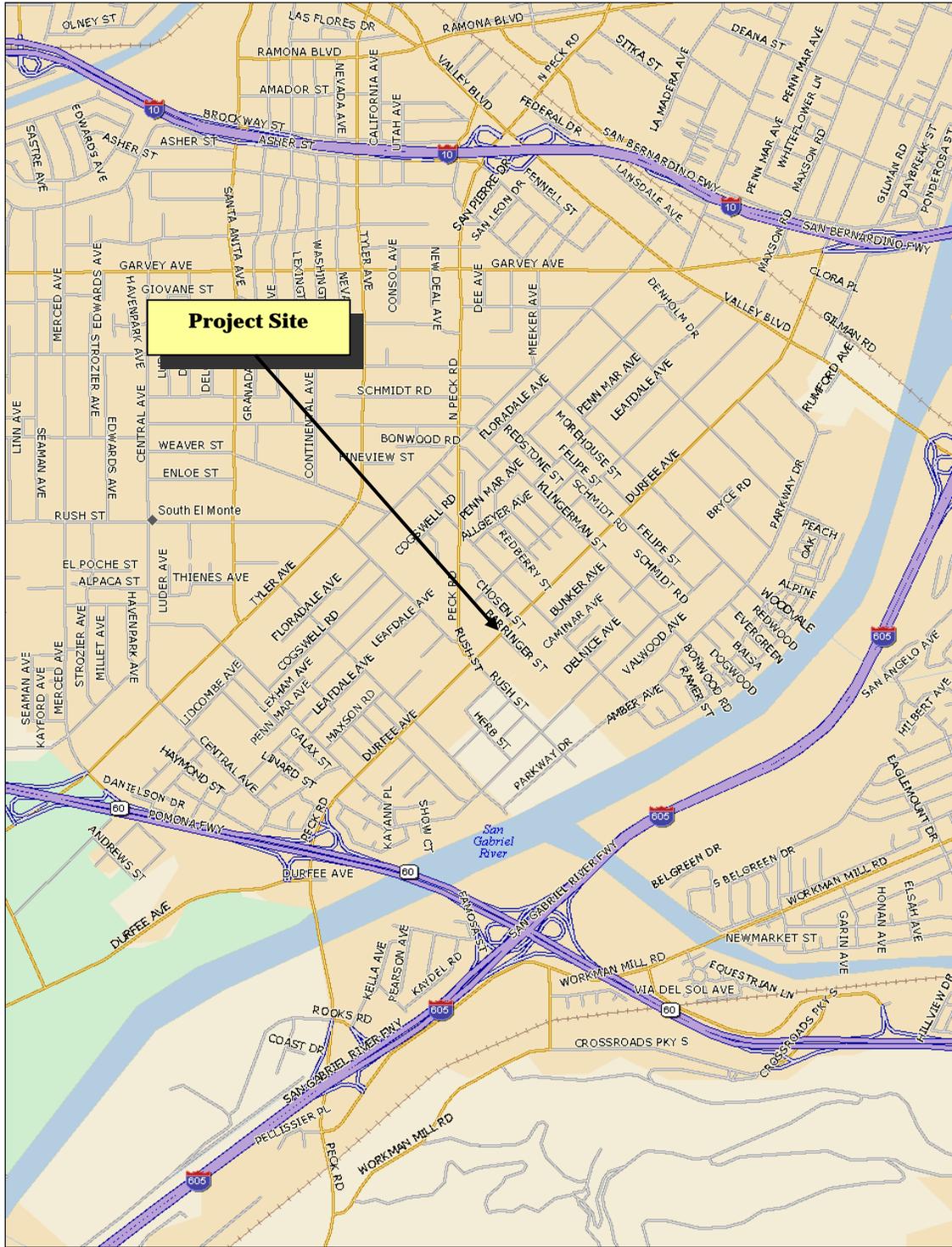


EXHIBIT 2-3
VICINITY MAP
Source: Delorme Street Atlas USA. 2005

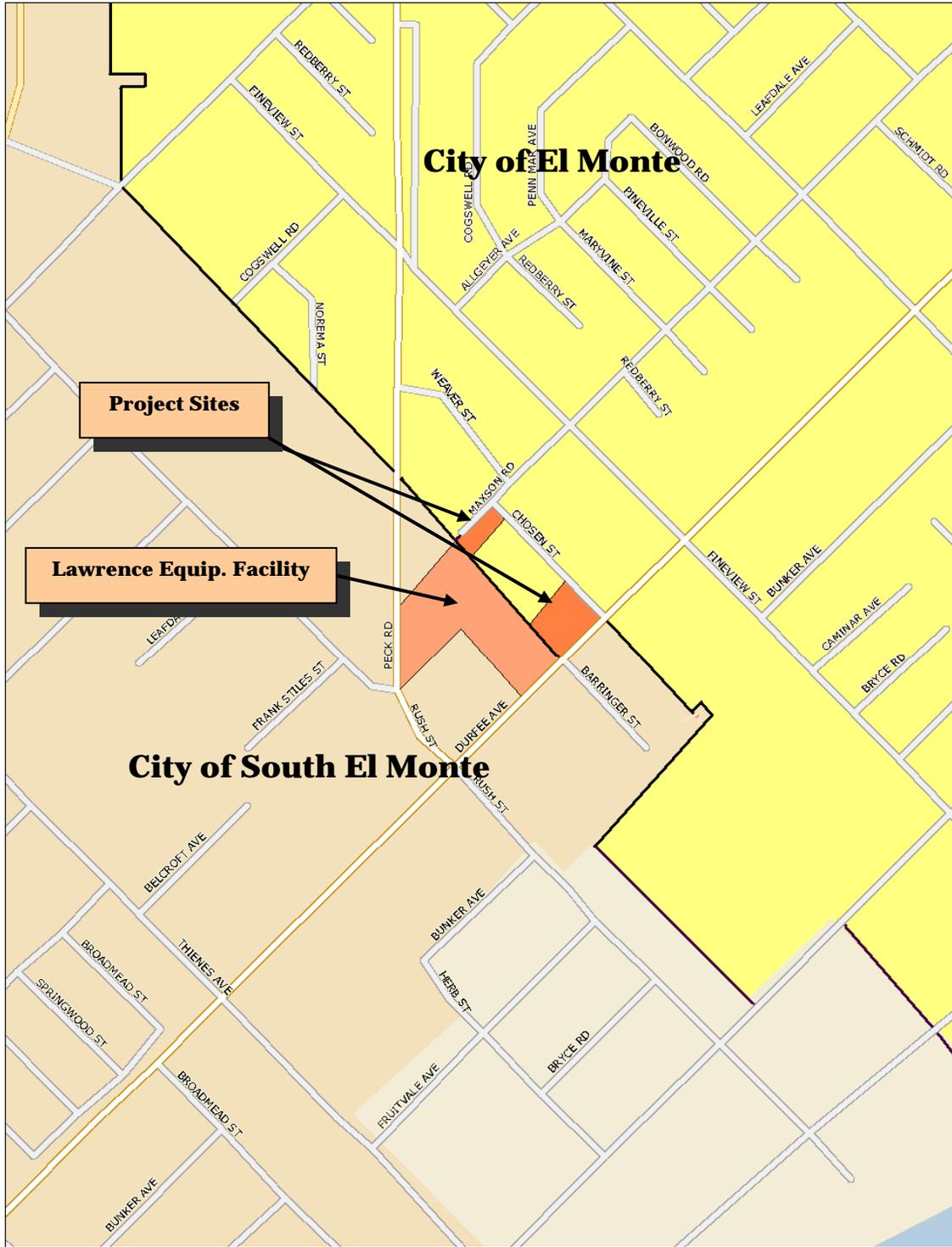


EXHIBIT 2-4
LOCAL MAP

Source: Delorme Street Atlas USA. 2005

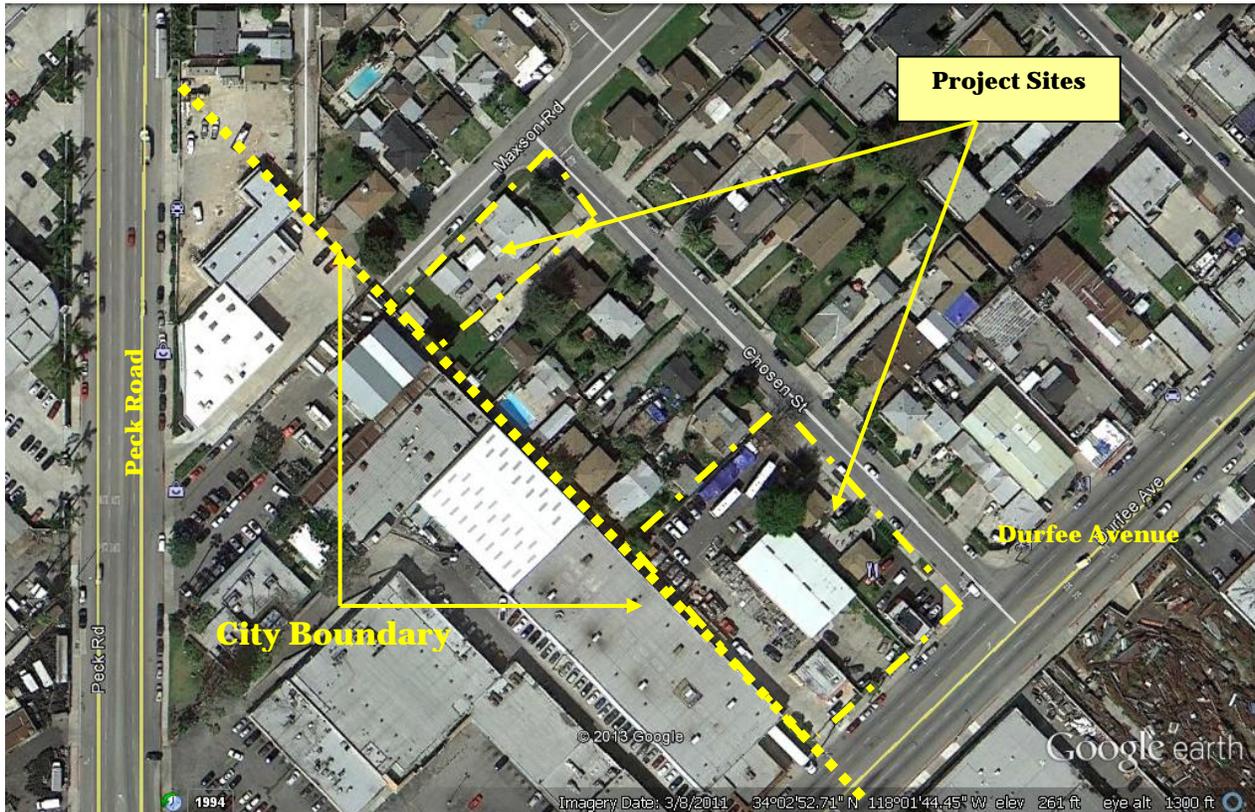


EXHIBIT 2-5
AERIAL PHOTOGRAPH OF PROJECT SITES AND THE
SURROUNDING AREA
Source: Google Earth

The proposed project sites include two different General Plan and Zone designations. The project sites are currently designated as *Mixed Use* and *Medium Density Residential* in the City of El Monte General Plan and are Zoned *R-2 and Mixed/Multiple-Use (MMU)*. Durfee Avenue, a major arterial roadway in the area, generally extends along the project sites' southeasterly frontage.⁷ The I-10 Freeway is located approximately 1.5 miles north of the project sites while the I-605 Freeway is located 0.7 miles to the southeast. The El Monte Airport is located approximately 2.7 miles northwest of the project sites.

The project sites are currently developed and contain a variety of structural improvements.⁸ The existing uses include a warehouse building, a vacant building, an employee gym, a restaurant, a surface parking lot, and four residential units (two single-family units 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 two non-contiguous sites are identified below according to the parcel's APN number on which they are located:⁹

- *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 warehouse and office 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). An existing billboard located adjacent to the restaurant will also be removed. This parcel consists of 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 warehouse and office building. This parcel consists of 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 warehouse and office building. This parcel consists of 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 further north of Parcel 003 (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 warehouse and office building. This parcel consists of 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 Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013.)

⁸ David Hidalgo Architects. *Overall Site Plan, SP-0.1.* April 2015.

⁹ 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 25 and 27. 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 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 warehouse and office building. This parcel also consists of 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 009.* This parcel is currently occupied by single-family residences, a detached garage, and a storage building (12202 Chosen Street). This parcel will include a new surface parking lot with 27 18 parking spaces (two enclosed spaces and 16 surface parking spaces) within a parcel located on the southwest corner of Chosen Street and Maxson Road. The existing single-family home that occupies this latter parcel will be maintained for employee housing. This parcel consists of 11,160 square feet and its current General Plan designation is Medium Low Density Residential and the parcel's current Zoning designation is R-2.
- *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 2-12.

2.3 PROJECT DESCRIPTION

2.3.1 PHYSICAL CHARACTERISTICS

The proposed project involves the approval of a new warehouse and office building, a new surface parking lot, and other ancillary improvements within two non-contiguous sites that have a total land area of 1.65 acres. The project sites are located to the northeast of the existing main Lawrence Equipment manufacturing plant.¹⁰ The proposed project includes the following elements:

- A new warehouse and office building will be constructed in that portion located near the corner of Durfee Avenue and Chosen Street. This new single-story building (a second level office mezzanine will also be provided) will have a total floor area of 31,409 square feet. A portion of this new building will be located within the corporate boundaries of the City of South El Monte. 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."¹¹

¹⁰ David Hidalgo Architects. *Overall Site Plan, SP-0.1.* April 2015.

