El Monte Walmart Project

Draft Environmental Impact Report

Prepared for:
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

November 2014

appliedplanning inc

DRAFT ENVIRONMENTAL IMPACT REPORT

for the

El Monte Walmart Project

Prepared for:

The City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Prepared by:

Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

November 2014

Table of Contents

Section **Page**

1.0 Executive Summary 1-1

1.1 Introduction 1-1
1.2 Project Elements 1-2
1.3 Discretionary Approvals and Permits 1-6
1.4 Initial Study 1-8
1.5 Impacts Not Found to be Potentially Significant 1-9
1.6 Areas of Concern or Controversy 1-22
1.7 EIR Topical Issues 1-29
1.8 Summary of Significant Project Impacts 1-29
1.9 Alternatives to the Project 1-31
1.10 Summary of Impacts and Mitigation Measures 1-34

2.0 Introduction 2-1

2.1 Overview 2-1
2.2 Authorization 2-1
2.3 Lead and Responsible Agencies 2-2
2.4 Project Applicant 2-2
2.5 The EIR Process 2-3
2.6 EIR Content and Format 2-4
2.7 Intended Use of this EIR 2-6
2.8 Documents Incorporated By Reference 2-7

Section **Page**

3.0 Project Description 3-1

3.1 Overview 3-1

3.2 Project Location 3-1

3.3 Existing Land Uses and Land Use Designations 3-2

3.4 Project Elements 3-7

3.5 Project Objectives 3-35

3.6 Discretionary Approvals and Permits 3-36

4.0 Environmental Impact Analysis 4-1

4.1 Land Use and Planning 4.1-1

4.2 Traffic and Circulation 4.2-1

4.3 Air Quality 4.3-1

4.4 Noise 4.4-1

4.5 Cultural Resources 4.5-1

4.6 Hazards/Hazardous Materials 4.6-1

4.7 Hydrology and Water Quality 4.7-1

4.8 Public Services and Utilities 4.8-1

4.9 Global Climate Change and Greenhouse Gas Emissions 4.9-1

5.0 Other CEQA Considerations 5-1

5.1 Cumulative Impact Analysis 5-1

5.2 Alternatives Analysis 5-42

5.3 Growth-Inducing Impacts of the Proposed Action 5-86

5.4 Significant Environmental Effects 5-89

5.5 Significant and Irreversible Environmental Changes 5-92

5.6 Energy Conservation 5-93

6.0 Acronyms and Abbreviations 6-1

7.0 References 7-1

APPENDICES (Provided on accompanying CD-ROM)

Appendix A: Initial Study, NOP, NOP Responses

Appendix B: Urban Decay Study

Appendix C: Traffic Impact Analysis

Appendix D: Air Quality/Health Risk Analyses

Appendix E: Noise Impact Analysis

Appendix F: Environmental Site Assessments

Appendix G: Hydrology Study

Appendix H: Greenhouse Gas Analysis

List of Figures

Figure **Page**

1.2-1 Site Plan Concept 1-3
3.2-1 Project Location 3-3
3.3-1 Composite View of Project Site 3-4
3.3-2 Existing Land Uses 3-6
3.4-1 Site Plan Concept 3-10
3.4-2 Architectural Elevations 3-11
3.4-3 Architectural Elevations 3-12
3.4-4 Architectural Elevations 3-13
3.4-5 Walmart Architectural Perspectives 3-14
3.4-6 Walmart Architectural Perspectives 3-15
3.4-7 Walmart Architectural Perspectives 3-16
3.4-8 Landscape Concept 3-22
3.4-9 Landscape Palette 3-23
3.4-10 Landscape Concept Details 3-24
3.4-11 Lighting Plan 3-27
3.4-12 Lighting Plan 3-28
4.1-1 Existing Land Uses 4.1-3
4.1-2 Existing and Proposed General Plan Land Use Designations 4.1-6
4.1-3 Proposed Northwest Industrial District Boundary Modification 4.1-7
4.1-4 Existing and Proposed Zoning Designations 4.1-8
4.1-5 Trade Area Map 4.1-33
4.2-1 Study Area Intersections 4.2-8
4.2-2 Related Project Locations 4.2-50
4.2-3 Vicinity School Locations 4.2-98