¹¹ David Hidalgo Architects. *1st Floor Plan. A-1.*

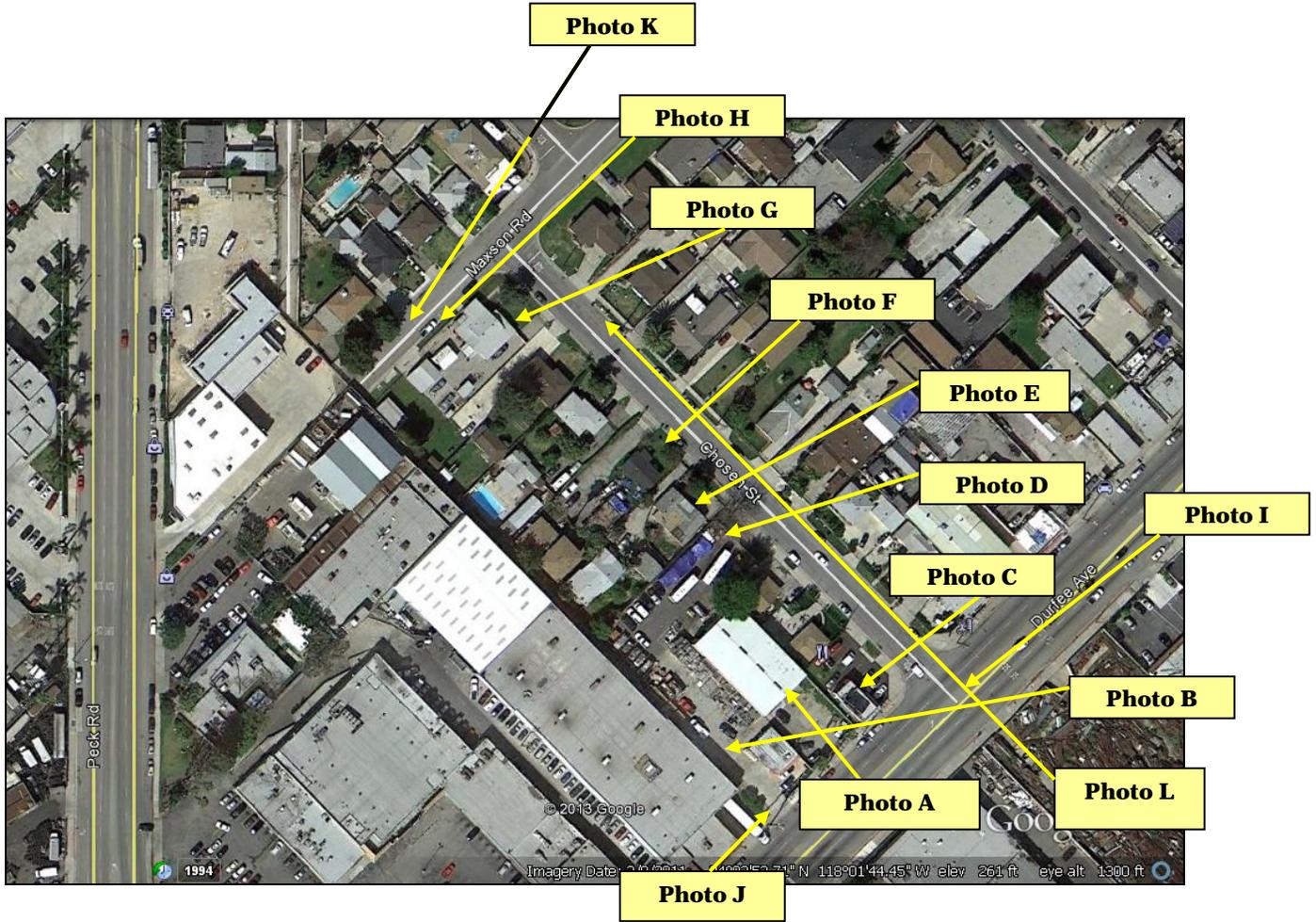


EXHIBIT 2-7
KEY MAP FOR PHOTOGRAPHS (EXHIBITS 2-7 TO 2-11)
Source: Delorme 2009



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 F - View of the existing single-family residential unit located along Chosen Street (005).

Photos G & H - View of the existing single-family residential unit, a garage and storage structures located on the corner of Chosen Street and Maxson Road (009).



EXHIBIT 2-10
PARCELS 005 & 009
Source: Delorme Street Atlas USA. 2005



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



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

EXHIBIT 2-11
VIEWS OF THE PROJECT SITE ALONG THE DURFEE AVENUE
FRONTAGE

Source: Blodgett Baylosis Environmental Planning



Photo K: View of project site's northwest boundary along Maxson Road.

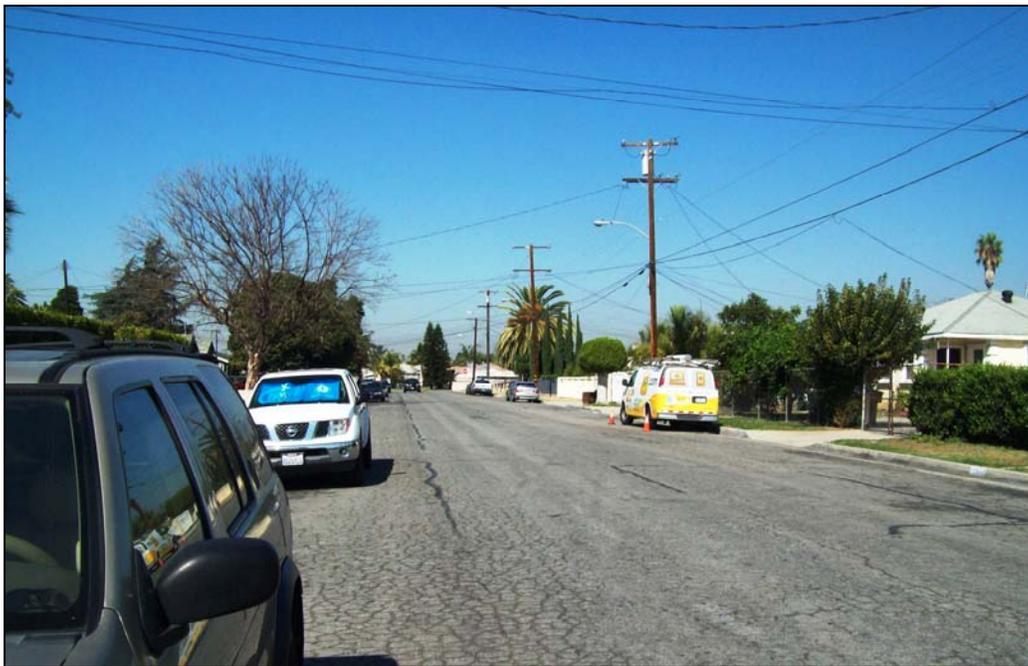


Photo L: View of the project site's northeast boundary along Chosen Street.

EXHIBIT 2-12
VIEWS OF THE PROJECT AREA ALONG THE MAXSON ROAD
AND CHOSEN STREET FRONTAGES

Source: Blodgett Baylosis Environmental Planning

- Two truck-high loading positions will be located along the Durfee Avenue elevation. The loading docks will be set back 59 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.¹² The location of these loading positions is shown in Exhibit 2-8 as “B.”
- Vehicular access to the new warehouse and office building will be provided by a curb-cut with Durfee Avenue and a second driveway will connect to Chosen Street.¹³ The Durfee Avenue driveway will be restricted to ingress only while the Chosen Street driveway will allow both ingress and egress. The entryway with Durfee Avenue will be approximately 18 feet wide while the driveway connection with Chosen Street will be approximately 27 feet in width.
- Surface parking will be provided along the new building’s north and east elevation.¹⁴ A total of 65 parking stalls will be provided, including four Americans with Disabilities Act (ADA) compliant stalls. The City’s off-street parking requirements call for a total of 48 parking spaces to be provided. A portion of the parking area will be secured with gates and this area will be used by employees only (refer to “C” in Exhibit 2-9). The parking stalls located nearest to the Durfee Avenue driveway will be reserved for visitors and vendors (refer to “D” in Exhibit 2-11).
- A second surface parking area will be constructed in that portion of the site located near the corner of Chosen Street and Maxson Road (refer to “E” in Exhibit 2-10).¹⁵ This parcel will include a new surface parking lot with 18 parking spaces (two enclosed spaces and 16 surface parking spaces) within a parcel located on the southwest corner of Chosen Street and Maxson Road. The existing single-family home that occupies this later parcel will be maintained for employee housing. Access to this parking lot will be provided by a gated driveway connection with Maxson Road.
- The Applicant also intends to renovate the façade on the existing building located to the south of where the new warehouse and office building will be located (Parcel 027 shown as “F” in Exhibit 2-11). 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 two non-contiguous project sites as well as new street trees along the entire frontage along the west side of Chosen Street between Maxson Road and Durfee Avenue. 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 8,348 square feet.¹⁶

¹² David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 2015.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Land Arq, Inc. *Conceptual Landscape Site Plan*. September 23, 2013.

The westernmost property line is also the corporate boundary that El Monte shares with the City of South El Monte. The majority of the existing Lawrence Equipment plant is located to the west of the project sites in the City of South El Monte. A portion of the existing plant building that will be remodeled is located in the City of South El Monte. The proposed site plan is provided in Exhibit 2-13. The proposed remote surface parking lot is shown in Exhibit 3-14.

2.3.2 OPERATIONAL CHARACTERISTICS

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, Lawrence Equipment provides employment for approximately 270 persons. 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. While the new warehouse building's primary use will be related to receiving and shipping, limited fabrication and assembly will occur. Other potential activities will include office-related activities, shipping, and receiving on Durfee Avenue, research and development, a test kitchen, warehousing of parts, and assembly. The company has projected a 3% employment growth rate over the next five years translating into a build-out employment level of 304. This increase in employment and any attendant increase in manufacturing capacity may occur in the absence of the proposed improvements. The addition of the new warehouse and office and the attendant 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 by itself. The facility is currently operating 24 hours a day. The hours of operation of the existing La Familia Restaurant that will be discontinued is 8:00 AM to 3:00 PM, Monday through Sunday. The restaurant is open daily for breakfast and lunch.

Future hours of operation (the number of shifts) will be dependent on economic conditions as they relate to the company's operation. However, the remote parking area located at the corner of Chosen Street and Maxson Road, will be secured when not in use. The parking area's anticipated hours of use will be from 6:00 AM to 7:00 PM, Monday through Friday. The hours of operation for the new warehouse building will be the same as the existing Lawrence Equipment plant.

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 2017. The key construction phases are outlined below:

- The demolition phase is anticipated to take eight weeks to complete. The demolition will involve the removal of four dwelling units, the existing restaurant, and storage and warehouse structures. The total floor area of the structural improvements that will be demolished will be 10,032 square feet (8,000 square feet of non-residential floor area and 2,032 square feet of residential 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-road equipment will total five pieces. During this phase, the average number of worker daily trips will be 13 trips.

- 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 worker trips will be eight trips.
- The construction of the new warehouse and office 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.
- 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.

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 Use and Medium Density Residential to Mixed 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; 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.



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SECTION 3 - ENVIRONMENTAL ANALYSIS

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

- | | |
|---|---|
| <ul style="list-style-type: none">● 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.

The project sites are 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 sites.¹⁷ The project sites and the surrounding areas are currently developed.¹⁸ 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 the new façade on the existing building on the corner of Durfee Avenue and Chosen Street. 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 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, Maxson Road, and Chosen Street frontages.

An extensive tree planting program has also been proposed (refer to Exhibit 2-9 included in Section 2). Finally, the facade of the existing building located to the south of the new building will be renovated.

¹⁷ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

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



OVERALL NORTH ELEVATION (CHOSEN ST.)



A1913 JADE FROST (BUILDINGS)
 A1952 MYSTERY SOUND (CANOPIES, PAINTED METAL)
 PRODEX - ICE GREY (PAINTED STEEL PANELS)
 DE 5854 SPLISH SPLASH (ACCENT WALLS)



VIEW 1 - EXISTING OFFICE FACADE RENOVATION WITH CITY APPROVED TREES



BUILDING NORTH ELEVATION (CHOSEN ST.)



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 in good condition and secured from public access. Any temporary fencing shall also be maintained in good condition with screening (green mesh). Any undeveloped surfaces must be maintained free of weeds, rubbish, and construction debris.
- Once occupied and operational, all of the on-site improvements (buildings, yard areas, landscaping, walls, etc.) must be well maintained. 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 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).¹⁹ The project sites' 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.

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 northwest side of Maxson Road and the northeast sides of Chosen Street. Residences are also located between the two noncontiguous sites that will include the new warehouse and office building and the new surface parking lot. The perimeters of both non-contiguous sites will be surrounded by planted trees as part of the implementation of the proposed project. Both parking lots will be gated and surrounded by a six-foot high green-screen fence with vines, which will also assist in obstructing light spillage onto neighboring properties. The parking area proposed at the southwest corner of Maxson Road and Chosen Street will also be secured when not in use. The following mitigation measures will be effective in further reducing the potential light and glare impacts:

- Fast-growing tree plantings shall be installed along the boundaries of both non-contiguous sites of the proposed project 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.

¹⁹ 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.
- 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 should 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 sites are properly maintained:

Mitigation Measure 1 (Aesthetic Impacts). During the construction phases, the sites will be maintained in good condition and secured from public access. Any temporary fencing shall also be maintained in good condition with screening (green mesh). Any undeveloped surfaces must be maintained free of weeds, rubbish, and construction debris.

Mitigation Measure 2 (Aesthetic Impacts). Once occupied and operational, all of the on-site improvements (buildings, yard areas, landscaping, walls, etc.) must be well maintained. 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 shall be installed along the boundaries of both non-contiguous sites of the proposed project 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.