Figure **Page**

4.2-4 Circulation Policy Plan 4.2-102
4.4-1 Typical Noise Levels and Their Effects 4.4-4
4.4-2 Noise Measurement Locations 4.4-12
4.4-3 Land Use and Noise Compatibility Standards 4.4-15
4.4-4 Noise Receiver Locations 4.4-27
4.5-1 Historic Aerial Photographs 4.5-8
4.6-1 Existing Land Uses 4.6-4
4.7-1 San Gabriel Basin 4.7-5
4.7-2 Project Drainage Concept 4.7-22
4.8-1 Police/Fire Department Locations 4.8-3
5.1-1 Cumulative Projects Locations 5-10
5.2-1 Alternative Site Location 5-59

List of Tables

Table **Page**

1.6-1 List of NOP Respondents and Summary of NOP Comments (August 2013) 1-23
1.6-2 List of NOP Respondents and Summary of NOP Comments (March 2014) 1-27
1.10-1 Summary of Impacts and Mitigation 1-35
3.4-1 Average Weekly Truck Deliveries 3-26
4.1-1 General Plan Land Use Goals and Policies Consistency 4.1-16
4.1-2 Regulations and Development Standards Consistency 4.1-25
4.1-3 Income and Retail Demand for the El Monte Retail Trade Area 4.1-34
4.1-4 Potential Capture of Sales within the Primary Trade Area 4.1-36
4.1-5 Potential Sales Impacts to Existing Supermarkets in the Primary Area 4.1-38
4.2-1 Study Area Intersections 4.2-6
4.2-2 Intersection Capacity Utilization (ICU) Level of Service Definitions 4.2-10
4.2-3 Highway Capacity Manual (HCM) Intersection Level of Service Criteria 4.2-10
4.2-4 Existing Peak-Hour Levels of Service at El Monte Intersections 4.2-16
4.2-5 Existing Peak-Hour Levels of Service at Intersections in Adjacent Jurisdictions . 4.2-17
4.2-6 Existing Levels of Service for Intersections Under Caltrans Jurisdiction 4.2-20
4.2-7 Existing Levels of Service for Freeway Mainline Segments and Merge/Diverge Locations 4.2-22
4.2-8 Project Trip Generation 4.2-29
4.2-9 Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions 4.2-32
4.2-10 Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions 4.2-34

Table **Page**

4.2-11 Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions 4.2-36
4.2-12 Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions 4.2-39
4.2-13 Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions 4.2-41
4.2-14 Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions 4.2-43
4.2-15 Weekday Peak Hour Levels of Service at Caltrans Intersections, under Existing Plus Project Conditions 4.2-46
4.2-16 TIA Related Projects 4.2-48
4.2-17 Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions 4.2-53
4.2-18 Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions 4.2-55
4.2-19 Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions 4.2-57
4.2-20 Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions 4.2-60
4.2-21 Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions 4.2-62
4.2-22 Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions 4.2-64
4.2-23 Weekday Peak Hour Levels of Service at Caltrans Intersections, under Opening Year (2016) Conditions 4.2-67
4.2-24 Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions 4.2-72
4.2-25 Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions 4.2-74
4.2-26 Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions 4.2-76

Table **Page**

4.2-27 Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions 4.2-79
4.2-28 Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions 4.2-81
4.2-29 Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions 4.2-83
4.2-30 Weekday Peak Hour Levels of Service at Caltrans Intersections, under Horizon Year (2035) Conditions 4.2-86
4.2-31 Volumes for Freeway Mainline Segments and Merge/Diverge Locations 4.2-88
4.2-32 Project-Related Trips at Study Area Freeway Off-Ramps 4.2-91
4.2-33 Project-Related Trips at Study Area Freeway On-Ramps 4.2-93
4.2-34 Levels of Service at the Intersection of Arden Drive and Rose Avenue Under With-Project Conditions During Train Closures on Arden Drive 4.2-96
4.2-35 Construction Phasing 4.2-101
4.2-36 Construction Trips by Phase 4.2-101
4.2-37 Intersection Operations With Mitigation at Impacted Locations 4.2-113
4.2-38 General Plan Objectives and Policies/Programs Consistency 4.2-117
4.3-1 SCAB Attainment Status 4.3-12
4.3-2 Area Air Quality Monitoring Summary 2011-2013 ..... 4.3-13
4.3-3 Maximum Daily Emissions Regional Thresholds 4.3-18
4.3-4 Construction-Source Emissions Summary 4.3-25
4.3-5 Construction-Source Emissions Summary–With Mitigation 4.3-27
4.3-6 Operational-Source Emissions Summary 4.3-29
4.3-7 Operational-Source Emissions Summary–With Mitigation 4.3-32
4.3-8 Construction-Source Emissions LST Analysis-Site Disturbance 4.3-36
4.3-9 Localized Construction-Source Emissions Summary 4.3-37
4.3-10 Localized Construction-Source Emissions Summary–With Mitigation 4.3-37
4.3-11 Localized Operational-Source Emissions Impacts Summary 4.3-38
4.3-12 TIA Study Area Intersection Maximum Peak Hour Traffic Volumes 4.3-40
4.3-13 Average Weekly Truck Deliveries-By Category 4.3-41

Table **Page**

4.3-14 OEHHA Recommended Exposure Scenario Parameters 4.3-44
4.3-15 Study Area Cumulative Cancer Risk 4.3-50
4.4-1 Long-Term Ambient Noise Level Measurements 4.4-13
4.4-2 City of El Monte Exterior Noise Level Limits 4.4-20
4.4-3 Grading Construction Noise Levels 4.4-30
4.4-4 Trenching/Excavation Construction Noise Levels 4.4-31
4.4-5 Building Construction/Painting Noise Levels 4.4-32
4.4-6 Curb, Gutter, Flatwork and Parking Lot Construction Noise Levels 4.4-33
4.4-7 Noise Contours for Existing Conditions (without and with Project) 4.4-39
4.4-8 Noise Contours for Future Year 2016 (without and with Project) 4.4-41
4.4-9 Noise Contours for Horizon Year 2035 (without and with Project) 4.4-43
4.4-10 Reference Noise Level Measurements 4.4-48
4.4-11 Project-Only Stationary Source Noise Level Operational Estimates 4.4-52
4.4-12 Daytime (7 a.m. to 10 p.m.) Project Noise Contributions 4.4-54
4.4-13 Nighttime (10 p.m. to 7 a.m.) Project Noise Contributions 4.4-54
4.4-14 Construction Equipment Vibration Levels 4.4-58
4.7-1 Key Contaminants in Groundwater in the San Gabriel Basin 4.7-6
4.7-2 Summary Table of 50-yr Peak Stormwater Runoff 4.7-20
4.8-1 Landfill Information 4.8-6
4.8-2 Summary Table of 50-year Peak Stormwater Runoff 4.8-16
4.8-3 Wastewater Generation 4.8-17
4.8-4 Solid Waste Generation 4.8-19
4.9-1 Global Warming Potentials and Atmospheric Lifetimes 4.9-3
4.9-2 Global GHG Emissions by Major GHG Source Countries 4.9-8
4.9-3 GHG Emissions Summary - BAU Scenario vs. Project Scenario 4.9-30
4.9-4 GHG Emissions Reductions by Source and Reduction Measure 4.9-30
5.1-1 TIA Related Projects 5-9
5.1-2 Potentially Significant Cumulative Impacts Study Area Intersections – Opening Year with Project 5-12
5.1-3 Potentially Significant Cumulative Impacts Study Area Intersections – Horizon Year with Project 5-12