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). 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 should 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 sites are classified by the United States Soil Conservation Service as belonging to the Hanford Soils Association.²⁰ 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 sites (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 sites do not contemplate agricultural land uses. In addition, the project sites are 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.

²⁰ 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.²¹ 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 sites are 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.²² 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 sites.²³ As indicated previously, the sites are currently developed and no agricultural activities are located within the project sites 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.

²¹ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

²² 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.

²³ Ibid.

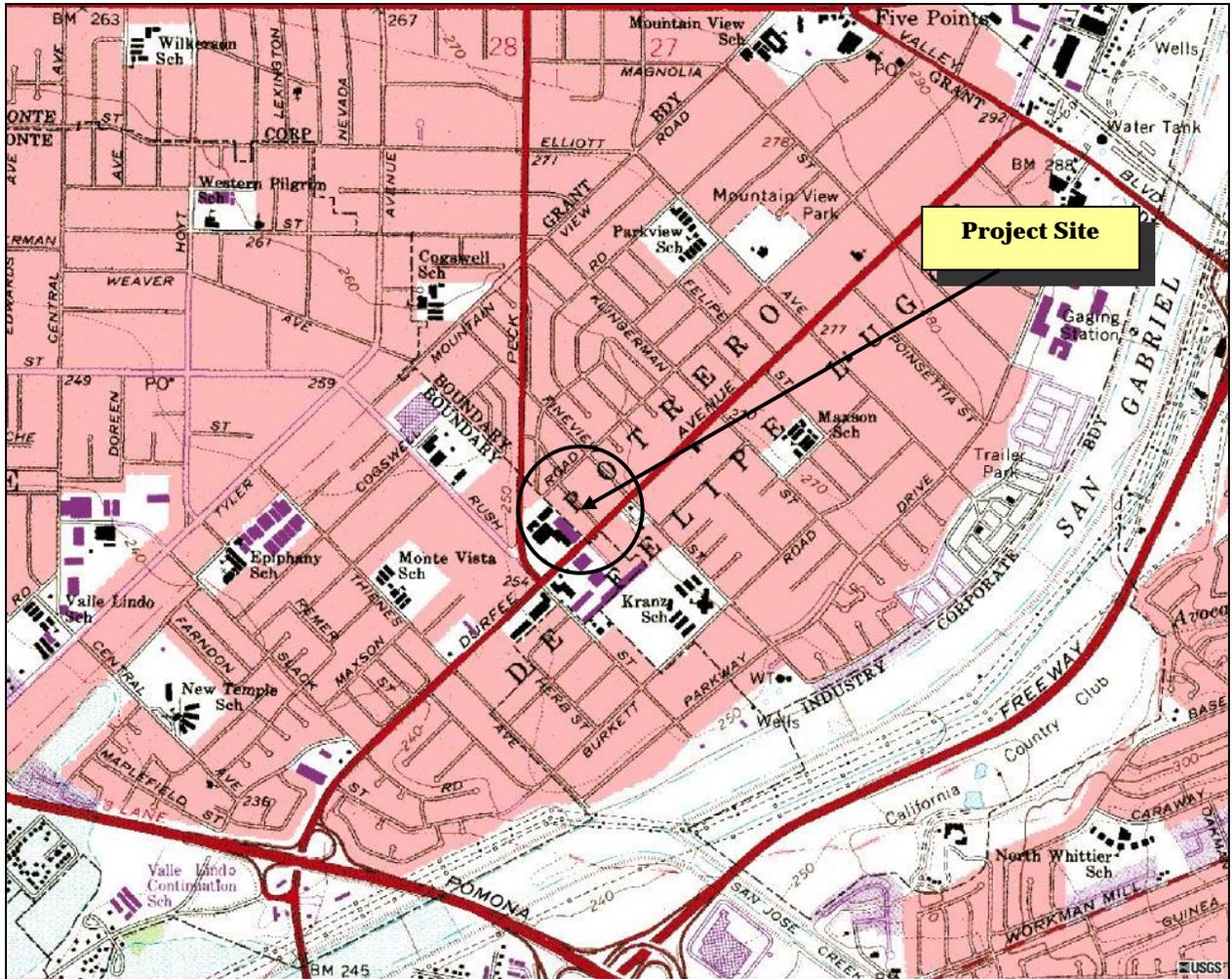


EXHIBIT 3-2
LAND USES AND LAND COVER AROUND THE PROJECT SITE
Source: United States Geological Survey

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. 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*.²⁴
- *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 breathing for children. Though SO₂ concentrations have been reduced to levels that are well below

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

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.

- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB, though standards were exceeded in portions of Riverside County.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because particulate matter of this size may be more easily inhaled causing respiratory irritation. The annual average concentrations of PM_{2.5} exceeded Federal standards in some areas of the SCAB. As a result, the SCAB continues to be designated non-attainment for PM_{2.5}.

Projects in the 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 PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

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

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

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct 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.²⁵ The most recent Air Quality Management Plan (AQMP) was adopted in 2012 and was jointly

²⁵ South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

prepared with the CARB and the Southern California Association of Governments (SCAG).²⁶ 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:²⁷

- *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). 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. |
| 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.

²⁶ South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

²⁷ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

The proposed project is not considered by the SCAQMD to be a regionally significant project.²⁸ 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.

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).

**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].

²⁸ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

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.

Long-term 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. The new improvements, however, will enable the facility to better accommodate the potential demand associated with a rebounding economy.

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].

While the projected short-term and long-term emissions are below thresholds considered to represent a significant adverse impact, mitigation has been recommended since the project area is located in a non-attainment area for ozone and particulates. The following measures 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 sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure that 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 impacts to levels that are less than significant.

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

As indicated in the previous section, the proposed project 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 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. 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? No 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). 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 increase current traffic by approximately 12 trip ends during the morning (AM) peak hour traffic period and 13 trip ends during the evening (PM) peak hour. This additional peak hour traffic will not be great enough to lead to a significant net increase in traffic congestion that would result in a significant decline in an intersection's level of service (LOS E or F).

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 sites, are identified in the map provided in Exhibit 3-3. The project sites are located near a number of sensitive receptors that include the following:

- Homes are located adjacent to the project sites along the southwest side of Chosen Street. Three residentially developed parcels are located between the parcels that will contain the new warehouse and office building and the remote surface parking area (refer to Exhibit 2-11).³¹

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

³⁰ Ibid.

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

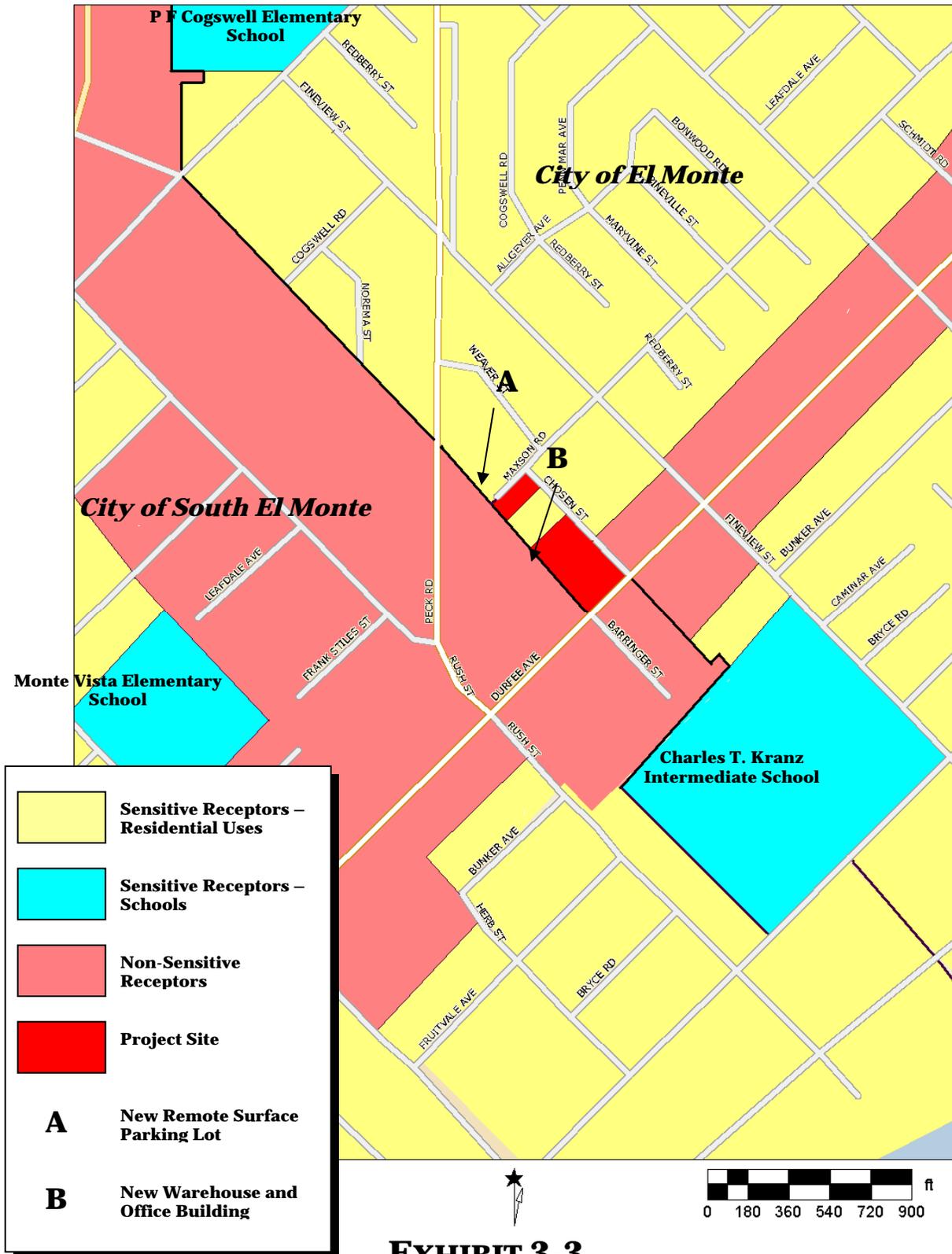


EXHIBIT 3-3
SENSITIVE RECEPTORS
 Source: Blodgett Baylosis Environmental Planning

- Homes are located northeast of the project sites along the east side of Chosen Street. These homes are separated from the project sites by the aforementioned roadway. Homes are located northeast of the project sites along the north side of Maxson Road. These homes are separated from the project sites by the aforementioned roadway.
- The nearest school to the project sites is the Charles T. Kranz Intermediate School, located approximately 550 feet to the southeast. The second closest school to the project sites is the Monte Vista Elementary School, located approximately 1,500 feet to the southwest. The third closest school to the project sites 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 a result, no impacts are anticipated.

**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 | 3.74 | Operations | 2 | 5 | 9 | 16 | 39 |
| PM ₁₀ | 21.92 | Construction | 6 | 19 | 34 | 66 | 160 |
| PM _{2.5} | 0.25 | Operations | 1 | 2 | 3 | 5 | 20 |
| PM _{2.5} | 13.55 | Construction | 4 | 5 | 9 | 21 | 82 |

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.³² During the site visits, no odors were observed on-site. 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 and use of a surface parking lot (27 parking spaces) and a new warehouse building with an ancillary office area (31,409 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.

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

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

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 sufficiently watered or securely covered to prevent excessive 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.

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 sites are located in an urbanized area. There are no sensitive or unique biological resources located within the project sites 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 sites are located in an urbanized area. There is no native or natural riparian plant habitats located within the project sites.³⁴ No streams or jurisdictional waters of the U.S. are located within the project sites' boundaries. Land cover is shown in Exhibit 3-4. New trees and landscaping will also be provided as part of the sites' 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 sites do 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 sites. 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 sites 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.

No Los Angeles County Significant Ecological Area (SEA) is located within El Monte's corporate boundaries. The nearest SEA is the Rio Hondo Wildlife Sanctuary, located 1.2 miles south of El Monte. Twenty-seven trees were found within the affected properties. Fourteen genus are represented though there are no Native Trees among them. Ten trees are in good condition, two are rated fair, four are rated poor, one tree is dead, and one is too small to warrant preservation. Of the five trees of a size to be considered Heritage Tree candidates, only two are suitable for preservation. One is a Deodar Cedar (*Cedrus deodora*), located at the corner of Chosen and Maxson Streets. This tree will be preserved. The other tree is a Glossy Privet (*Ligustrum lucidum*) located in front of 12228 Chosen Street. Neither species is tolerant of transplanting from the field. If attempted, the success probability is less than 25 percent.

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.