Table **Page**

5.1-4 Study Area Cumulative Cancer Risk 5-20
5.1-5 Operational-Source Emissions Summary-Maximum Daily Winter/Summer 5-21
5.1-6 Cumulative Vehicular-Source Noise 5-23
5.2-1 Comparison of Development Intensity - No Project Alternative and Project 5-49
5.2-2 Trip Generation Comparison - No Project Alternative and Project 5-51
5.2-3 Operational-Source Emissions - Project and No Project Alternative 5-52
5.2-4 Comparison of Operational-Source Emissions - Project and Reduced Intensity Alternative 5-54
5.2-5 Summary of Potential Impacts, Alternatives Compared to Project, By Topic 5-83
5.6-1 Construction-Source Fuel Consumption Estimates 5-106
5.6-2 Project-generated Traffic Annual Fuel Consumption 5-110
5.6-3 Project Annual Operational Energy Demand Summary 5-111

1.0 EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

Pursuant to the requirements of the California Environmental Quality Act (CEQA), this Draft Environmental Impact Report (DEIR or EIR) evaluates and discloses the potential environmental effects resulting from construction and operation of the proposed El Monte Walmart Project (the Project). In summary, the Project will realize approximately 182,429 square feet of new retail/commercial uses within the approximately 15.41-acre subject site. The Project is located within the northwestern portion of the City of El Monte, in Los Angeles County, near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of a City of El Monte Maintenance Facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing commercial and industrial/office facilities with Valley Boulevard frontages comprise the site's southerly boundary. Please refer also to EIR Section 3.0, "Project Description," and Figure 3.2-1, "Project Location."

This Section of the EIR summarizes relevant Project background issues, provides a brief description of the Project and its Objectives, and summarizes potential environmental impacts of the proposal. The "Impacts and Mitigation Summary Table," presented at the conclusion of this Section, lists these impacts and presents the mitigation measures recommended to eliminate or reduce the effects of those impacts which have been determined to be potentially significant. Alternatives to the Project which could reduce the extent or severity of the Project's identified environmental impacts are also briefly described within this Section. For a full description of the Project, its impacts,

recommended mitigation measures, and considered Alternatives, please refer to EIR Sections 3.0, 4.0, and 5.0 respectively.

1.2 PROJECT ELEMENTS

Primary elements comprising the Project are summarized below. Please refer also to the expanded characterization of Project facilities and operations presented at EIR Section 3.0, "Project Description."