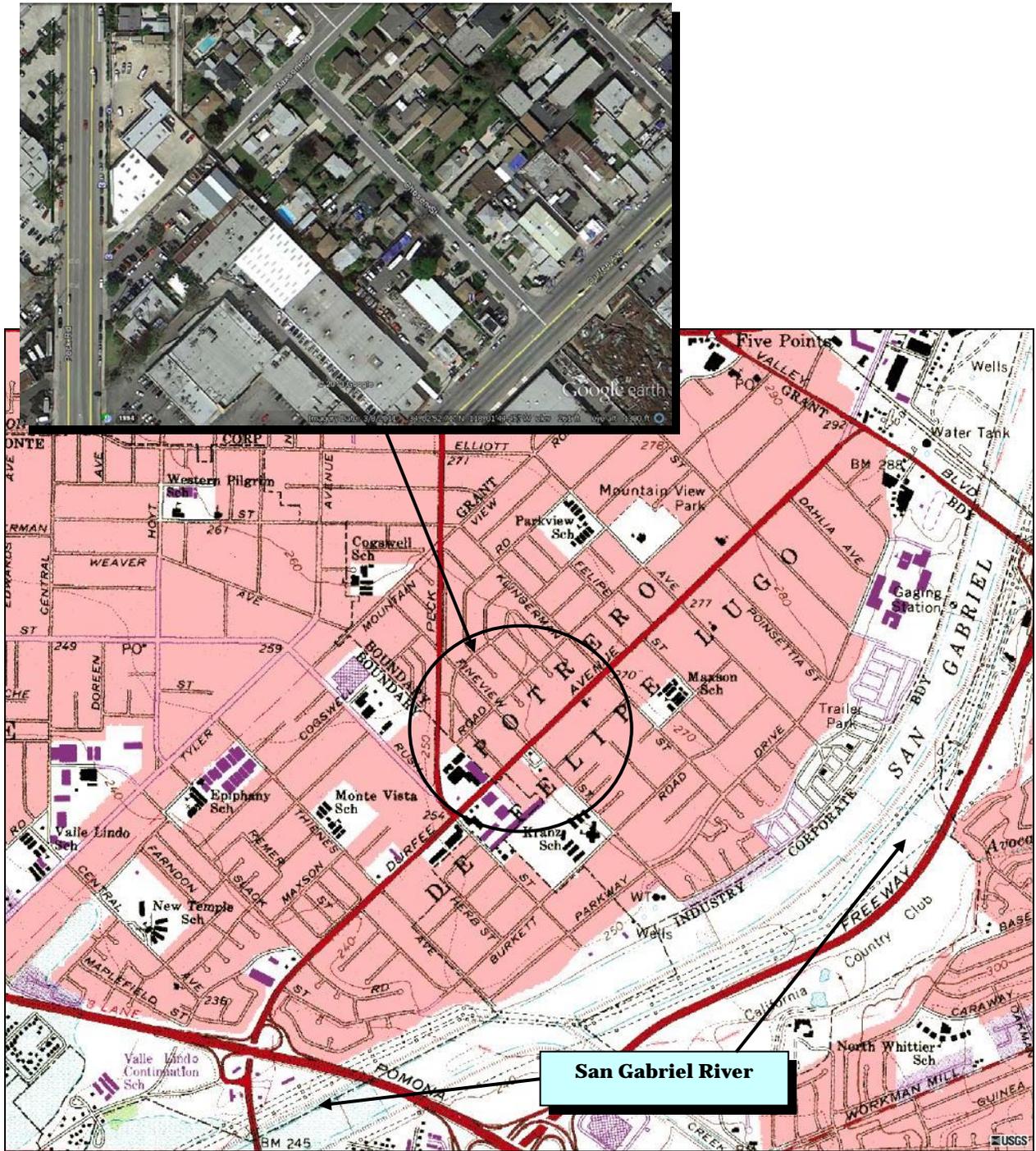


EXHIBIT 3-4
LAND COVER AROUND THE PROJECT SITE
Source: United States Geological Survey

One of the remaining candidate trees is dead. Two candidates are considered "weed species". A Shamel Ash (*Fraxinus uhdei*), has extensive root flare, is very fast growing, weak-wooded, has many tight crotches that may have included bark, and is very prone to failure. A second tree is actually part of a grove of ~~to~~ ten Italian Cypress (*Cupressus sempervirens*) planted three to four feet apart in a row. Their roots are so intertwined that they cannot be moved as individuals. The root systems have developed to the northeast as they are impeded by structures in all other directions. Grading, compaction and paving over the roots for a parking area will destroy the trees. The demolition activities will be required to conform to pertinent sections of the City's Tree Preservation Ordinance (Chapter 14.03) of the El Monte Municipal Code. As a result, the impacts are considered to be less than significant.

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

As indicated previously, the City is located within an urbanized setting, and no natural habitat is located within the project sites.³⁶ The proposed project sites are 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 sites' 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 at this time.

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 sites.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.

Within Parcel 009, what appears to be an old farmhouse is located on the property. Exhibit 3-5 includes a topographic map of the project area dated 1948 with the property in question identified. Review of the project site's APN indicates the residence was constructed in 1942-1944. The same information indicates the land value is more than double than the on-site improvements underscoring the dilapidated character of the structures. Observations of the property also indicate that the original structures have undergone significant modifications.

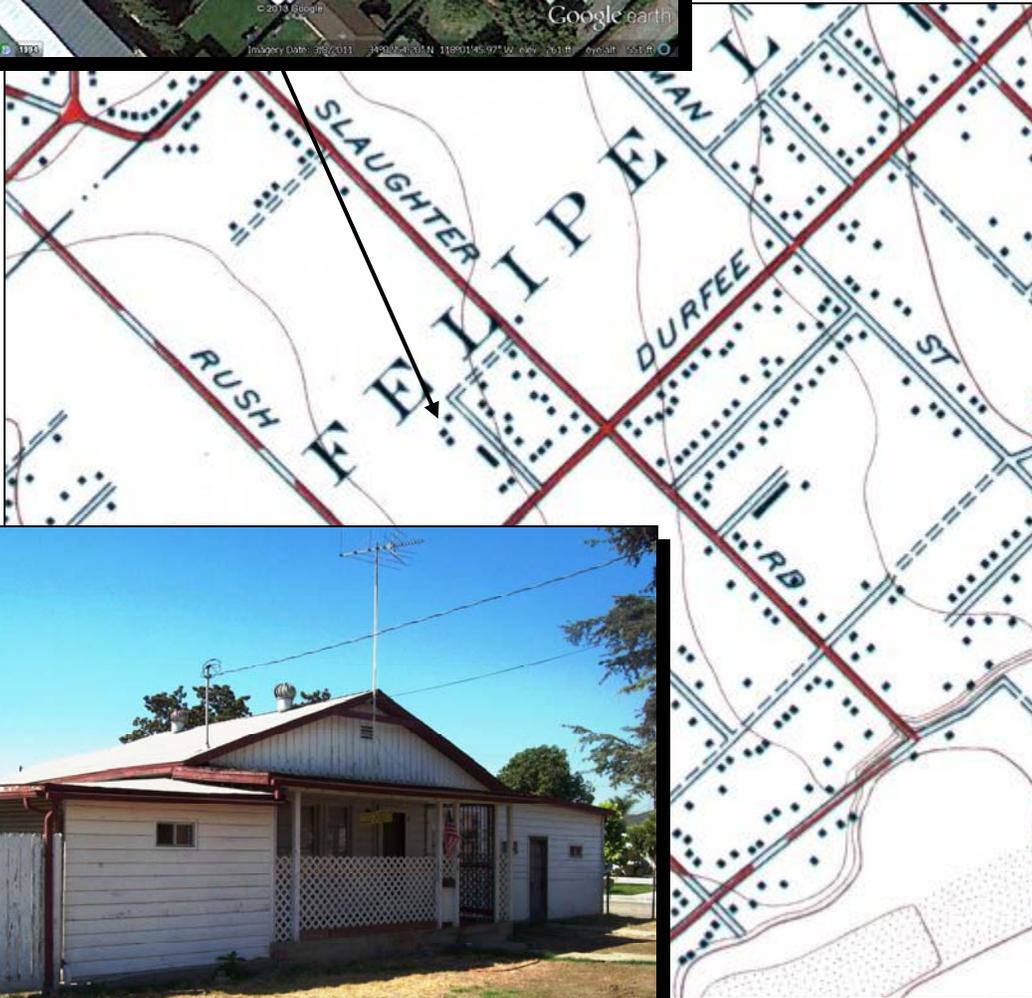
In addition, the site and the improvements do not meet any of the historic significance criteria discussed at the beginning of this section. The parcels and the existing improvements are not identified as being locally significant. In the event historically significant resources are encountered during 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? No Impact.

The project sites are 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 during grading and excavation activities because of this previous development and disturbance. The project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. As a result, no impacts are anticipated.



Aerial view of the existing residence located on Parcel 009.



View of the existing residence on Parcel 009.

EXHIBIT 3-5
HISTORIC MAP OF PROJECT AREA
Source: California State University, Chico. Meriam Library Special Collections

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 sites. As a result, no impacts are anticipated.

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 no impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

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 3-6. 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.

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

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 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 Since the City is not located within an area designated as an Alquist-Priolo Special Studies Zone, there are no known *fault rupture* hazards that are anticipated to impact the project sites.

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 sites are located within a potential liquefaction hazard zone (refer to Exhibit 3-7). As a result, the project sites 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:

- A geotechnical investigation must be provided to identify the potential liquefaction risk and any attendant mitigation. The completion of the investigation and its review must adhere to State requirements.

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 sites' 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 and office building and a surface parking lot. The sites are largely covered over in impervious surfaces (buildings and paved areas). No undisturbed native soils remain within the boundaries of the project sites. 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 sites are located within an area subject to potential liquefaction (refer to Exhibit 3-7). The soils that underlie the project area have been identified by the United States Soil Conservation Service as belonging to the Hanford Soils Association. These soils do not present a constraint to development. As a result, the potential adverse 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 sites are developed.⁴³ The existing improvements that occupy the property will be demolished to accommodate the new warehouse and office 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.

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.

⁴³ Blodgett Baylosis Environmental Planning. Field Survey (site visit was conducted on October 18, 2013).

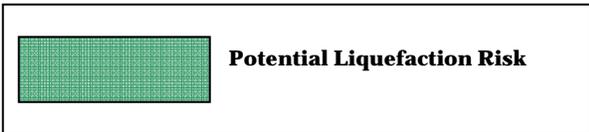


EXHIBIT 3-7
LIQUEFACTION POTENTIAL
Source: California Geological Survey

3.6.4 MITIGATION MEASURES

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

Mitigation Measure 12 (Geology Impacts). A geotechnical investigation must be provided to identify the potential liquefaction risk and any attendant mitigation. The completion of the investigation and its review must adhere to State requirements.

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.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.⁴⁴ However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.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. This daily total translates into 496.4 CO₂E per year. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO₂E 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.

⁴⁴ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

⁴⁵ Ibid.

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 proposed project will be consistent with the California Environmental Protection Agency Climate Action Team’s proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor’s climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB-32. A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB-32 goals, as well as the Governor’s Executive Order, is provided in Table 3-6. Table 3-6 also identifies which CARB *Recommended Actions* apply to the proposed project, and of those, whether the proposed project is consistent.

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

| ID # | Sector | Strategy Name | Applicable to Project? | Will Project Conflict With Implementation? |
|------|----------------|---|------------------------|--|
| T-1 | Transportation | Pavley I and II – Light-Duty Vehicle GHG Standards | No | No |
| T-2 | Transportation | Low Carbon Fuel Standard (Discrete Early Action) | No | No |
| T-3 | Transportation | Regional Transportation-Related GHG Targets | No | No |
| T-4 | Transportation | Vehicle Efficiency Measures | No | No |
| T-5 | Transportation | Ship Electrification at Ports (Discrete Early Action) | No | No |

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

| ID # | Sector | Strategy Name | Applicable to Project? | Will Project Conflict With Implementation? |
|-------------|-------------------------------------|---|-------------------------------|---|
| T-6 | Transportation | Goods-Movement Efficiency Measures | No | No |
| T-7 | Transportation | Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure | No | No |
| T-8 | Transportation | Medium and Heavy-Duty Vehicle Hybridization | No | No |
| T-9 | Transportation | High Speed Rail | No | No |
| E-1 | Electricity and Natural Gas | Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards | Yes | No |
| E-2 | Electricity and Natural Gas | Increase Combined Heat and Power Use by 30,000 GWh | No | No |
| E-3 | Electricity and Natural Gas | Renewable Portfolio Standard | No | No |
| E-4 | Electricity and Natural Gas | Million Solar Roofs | No | No |
| CR-1 | Electricity and Natural Gas | Energy Efficiency | Yes | No |
| CR-2 | Electricity and Natural Gas | Solar Water Heating | No | No |
| GB-1 | Green Buildings | Green Buildings | No | No |
| W-1 | Water | Water Use Efficiency | Yes | No |
| W-2 | Water | Water Recycling | No | No |
| W-3 | Water | Water System Energy Efficiency | Yes | No |
| W-4 | Water | Reuse Urban Runoff | No | No |
| RW-1 | Recycling and Waste Management | Landfill Methane Control (Discrete Early Action) | No | No |
| W-5 | Water | Increase Renewable Energy Production | No | No |
| W-6 | Water | Public Goods Charge (Water) | No | No |
| I-1 | Industry | Energy Efficiency and Co-benefits Audits for Large Industrial Sources | No | No |
| I-2 | Industry | Oil and Gas Extraction GHG Emission Reduction | No | No |
| I-3 | Industry | GHG Leak Reduction from Oil and Gas Transmission | No | No |
| I-4 | Industry | Refinery Flare Recovery Process Improvements | No | No |
| I-5 | Industry | Removal of Methane Exemption from Existing Refinery Regulations | No | No |
| RW-2 | Recycling and Waste Management | Additional Reductions in Landfill Methane – Capture Improvements | No | No |
| RW-3 | Recycling and Waste Management | High Recycling/Zero Waste | Yes | No |
| F-1 | Forestry | Sustainable Forest Target | No | No |
| H-1 | High Global Warming Potential Gases | Motor Vehicle Air Conditioning Systems (Discrete Early Action) | No | No |
| H-2 | High Global Warming Potential Gases | SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action) | No | No |

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

| ID # | Sector | Strategy Name | Applicable to Project? | Will Project Conflict With Implementation? |
|-------------|-------------------------------------|--|-------------------------------|---|
| H-3 | High Global Warming Potential Gases | Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action) | No | No |
| H-4 | High Global Warming Potential Gases | Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008) | No | No |
| H-5 | High Global Warming Potential Gases | High GWP Reductions from Mobile Sources | No | No |
| H-6 | High Global Warming Potential Gases | High GWP Reductions from Stationary Sources | No | No |
| H-7 | High Global Warming Potential Gases | Mitigation Fee on High GWP Gases | No | No |
| A-1 | Agriculture | Methane Capture at Large Dairies | No | No |

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

Of the 39 measures identified, those that would be considered to be applicable to the proposed project include actions related to electricity and natural gas use and water conservation. AB-32 requires California to reduce its GHG emissions by approximately 28 to 33 percent below business as usual. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. The proposed project would not conflict with adopted initiatives that are designed to control GHG emissions in the coming years. As a result, the proposed project is not expected to result in any significant impacts related to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.3 CUMULATIVE IMPACTS

The analysis herein determined that the implementation of the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gases. As a result, no significant adverse cumulative impacts 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.⁴⁷ The proposed project sites are not included on this list. The proposed project's implementation will involve the demolition of the existing structures to allow for the

⁴⁷ United States Environmental Protection Agency. *Envirofacts Database, Multisystem Search*. www.epa.gov/envirofw/

construction of a new warehouse and office and the proposed surface parking lot. During these activities, lead and/or asbestos-containing materials may be encountered. The Applicant had two Phase I Environmental Assessments for the project sites. 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.⁴⁸ 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.⁴⁹ The use has not changed since the Phase I studies were completed. Mitigation has been recommended in Section 3.8.2.C as a means to mitigate potential impacts from asbestos-containing materials and lead paint from demolition debris (refer to discussion included herein in Section 3.8.2.C). The mitigation referred to in that section will further reduce the potential impacts to levels that are already less than significant.

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

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 C that follows).

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

The proposed project's implementation will involve the demolition of the existing structures to allow for the construction of a new warehouse and office and the proposed surface parking lot. 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.

⁴⁸ 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.

⁴⁹ *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.

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

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 proposed project sites are not included on a hazardous sites list compiled pursuant to Government Code Section 65962.5. One Cortese site is located in the City of El Monte; the San Gabriel Underground Water Basin.⁵⁰ This contamination is currently undergoing remediation. The project sites are 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 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.⁵¹ 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.⁵² 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.

At no time will any designated emergency evacuation routes 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.

⁵⁰ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

⁵¹ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

⁵² 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.⁵³ There are no areas of *native* vegetation found within or immediately adjacent to the project sites. As a result, there is no wildfire risk from the project sites 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. As a result the following mitigation measure is required:

Mitigation Measure 13 (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.

⁵³ 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.⁵⁴

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.⁵⁵ 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 warehouse and office building and a surface parking lot. 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.⁵⁶ 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 homeowners association to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

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

⁵⁴ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁵⁵ Ibid.

⁵⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Friday, October 18, 2013.

(WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites 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.⁵⁷ 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 sites are largely developed and covered over with impervious surfaces (concrete and buildings). No natural drainage or riparian areas remain within the project sites or surrounding area due to earlier development.⁵⁸ 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.

⁵⁷ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁵⁸ United States Geological Survey. TerraServer USA. The National Map. El Monte, California. July 1, 1979.

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 sites are largely developed and covered over with impervious surfaces (concrete and asphalt) and no natural drainage remain within the project sites or surrounding area due to this development.⁵⁹ 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 sites, or in the immediate vicinity, that would be affected by the project.⁶⁰ The proposed project will not substantially alter the existing on-site drainage pattern. The parcels that comprise the project sites are largely 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 measures are required as a means to address potential storm water impacts:

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

The aforementioned mitigation 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 sites are currently developed. The proposed project involves the demolition of an existing warehouse and residential units to allow for the construction of a new warehouse and office 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,

⁵⁹ United States Geological Survey. TerraServer USA. The National Map. El Monte, California. July 1, 1979.

⁶⁰ Ibid.

leaves, soils, oil/grease, and other pollutants within the parking areas.⁶¹ 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 standard for floodplain management and to determine whether homeowners need to obtain flood insurance. According to the FEMA Flood Hazard Mapping program, the City of El Monte is not located within a 100-year floodplain.⁶² As a result, the City is designated as a *No Special Flood Hazard Area (NSFHA) – All Zone C*.⁶³ Therefore, no flood related impacts will occur. Moreover, the project does not involve the construction of housing.

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 sites are not located within a designated 100-year flood hazard area as defined by FEMA.⁶⁴ 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 sites are 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

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

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

⁶³ Federal Emergency Management Agency. *Flood Insurance Rate Maps*. 2010 (as amended).

⁶⁴ Ibid.

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.⁶⁵ 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 sites is comparable to that of the entire City. Therefore, the impacts related to flood flows are anticipated to be less than significant.

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

The 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 sites that would result in a potential seiche hazard.⁶⁶ 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 14 (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.

⁶⁵ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁶⁶ United States Geological Survey. TerraServer USA. The National Map. El Monte, California. July 1, 1979.

Mitigation Measure 15 (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 measures are required as a means to address potential storm water impacts:

Mitigation Measure 16 (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.

Mitigation Measure 17 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

3.10 LAND USE

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 sites include a mix of industrial, commercial, and residential development. Industrial land uses that are also part of Lawrence Equipment are located adjacent to the project sites on the south side. Residential development, consisting of both single-family homes and multiple-family residential, is located along the north side of Chosen Street. This residential development includes two single-family homes and a duplex (two units). 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 sites' southeasterly frontage. Land uses around the project sites are shown in Exhibit 3-8.

The project sites are currently developed and contain a variety of structural improvements.⁶⁷ The existing uses include a warehouse building, a vacant building, an employee gym room, a restaurant, a surface parking lot, and four residential units (two single-family units and a duplex). The existing uses within the two non-contiguous sites are identified below according to the APN number on which they are located.⁶⁸

- *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 warehouse and office 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).
- *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 warehouse and office building.

⁶⁷ David Hidalgo Architects. *Overall Site Plan, SP-0.1.* April 2015.

⁶⁸ Lawrence Equipment. Memorandum prepared as a handout to adjacent property owners. July 23, 2013.

- *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 warehouse and office 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 warehouse and office 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 warehouse and office building.
- *Parcel 009.* This parcel is currently occupied by single-family residences, a detached garage, and a storage building (12202 Chosen Street). These existing improvements will be demolished to accommodate the new surface parking lot.
- *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.

Residential units are located within and immediately adjacent to the proposed project sites on the northwest and northeast sides. Four residential units (two single-family units and a duplex) within the project sites will also be demolished to accommodate for the construction of the new improvements. The project sites are located next to the existing Lawrence Equipment plant.

The new parking lot and the proposed new Warehouse Building will be located to the north and south of three 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. Residential uses (five units) are also located north of the proposed new surface parking lot, along the north side of Maxson Road. To ensure that the proposed project does not lead to any incompatible land uses, the following measures will be implemented:

- The City has 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. These measures will be subject to monitoring as part of the implementation of the Mitigation Monitoring and Reporting Program.

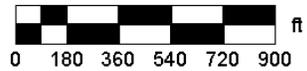
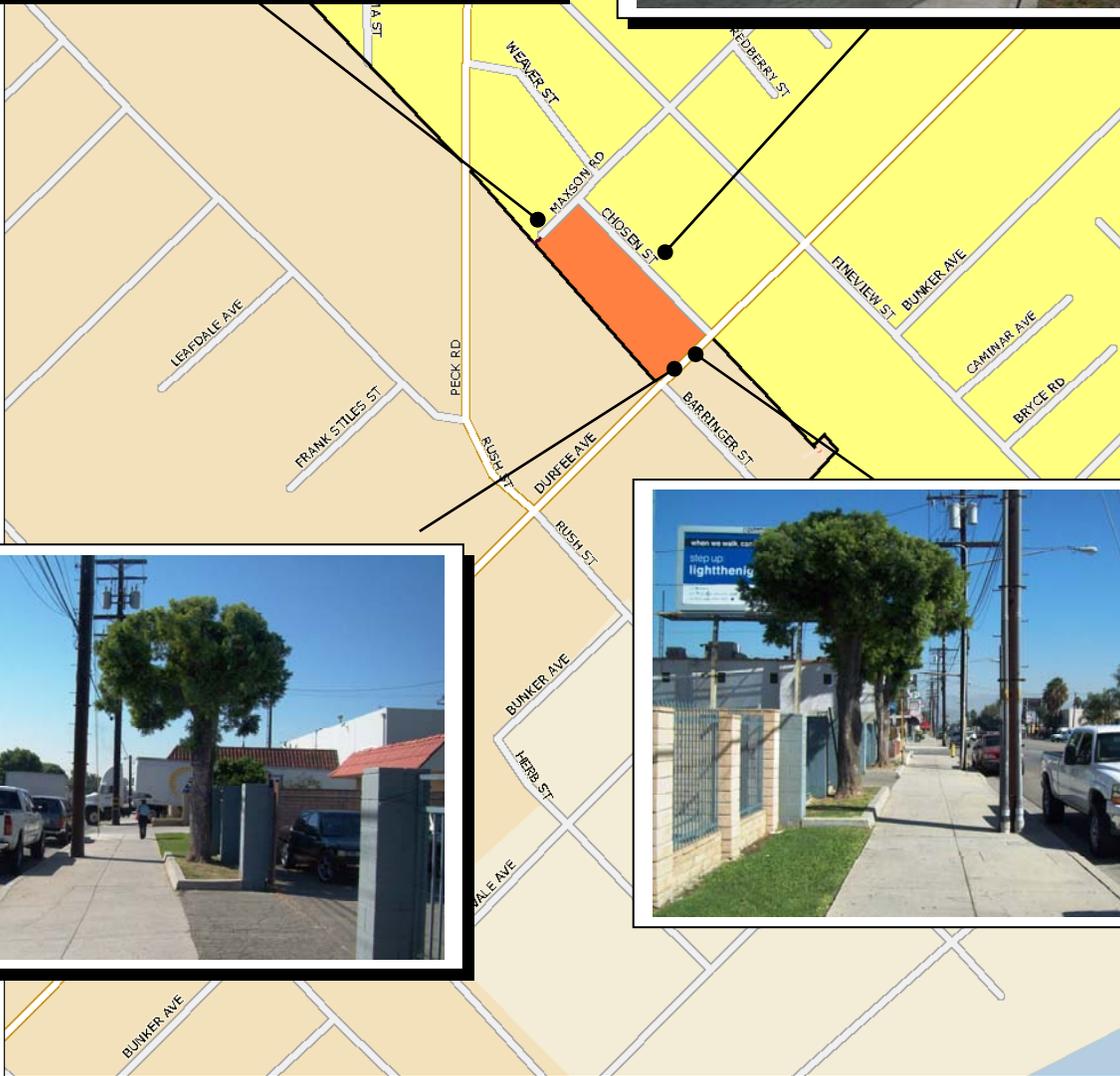


EXHIBIT 3-8
EXISTING LAND USES IN THE AREA
Source: Blodgett Baylosis Environmental Planning

The project sites will also be considered a “Buffer Use” which is described in the City of El Monte Municipal Code 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 required findings referred to in the above Code Section include the following:

- 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 use applied for at the location indicated is properly one for which a conditional use permit is authorized;
- 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 site abuts streets and highways adequate in width and pavement type to carry the kind of traffic generated by the proposed use; and,
- The granting of such conditional use permit will not adversely affect the purpose, goals, and policies of the City of El Monte General Plan.

This Initial Study determined that the proposed project will not result in any unmitigable environmental impacts. 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.

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 proposed project sites include two different General Plan and Zone designations. The project sites are currently designated as *Mixed Use* and *Medium Density Residential* in the City of El Monte General Plan and are Zoned *R-2 and Mixed/Multiple-Use (MMU)*.⁶⁹ The General Plan and Zoning designations that are applicable to the project sites and the surrounding area are shown in Exhibits 3-9 and 3-10, respectively.

⁶⁹ 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=OgoAYlXdhCM%3d&tabid=101>

The proposed change in land use will be applicable to two parcels that are currently occupied by residential uses. These parcels will be developed for surface parking and will include the following:

- *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 warehouse and office building.
- *Parcel 009.* This parcel is currently occupied by single-family residences, a detached garage, and a storage building (12202 Chosen Street). These existing improvements will be demolished to accommodate the new surface parking lot.⁷⁰

The implementation of the proposed project will require both a General Plan Amendment (GPA) and a Zone Change (ZC) to permit the two parcels that are currently designated for residential land uses to accommodate the surface parking. The project sites will also be considered a “Buffer Use” which is described in the City of El Monte Municipal Code. Residential units are located within and immediately adjacent to the proposed project sites on the northwest and northeast sides. The project sites are located next to the existing Lawrence Equipment plant. The new parking lot and the proposed new Warehouse Building will be located to the north and south of three 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. Residential uses (five units) are also located north of the proposed new surface parking lot, along the north side of Maxson Road.

To ensure that the proposed project does not lead to any incompatible land uses, the following measures will be implemented:

- The City has 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. These measures will be subject to monitoring as part of the implementation of the Mitigation Monitoring and Reporting Program.
- The project sites will also be considered a “Buffer Use” which is described in the City of El Monte Municipal Code 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 stability of land use, of desirability and of values 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.*

⁷⁰ Lawrence Equipment. Memorandum prepared as a handout to adjacent property owners. July 23, 2013.