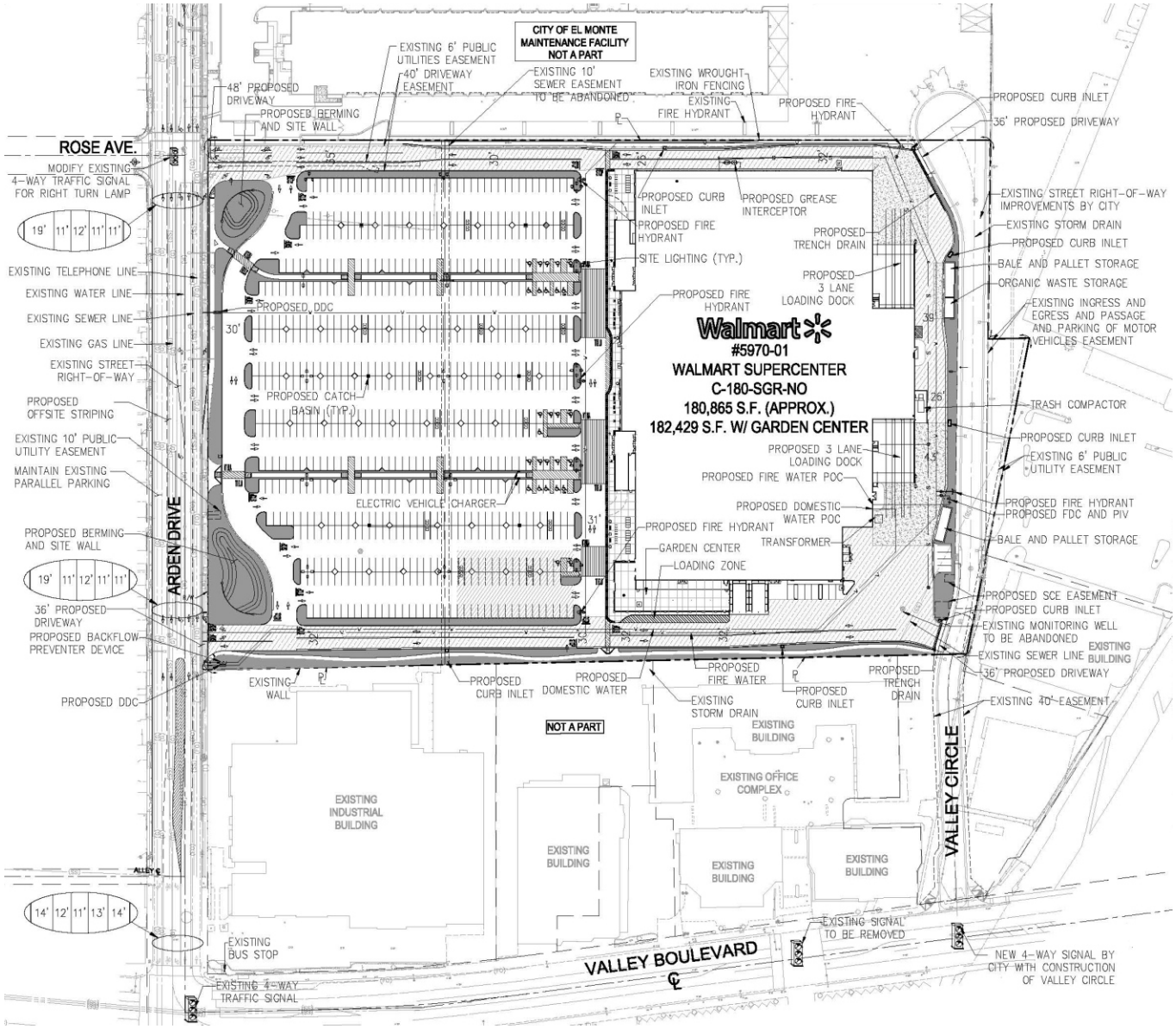
1.2.1 Site Preparation

The Project site is currently vacant and has been graded flat. Following the completion of any necessary site remediation activities involving near-surface soils (please refer to EIR Section 4.6, "Hazards and Hazardous Materials"), the Project site will be fine-graded in preparation for building construction. It is estimated that site preparation activities will be completed within thirty (30) days of their commencement.

1.2.2 Development Concept

The Project proposes the development of an approximately 182,429-square-foot Walmart, with associated circulation, parking, and loading facilities. In addition to offering general merchandise and groceries, the Walmart would include a bakery, deli, photo lab, off-site alcohol sales, along with a food tenant (e.g., McDonalds), a non-food tenant (e.g., a bank, medical clinic, portrait studio or salon), and an outdoor garden center. The orientation of the proposed uses within the Project site is illustrated at Figure 1.2-1, "Site Plan Concept."

It is noted here that the location and sizes of proposed uses within the Project site are approximate, but considered accurate for planning and environmental evaluation purposes. Ultimate configuration and orientation of the uses proposed by the Project are subject to City review and approval.