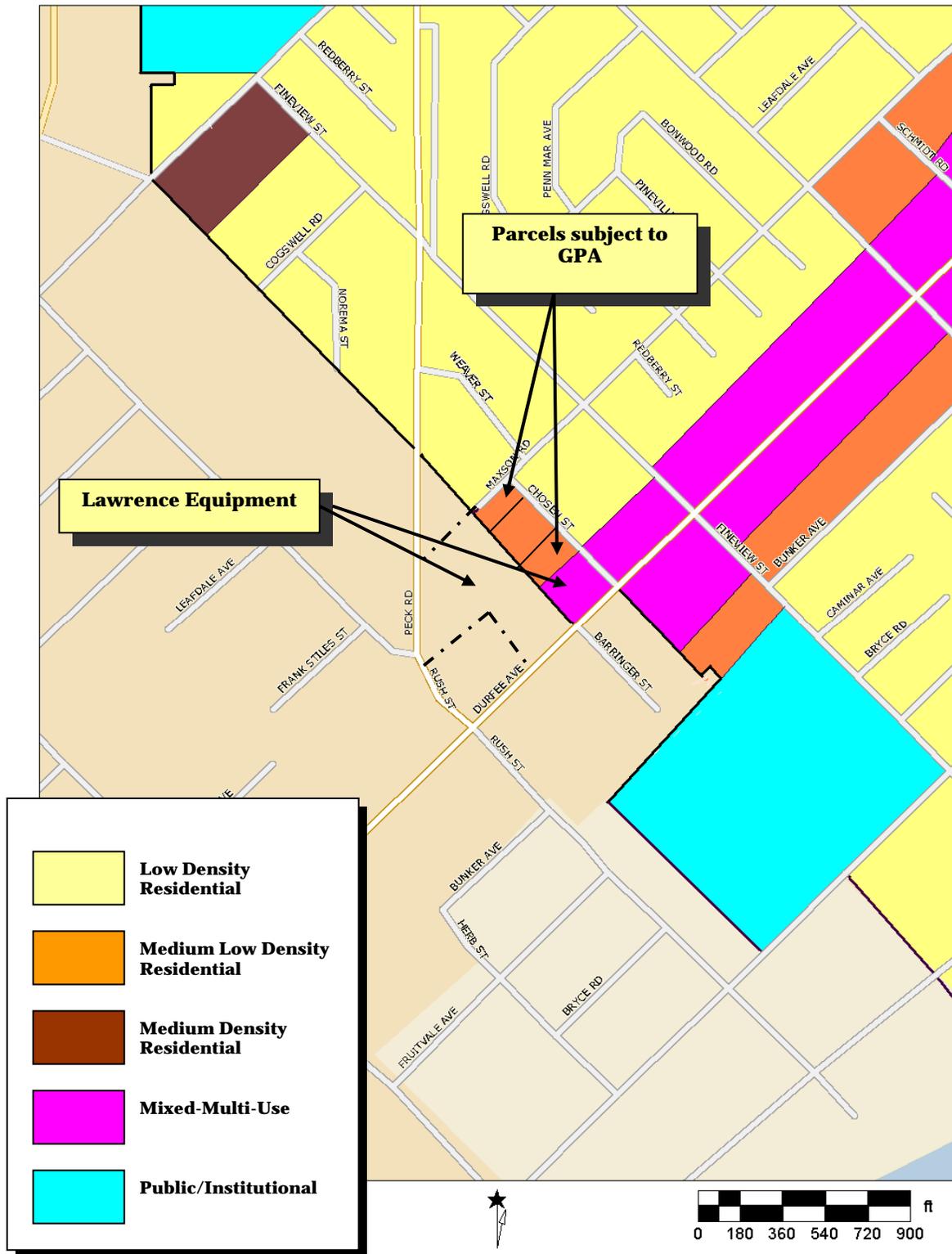


EXHIBIT 3-9
EXISTING GENERAL PLAN DESIGNATIONS
 Source: City of El Monte

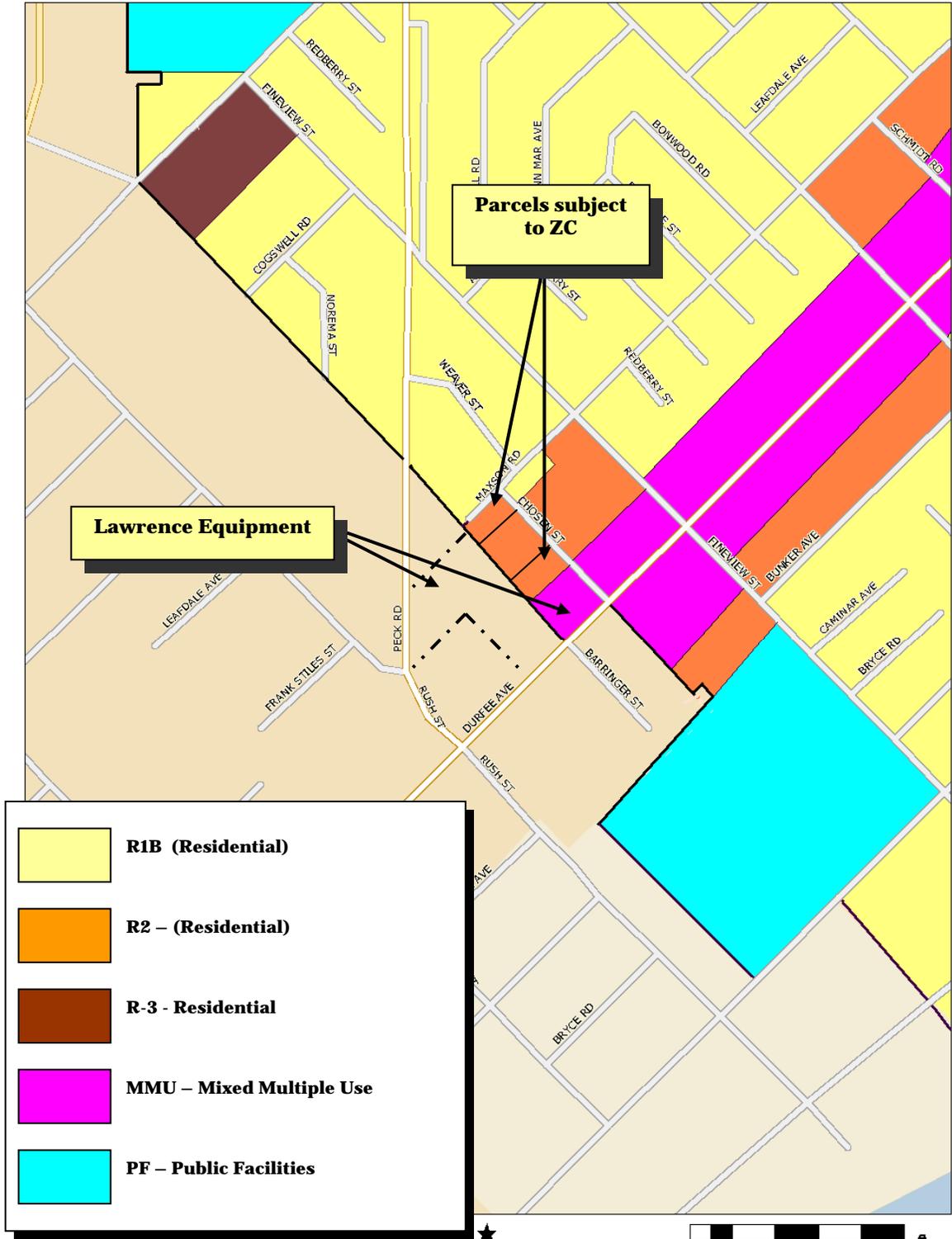


EXHIBIT 3-10
EXISTING ZONING DESIGNATIONS
 Source: City of El Monte

This Initial Study determined that the proposed project will not result in any unmitigable environmental impacts. 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. The proposed project is not regionally significant according to definitions provided by SCAG and the SCAQMD.⁷¹ In addition, the proposed project is not subject to an adopted specific plan. Finally, the project sites are located inland and are 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.

No natural open space areas are located within the proposed project sites. The project sites 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 sites are 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 sites are well located outside of the SEA boundaries.⁷² 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. 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 no significant impacts on land use and development would result from the implementation of the proposed project. As a result, no mitigation measures are required.

⁷¹ Regionally significant projects are defined in the SCAQMD's CEQA Air Quality Handbook.

⁷² Discovery Center Authority. *San Gabriel River Discovery Center Draft Environmental Impact Report*. June 2009.

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 sites.⁷³ 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.⁷⁴ 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.

⁷³ State of California Department of Conservation. *Regional Wildcat Map*. October 2011.

⁷⁴ 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.⁷⁵ The project sites are 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 sites. Review of maps provided by the State Department of Conservation indicates that there are no oil wells located within the project sites or in the adjacent parcels.⁷⁶ 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.

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

⁷⁶ 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. 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 other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-11. The City of El Monte Municipal Code has established the following noise control standards:

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

Noise Levels – in dBA

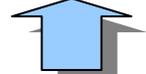
| | | |
|---|-----|--|
|  <i>Serious Injury</i> | 165 | |
| | 160 | |
| | 155 | |
| | 150 | |
|  <i>Pain</i> | 145 | <i>sonic boom</i> |
| | 140 | |
| | 135 | |
| | 130 | |
| | 125 | <i>jet take off at 200 ft.</i> |
| | 120 | |
|  <i>Discomfort</i> | 115 | <i>music in night club interior</i> |
| | 110 | <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 | |
|  <i>Threshold of Hearing</i> | 35 | <i>library interior (quiet study area)</i> |
| | 30 | |
| | 25 | |
| | 20 | |
| | 15 | |
| | 10 | <i>rustling leaves</i> |
| | 5 | |
| 0 | | |

EXHIBIT 3-11
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
 Source: Blodgett Baylosis Environmental Planning

- *Multiple-family Residential:* 55 dBA between 7:00 AM to 10:00 PM and 50 dBA between 10:00 PM to 7:00 AM; and,
- *Industrial:* 70 dBA between 7:00 AM to 10:00 PM and 70 dBA between 10:00 PM to 7:00 AM.

City noise standards are not to be exceeded by 10.0 dBA for a cumulative period of one minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). The City also limits the use of power construction tools or equipment to between 6:00 AM and 7:00 PM on any working day, or 8:00 AM to 7:00 PM on weekends, unless performing emergency work.⁷⁷

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. Measurements were taken at 12:00 PM (noon) on October 18, 2013. The average noise levels at a measurement location near the corner of Maxson Road and Chosen Street was 49.54 dBA. The average noise level for the second measurement location next to the residence located north of the existing restaurant was 50.12 dBA. A second set of measurements were taken during the night-time hours between 8:30 PM and 9:00 PM on March 28, 2014. The average noise levels at a measurement location near the corner of Maxson Road and Chosen Street was 47.23 dBA. The average noise level for the second measurement location next to the residence located north of the existing restaurant was 48.10 dBA.⁷⁸ The noise measurement results for the daytime are illustrated in Exhibit 3-12. 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.

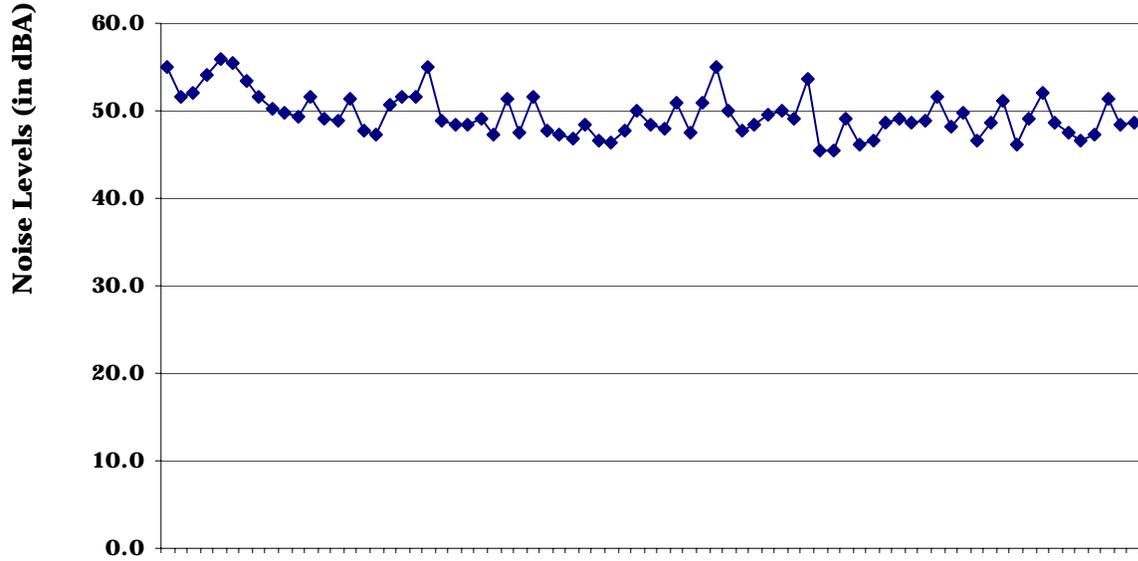
As indicated in Section 3.16, the project will result in an additional 12 to 13 vehicle trips during the busiest peak traffic periods. This volume is under the range that would not represent a significant traffic noise impact. In addition, the proposed uses will be required to comply with the City of El Monte Noise Control Ordinance. As a result, the potential noise impacts are considered to be less than significant.

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

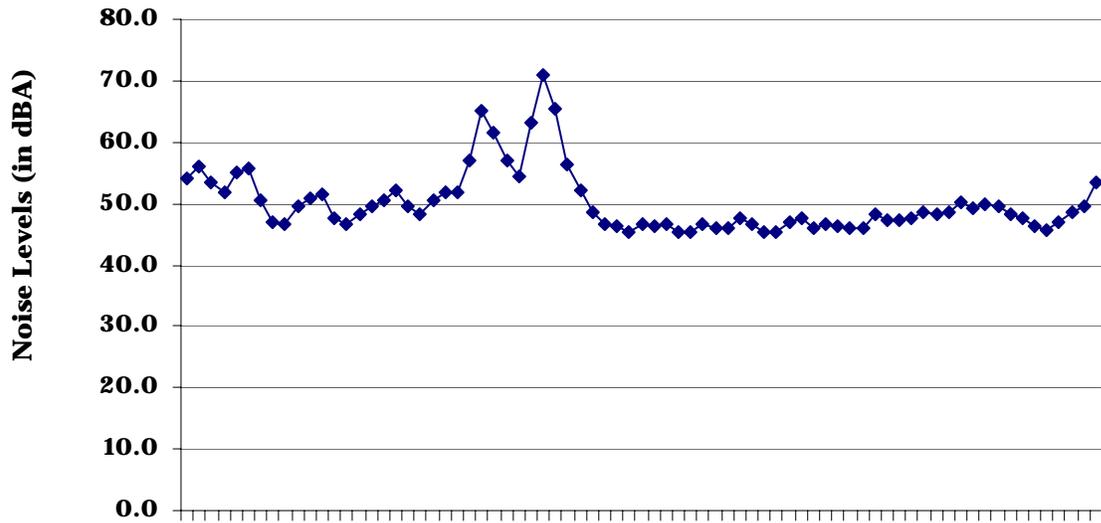
The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

⁷⁷ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁷⁸ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013).



Corner of Chosen Street and Maxson Road



Middle of Chosen Street (Near Durfee Avenue)

EXHIBIT 3-12
NOISE MEASUREMENT RESULTS
Source: Blodgett Baylosis Environmental Planning

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. The noise levels indicated below represent noise levels at least 50 feet from the source of noise.

- People shouting/laughing - 64.5 dB (A);
- Car door slamming - 62.5 dB (A);
- Car idling - 61.0 dB (A);
- Car starting - 59.5 dB (A); and,
- People talking - 41.0 dB (A).

Mitigation Measure 23 requires that the employee parking lots must be secured when not in use. As a result, the potential impacts will 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 3-13. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 70 dBA at the property line. 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 Maxson Road and 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 sites Maxson Road and Chosen Street. 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.

Typical noise levels 50-ft. from source

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

EXHIBIT 3-13
TYPICAL CONSTRUCTION NOISE LEVELS
 Source: Blodgett Baylosis Environmental Planning

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.⁷⁹ As a result, the proposed project's implementation will not expose people to excessive airport-related noise levels.

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 sites are 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 Maxson Road and 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 sites Maxson Road and Chosen Street. 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.

⁷⁹ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California.* July 1, 1979

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 and office building and a new surface parking lot. The existing improvements that will be demolished include two single-family units 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 improvement 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? No Impact.

The proposed project involves the demolition of existing on-site structures and residential units to accommodate for the construction of a new warehouse and office building and a surface parking lot. Four 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."⁸⁰ With a projected abundance of housing units, the displacement of four housing units is not considered to be significant. As a result, no impacts related to displaced housing will occur.

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

As indicated previously, four housing units will be removed as part of the proposed project. The displacement of these four 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, population displacement impacts will not be considered substantial and no impacts will be anticipated with the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

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

⁸⁰ 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 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. 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 construction supplies, equipment rentals, and construction employment.
- *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.

- *Jobs and Employment.* Direct, indirect, and induced employees supported by the company will pay county and City property taxes on homes they occupy. In addition, the company would pay property taxes for the building they own. The new constructions will result in an increase in the assessed valuation of those properties located in El Monte.
- *Local Taxes.* Local governments levy business taxes on companies. The businesses are generally categorized as either general office; professional office; retail; wholesale; manufacturing; personal service; commercial property; or residential property. Each city has its own criteria for levying the tax within each business tax category. The tax will either be calculated based on a percent of gross receipts, number of employees, percent of payroll, or based on a flat rate.
- *User Fees/Utility Taxes.* Local governments levy utility user taxes on electric, telephone, cellular, gas, and water usage.
- *Indirect Sales Taxes.* The employees, customers, and other vendors would be responsible for indirect sales tax revenues from the purchase of local goods and services.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The Los Angeles County Fire Department (LACFD) provides fire protection services in the City of El Monte. The City is located within the service boundaries of Battalion 10. The first response station to the project sites 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.⁸¹

The project's implementation would change the specific fire protection requirements for the project sites, though the impacts on the provision of fire protection services would be less than significant given access to the sites and availability of, and proximity to, the existing fire protection facilities. Future development of the new warehouse and office building would also be subject to any conditions prescribed by the LACFD (compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). The proposed project will also be required to adhere to all pertinent site and building design regulations. As a result, the impacts to fire protection service and facilities are anticipated to be less than significant.

⁸¹ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

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.⁸² The proposed parking area will be reserved for employee parking and will be secured by gates. Previous mitigation measures included in Section 3.1 require continued maintenance and graffiti control. 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 sites are 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).⁸³ The proposed project involves the demolition of existing on-site structures to allow for the construction of a new warehouse and office building and surface parking lot. With the demolition of four 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 proposed project's impacts on school facilities are not considered to be significant or adverse.

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.

⁸² City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁸³ Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on October 18, 2013) and the distances were calculated using Google Earth.

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.⁸⁴ The nearest public park is Mountain View Park, a joint-use facility located 0.63 miles northeast of the project sites. 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 31,409 square-foot warehouse and office 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 sites. 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.

⁸⁴ <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. 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 Trip Generation Manual. 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 | 4UnitS | 40 Trips | 3 Trips | 4 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 | | 186 Trips | 18 Trips | 19 Trips |
| Future Trip Generation | | | | |
| Warehouse | 29,175 Sq. Ft. | 146 Trips | 22 Trips | 23 Trips |
| Office | 5,234 Sq. Ft. | 52 Trips | 8 Trips | 8 Trips |
| Total Future | | 198 Trips | 30 Trips | 31 Trips |
| Net Change | | 12 Trips | 12 Trips | 13 Trips |

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

As shown in the table, the proposed project would generate approximately 198 daily trips; 30 trips in the morning (AM) peak hour and 31 trips in the evening (PM) peak hour. The existing uses generate approximately 186 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 12 daily trips; 12 trips during the AM peak hour and 13 trips during the PM peak hour.

Vehicular access to the new warehouse and office building will be provided by a curb-cut with Durfee Avenue and a second driveway that will connect to Chosen Street.⁸⁵ The Durfee Avenue driveway will be restricted to ingress only while the Chosen Street driveway will allow for both ingress and egress. The entryway with Durfee Avenue will be approximately 18 feet wide while the driveway connection with Chosen Street will be approximately 27 feet in width.

Surface parking will be provided along the new warehouse and office building's north and east elevation.⁸⁶ A total of 65 parking stalls will be provided within this lot, including four ADA stalls. A portion of the parking area will be secured with gates after hours and this area will be used by employees only. The parking stalls located nearest to the Durfee Avenue driveway will be reserved for visitors and vendors. A second surface parking area will be constructed in that portion of the site located near the corner of Chosen Street and Maxson Road.⁸⁷ This parking lot will provide a total of 27 parking spaces that will be used for employee parking only. Access to this parking lot will be provided by a single gated driveway connection with Maxson Road. The trip assignment involves the distribution of the number of trips on the local street system near the project sites. The proposed project will involve three new driveways: one driveway for ingress only on Durfee Avenue, a two-way driveway connection on Chosen Street, and a two-way driveway on Maxson Road. The location and extent of these three driveways will influence traffic patterns associated with the proposed project. For example, visitors and vendors to the new warehouse and office building will use the visitors parking area located near Durfee Avenue. The employees will use the driveway further north on Chosen Street to access the employee parking area located adjacent to the new building. Finally, additional employee parking will be provided by the new surface parking area located on the corner of Maxson Road and Chosen Street.

The anticipated trip distribution for the area streets is shown in Exhibit 3-14. The traffic assignment assumptions included the following:

- It was assumed that 80% of the total project traffic would use Chosen Street to access the employee parking areas.
- The remaining 20% consisting of vendor/visitor traffic will use the Durfee Avenue driveway for access and then exit the project site using the Chosen Street driveway.

⁸⁵ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 2015.

⁸⁶ Ibid.

⁸⁷ Ibid.

- Assuming 80% of the total traffic generation utilizes Chosen Street to access the two employee parking areas, approximately 158 daily vehicle trips would use Chosen Street. Approximately 24 trips would occur during the AM peak hour and 24 trips would occur during the PM peak hour.
- For the Durfee Avenue Driveway, the total daily trips would be 40 daily trips, six trips during the AM peak hour and six trips during the PM peak hour.⁸⁸

As indicated in the Project Description (Section 2), overall employment growth for the next five years is projected to be three percent. This translates into an overall employment growth of 34 jobs. It is this employment growth that will be a true indicator of potential new traffic. Assuming all of these individuals involve one home-to-work trip, two round trips for lunch, and one work-to-home trip, the total trip generation from these additional 34 employees will be 136 daily trips. Even when considering the net increase of 12 daily trips; 12 trips in the AM peak hour and 13 trips in the PM peak hour, the overall level of service on the local roadways will not change. Exhibit 3-14 considers the daily and peak hour traffic related to the proposed new surface parking lot (27 spaces) located on the corner of Maxson Road and Chosen Street with the new traffic that would be potentially generated by the new office and warehouse building. To ensure that employees do not contribute to traffic impacts on the surrounding neighborhood, the following mitigation is required:

- Employees must be notified by management that access to and from the employee parking areas must use Chosen Street (with the exception of that portion of Maxson Road that provides direct access to the remote parking lot).
- The employee parking lots must be secured 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.

⁸⁸ These figures do not take into account any adjustments for the existing traffic.

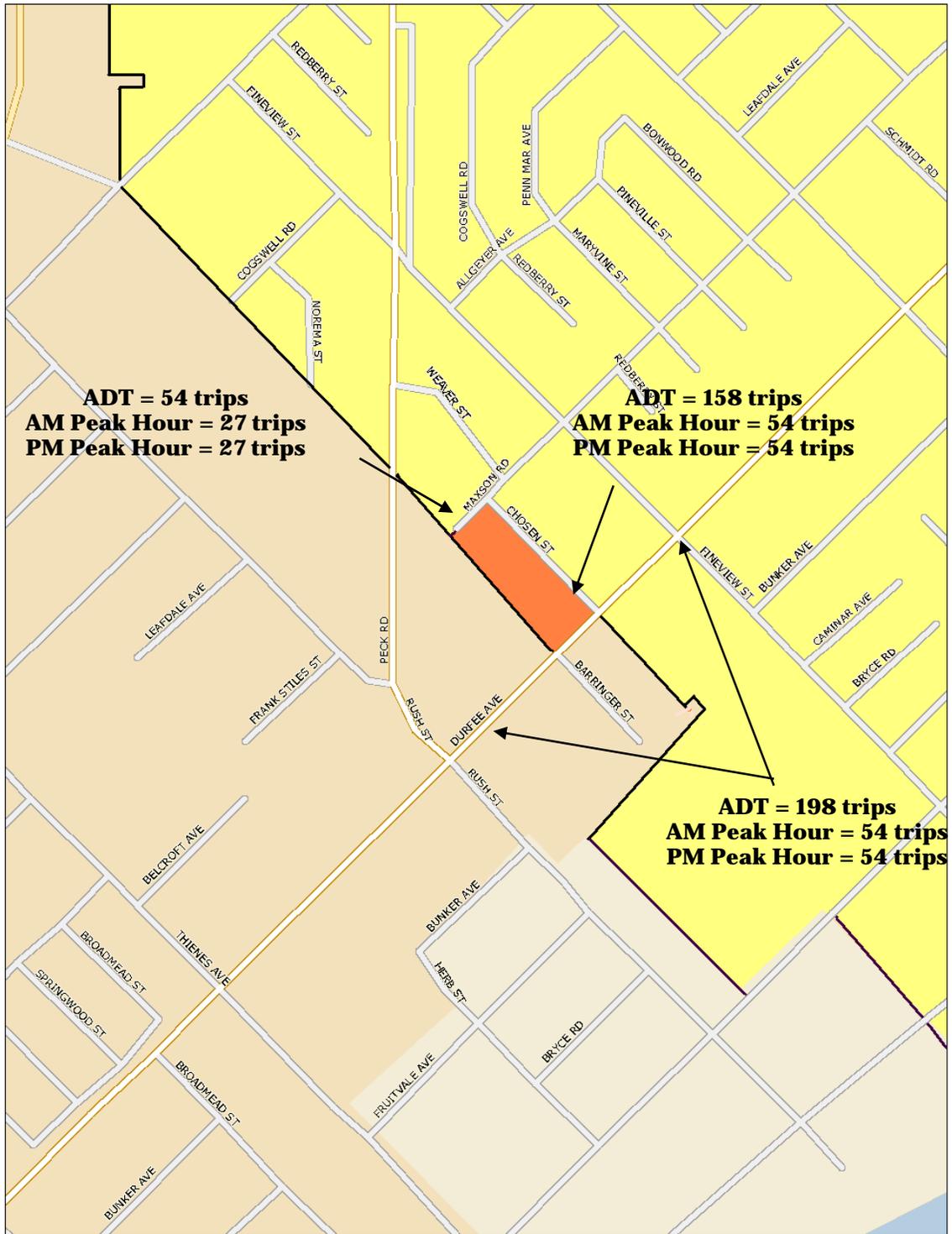


EXHIBIT 3-14
TRAFFIC ASSIGNMENT AND TRAFFIC VOLUMES
 Source: Blodgett Baylosis Environmental Planning

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 sites are 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 warehouse and office building and new surface parking lot will be provided by a curb-cut with Durfee Avenue and a second driveway will connect to Chosen Street.⁸⁹ The Durfee Avenue driveway will be restricted to ingress only while the Chosen Street driveway will allow for both ingress and egress. The entryway with Durfee Avenue will be approximately 18 feet wide while the driveway connection with Chosen Street will be approximately 27 feet in width. 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. The loading docks will be set back 59 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.⁹⁰ 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 3-15). The locations of the new loading positions are compared to the existing condition in Exhibit 3-15.