Source: Tait & Associates, Inc., Applied Planning, Inc.

applied planning inc

Figure 1.2-1
Conceptual Site Plan

1.2.3 Access and Circulation

Certain realignment and modification of existing rights-of-way and easements, construction of new driveways, and installation of traffic controls are proposed in order to provide appropriate access and circulation for the Project. As seen in Figure 1.2-1, two main driveways are proposed along Arden Drive. The southerly driveway would be unsignalized; while the northerly driveway would be aligned with Rose Avenue, and utilize the existing traffic signal at the intersection of Rose Avenue and Arden Drive.

Access to the store's loading areas would be provided from Valley Boulevard via the Valley Circle cul-de-sac. This roadway will form the site's easterly boundary, and will serve existing commercial and industrial facilities to the south and east of the site, as well as the City Maintenance Facility to the north. The Project would construct two 36-foot delivery truck driveways from Valley Circle, one at the site's southerly boundary and one to the north.

Project driveways would connect externally to Arden Drive, and internally to drive aisles and parking areas. Service driveways (from Valley Circle) would provide access to the Walmart store's northerly and southerly loading bays. Final designs and specifications for driveways, traffic controls, and internal circulation improvements will be incorporated into the Project Conditions of Approval, consistent with the requirements of the City's Engineering Division.

1.2.4 Parking

A total of approximately 755 parking spaces are proposed within the Project site; of which approximately 17 parking spaces would be designated as handicap-accessible. Unless otherwise noted herein, or otherwise specified by the City, all parking areas will include parking stalls, drive aisles, parking lot landscaping, and hardscaping, and will be designed and constructed pursuant to City requirements as outlined at City of El Monte Zoning Ordinance.

1.2.5 Other Site Improvements and Amenities

Supporting site improvements to be implemented by the Project include but are not limited to: perimeter block walls and security fencing; landscaping/hardscape improvements; decorative and security lighting; and signage, including freestanding, building, directional and informational signage. The Applicant has also requested off-site signage, which will be addressed through the City's review and approval of a Master Sign Program.

1.2.6 Infrastructure, Utilities, and Public Services

All public services, infrastructure systems, and utilities are currently available to the Project site. No major new infrastructure or utilities improvements are proposed by the Project, nor are any required. The Project will implement necessary utilities improvements to include connections to existing services, and/or necessary realignment or modification of existing service lines. All connections to, and modification of, utilities necessary to serve the Project will be accomplished consistent with City and utility purveyor requirements. Public services and utilities/infrastructure available to the Project are summarized in the following paragraphs, and discussed in greater detail at Initial Study Section 3, "Environmental Evaluation," under Checklist Items XIV., "Public Services," and XVII., "Utilities and Service Systems."

1.2.6.1 Public Services

The following public services are available to the Project:

- Fire Protection Services (Los Angeles County Fire Department);
- Police Protection Services (City of El Monte Police Department); and
- Schools (El Monte City School District; El Monte Union High School District)
- Libraries (Los Angeles County Public Library System); and
- Parks (City of El Monte Parks and Recreation Division).

1.2.6.2 Utilities/Infrastructure

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (City of El Monte);
- Storm Drain/Storm Water Management (City of El Monte Public Works Department);
- Electricity (Southern California Edison);
- Natural Gas (The Gas Company); and
- Telephone/Communications (Verizon, or other contract services).

1.3 DISCRETIONARY APPROVALS AND PERMITS

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- Certification of the EIR;
- Approval of a Tentative Parcel Map to create a single commercial parcel;
- Design review to approve the Project design and architectural details of the proposed structures;
- Approval of a Conditional Use Permit for a multiple tenant development, as provided under Municipal Code Chapter 17.24, "Conditional Use Permits;"
- Approval of a General Plan Amendment (Land Use Element) re-designating the Project site from "Industrial/Business Park" to "General Commercial;"
- Approval of a Zone Change, re-designating the Project site from "General Manufacturing" (M-2) to "Heavy Commercial" (C-4);
- Modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad;
- Approval of a Conditional Use Permit for alcohol sales as provided under Municipal Code Chapter 17.24, "Conditional Use Permits;"

- Approval of a modification pursuant to Municipal Code Chapter 17.20, "Modification – Variance," to reduce the number of required loading docks from seven to six; and
- Approval of a Master Sign Program.