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. While a major redesign of the site plan is possible, it would likely require trucks using Chosen Street to access the site and the loading positions, which is unacceptable. In this latter scenario, trucks would still require a maneuvering area within the Chosen Street ROW. To mitigate the potential traffic impacts associated with the maneuvering of trucks up to the loading positions, the following mitigation is required:

- As indicated previously, the new two truck-high loading positions that will be added along the Durfee Avenue elevation will be set back 59 feet from the main elevation. This depth must be increased by a minimum of an additional five feet to ensure that there is sufficient clearance for pedestrians and visual line of sight for the maneuvering of trucks.
- 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 warning signs and lighting must be provided to the satisfaction of the City.

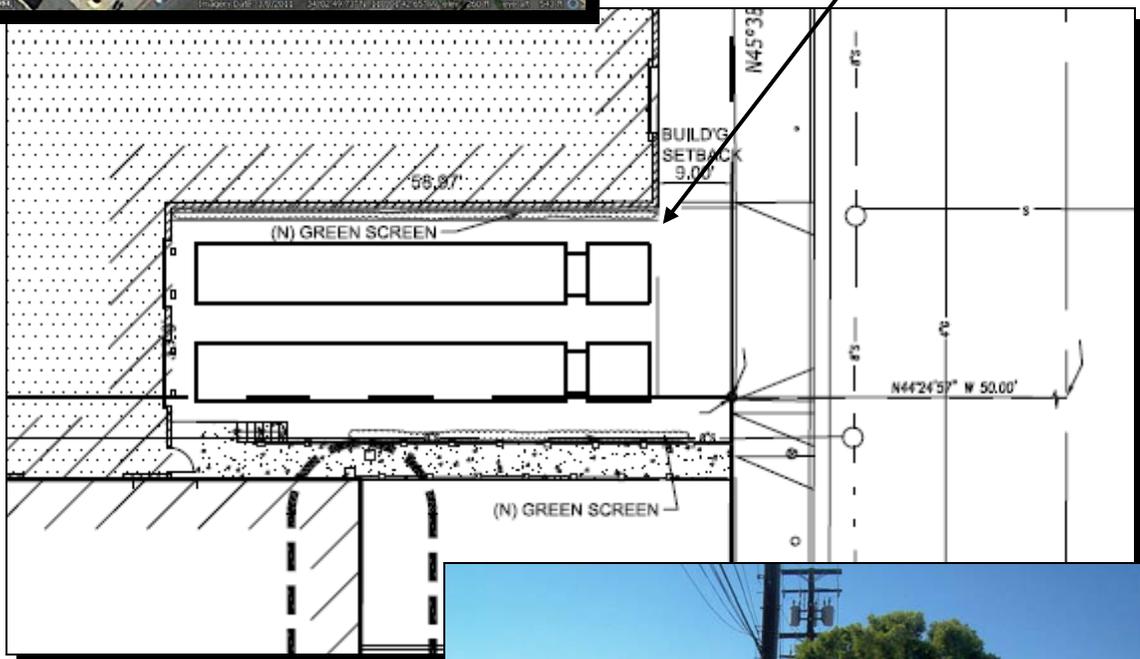
⁸⁹ David Hidalgo Architects. *Overall Site Plan, SP-0.1*. April 2015.

⁹⁰ Ibid.



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.

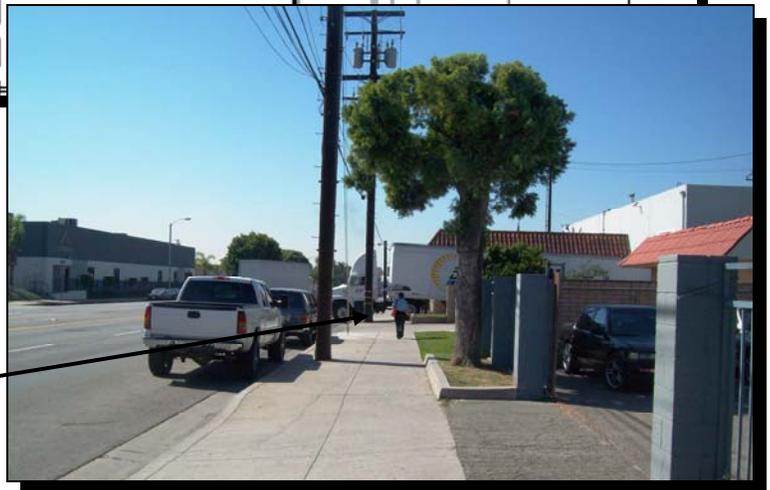


EXHIBIT 3-15 EXISTING AND PROPOSED LOADING AREA ON DURFEE

Source: Blodgett Baylosis Environmental Planning

- The Applicant must work with the trucking companies to identify the optimal time for deliveries and prepare a schedule accordingly. The times should correspond to those hours that do not coincide with the peak hour traffic periods along Durfee Avenue.
- All trucks maneuvering into the loading positions must proceed in a safe and timely fashion. 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 City should consider prohibiting parking along the Durfee Avenue frontage along that portion of the Lawrence Equipment facility where the existing and proposed loading docks are located. The curb face along Durfee Avenue near the loading docks would be painted accordingly.

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 loading 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.

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. 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). As indicated previously, the new two truck-high loading positions that will be added along the Durfee Avenue elevation will be set back 59 feet from the main elevation. This depth must be increased by a minimum of an additional five feet to ensure that there is sufficient clearance for pedestrians and visual line of sight for the maneuvering of trucks.

Mitigation Measure 21 (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. The warning signs and lighting must be provided to the satisfaction of the City.

Mitigation Measure 22 (Traffic & Circulation Impacts). Employees must be notified by management that access to and from the employee parking areas must use Chosen Street (with the exception of that portion of Maxson Road that provides access to the remote parking lot).

Mitigation Measure 23 (Traffic & Circulation Impacts). The employee parking lots must be secured when not in use.

Mitigation Measure 24 (Traffic & Circulation Impacts). The Applicant must work with the trucking companies to identify the optimal time for deliveries and prepare a schedule accordingly. The times should correspond to those hours that do not coincide with the peak hour traffic periods along Durfee Avenue.

Mitigation Measure 25 (Traffic & Circulation Impacts). All trucks maneuvering into the loading positions must proceed in a safe and timely fashion. 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 26 (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 27 (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.

Mitigation Measure 28 (Traffic & Circulation Impacts). The City should consider prohibiting parking along the Durfee Avenue frontage along that portion of the Lawrence Equipment facility where the existing and proposed loading docks are located. The curb face along Durfee Avenue near the loading docks would be painted accordingly.

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.⁹¹

⁹¹ 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.⁹²

The project sites are 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. This reduction is due to the elimination of the restaurant and residential uses and their replacement with a warehouse and office 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, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the

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

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. 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 Baylois 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 warehouse and office 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 warehouse and office 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 warehouse and office 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 warehouse and office. 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 sites. 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 warehouse and office 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. 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.⁹³ 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.

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.

⁹³ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

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.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project will result in some measurable degradation of the existing environment (in terms of short-term and long-term impacts). However, this degradation of the environment will not be significant.
- 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 recommended standard conditions and 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 recommended standard conditions and 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 recommended standard conditions and mitigation measures contained herein.
- 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.



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SECTION 4 - CONCLUSIONS

4.1 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment 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 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

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NO SURFACE PARKING ALTERNATIVE DEVELOPMENT SCENARIO
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LAWRENCE EQUIPMENT IMPROVEMENT PROJECT • EL MONTE, CALIFORNIA

NO SURFACE PARKING ALTERNATIVE DEVELOPMENT SCENARIO

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 | | | |
| <i>A. 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. | ✘ | |
| <i>B. 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. | | ✘ |
| 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. | ✘ | |
| <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. | ✘ | |
| <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. | ✘ | |
| <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. | ✘ | |
| <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. | ✘ | |

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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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|---|--|-------------------------|-----------------------|
| 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. | ✘ | |

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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/MWhr) | 630.89 | CH4 Intensity (lb/MWhr) | 0.029 | N2O Intensity (lb/MWhr) | 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 |
|-------------------------|----------------------------|---------------|-----------|
| tbiArchitecturalCoating | EF_Nonresidential_Interior | 250.00 | 100.00 |
| tbiConstructionPhase | NumDays | 10.00 | 85.00 |
| tbiConstructionPhase | NumDays | 200.00 | 84.00 |
| tbiConstructionPhase | NumDays | 20.00 | 43.00 |
| tbiConstructionPhase | NumDays | 4.00 | 15.00 |
| tbiConstructionPhase | NumDays | 10.00 | 20.00 |
| tbiConstructionPhase | NumDays | 2.00 | 10.00 |
| tbiConstructionPhase | PhaseEndDate | 8/28/2014 | 8/29/2014 |
| tbiConstructionPhase | PhaseStartDate | 8/30/2014 | 9/1/2014 |
| tbiConstructionPhase | PhaseStartDate | 4/5/2014 | 4/6/2014 |
| tbiConstructionPhase | PhaseStartDate | 3/15/2014 | 3/17/2014 |
| tbiConstructionPhase | PhaseStartDate | 8/1/2014 | 8/4/2014 |
| tbiGrading | AcresOfGrading | 5.63 | 1.50 |
| tbiGrading | AcresOfGrading | 5.00 | 1.00 |
| tbiLandUse | LotAcreage | 0.72 | 1.65 |

2.0 Emissions Summary

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2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|---------|------------|------------|--------|--------|------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2014 | 5.2245 | 30.5591 | 23.2229 | 0.0263 | 5.4548 | 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 |
| Total | 5.2245 | 30.6691 | 23.2229 | 0.0263 | 5.4648 | 1.9395 | 6.9491 | 2.9316 | 1.8187 | 4.2971 | 0.0000 | 2,695.2128 | 2,695.2128 | 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 | 5.4548 | 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 |
| Total | 5.2241 | 30.6311 | 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 | 7.6683e-003 | 0.0916 | 0.0878 | 0.0769 | 0.0000 | 0.0913 | 0.0198 | 0.0000 | 0.0913 | 0.0293 | 0.0000 | 0.0861 | 0.0861 | 0.0906 | 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 | 0.6214 | 3.0000e-005 | 3.3500e-003 | 0.0000 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 5.8700e-003 | 5.8700e-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 | 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 | 2,803.0702 | 2,803.0702 | 0.1226 | | | 2,805.6449 |
| Total | 4.6834 | 3.7768 | 14.8060 | 0.0312 | 2.0637 | 0.0708 | 2.1248 | 0.5486 | 0.0980 | 0.6148 | 2,983.4607 | 2,983.4607 | 0.1283 | 3.4900e-003 | | 2,987.1844 |

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 | 0.6214 | 3.0000e-005 | 3.3500e-003 | 0.0000 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 1.0000e-005 | 5.8700e-003 | 5.8700e-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 | 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 | 2,803.0702 | 2,803.0702 | 0.1226 | | | 2,805.6449 |
| Total | 4.6834 | 3.7768 | 14.8060 | 0.0312 | 2.0637 | 0.0708 | 2.1248 | 0.5486 | 0.0980 | 0.6148 | 2,983.4607 | 2,983.4607 | 0.1283 | 3.4900e-003 | | 2,987.1844 |

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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

| | 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 | 3.1589 | 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

| | 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 | 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 | 0.0936 | 1.0324 | 1.8400e-003 | 0.1453 | 1.3700e-003 | 0.1467 | 0.0385 | 1.2600e-003 | 0.0398 | | 165.4760 | 165.4760 | 9.4100e-003 | | 165.6737 |
| Total | 0.3018 | 0.0936 | 1.0324 | 1.8400e-003 | 0.1453 | 1.3700e-003 | 0.1467 | 0.0386 | 1.2600e-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 | 0.0000 | 1,819.4188 | 1,819.4188 | 0.5377 | | 1,830.7098 |
| 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 | | 1,830.7098 |

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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 | 0.1867 | 0.0514 | 0.6353 | 1.1300e-003 | 0.0894 | 8.4000e-004 | 0.0903 | 0.0237 | 7.7000e-004 | 0.0246 | | 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 | | 1,504.9705 |
| Total | 2.0768 | 22.1762 | 14.1667 | 0.0141 | 4.6226 | 1.2106 | 6.8332 | 2.4941 | 1.1138 | 3.8079 | | 1,496.8888 | 1,496.8888 | 0.4420 | | 1,604.9705 |

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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 | 0.1867 | 0.0514 | 0.6353 | 1.1300e-003 | 0.0894 | 8.4000e-004 | 0.0903 | 0.0237 | 7.7000e-004 | 0.0246 | | 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 | 22.1648 | 14.1527 | 0.0141 | 4.6226 | 1.2095 | 6.8321 | 2.4941 | 1.1127 | 3.8068 | 0.0000 | 1,494.3165 | 1,494.3165 | 0.4416 | | 1,603.5888 |

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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 | 0.1867 | 0.0614 | 0.6363 | 1.1300e-003 | 0.0884 | 8.4000e-004 | 0.0903 | 0.0237 | 7.7000e-004 | 0.0246 | | 101.8314 | 101.8314 | 5.7900e-003 | | 101.9630 |

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 | | 111.5640 |
| 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 | 1.6328 | 2.9300e-003 | 0.1766 | 0.0124 | 0.1890 | 0.0474 | 0.0114 | 0.0689 | | 277.0184 | 277.0184 | 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 | | 2,072.5853 |
| 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 | | 2,072.5853 |

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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 | 2.8900e-003 | 0.1765 | 0.0124 | 0.1880 | 0.0474 | 0.0114 | 0.0689 | | 277.0184 | 277.0184 | 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 | 0.0395 | 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 | 0.0395 | 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 | 1,618.18 | 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 |

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 | 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 | 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 |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation

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