Additionally, the Project will require a number of non-discretionary construction, grading, and encroachment permits from the City of El Monte, to allow implementation of the Project facilities.

1.3.1 Other Permits and Approvals

CEQA Section 15124 also provides that requirements or potential requirements for "Other Permits and Approvals" should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal will likely include, but are not limited to, the following.

- Stormwater management and associated permitting would be required consistent with the provisions of City of El Monte Municipal Code Chapter 13.16, "Stormwater Management and Discharge Control," and the "California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities" (CGP) issued by the State Water Resources Control Board.

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment, particularly regarding proposed restaurant tenant operations.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Other miscellaneous permits necessary to realize all on and offsite improvements related to the development of the site.

1.4 INITIAL STUDY

The City of El Monte, through the Initial Study process, has determined that the Project has the potential to cause or result in significant environmental impacts, which warranted further analysis, public review, and disclosure through the preparation of an EIR. The Initial Study (IS) and associated EIR Notice of Preparation (NOP), dated August 2013, were forwarded to the California Office of Planning and Research, State Clearinghouse (SCH), and circulated for public review and comment. The State Clearinghouse established the comment period for the IS/NOP as August 9, 2013 through September 9, 2013. The assigned State Clearinghouse reference for the August 2013 IS/NOP was SCH No. 2013081023. A total of 12 comment letters were received in response to the August 2013 IS/NOP. A summary of comments received and responses to those comments is presented at Table 1.6-1.

Subsequent to publication and distribution of the August 2013 IS/NOP, the City of El Monte and the Project Applicant cooperatively re-evaluated and revised the scope of discretionary actions that would be necessary to implement the Project. Notably, the following additional discretionary actions were incorporated in the Project Description:

- Approval of a General Plan Amendment (Land Use Element) re-designating the Project site from "Industrial/Business Park" to "General Commercial;"
- Approval of a Zone Change, re-designating the Project site from "General Manufacturing" (M-2) to "Heavy Commercial" (C-4); and
- Modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad.

Based on the incorporation of the additional discretionary actions listed above, and the related modifications to the Project Description and the Initial Study analyses, the Lead

Agency determined that it would be necessary to recirculate a revised IS/NOP reflecting these changes.

Accordingly, a revised IS/NOP was distributed in March 2014 and circulated for a period of 30 days from March 13 through April 11, 2014. The State Clearinghouse assigned a new reference number for the Project: SCH No. 2014031042. A total of six comment letters were received in response to the revised March 2014 IS/NOP. A summary of comments received and responses to those comments is presented at Table 1.6-2.

The original (August 2013) IS/NOP and revised (March 2014) IS/NOP, along with all NOP responses, are presented at Appendix A of this Draft EIR.

1.5 IMPACTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

The following list identifies those environmental issues that have been determined pursuant to the IS/NOP preparation and public review processes to pose no potentially significant impacts, or where compliance with standard mitigation or conditions of approval would reduce certain potentially significant impacts to levels that are less-than-significant. The specific issues listed are not substantively discussed within the body of this EIR. Please refer also to related discussions and analyses presented within the Initial Study, EIR Appendix A.

Aesthetics

No important or valuable scenic resources exist within the Project site, and the Project will have no discernible effect on off-site designated resources. The site is not located within the vicinity of a designated scenic highway, and is currently vacant; all former manufacturing buildings and supporting improvements have been demolished. As noted in the Initial Study, the introduction of contemporary commercial structures and landscaping would tend to improve the current visual character and quality of the site.

Development within the Project area will conform to the City's General Plan Community Design Element goals and policies. The Project will further comply with any enhanced landscape design and architectural solutions that may be specified by City staff and incorporated as Project Conditions of Approval. As supported by the preceding, the Project will have less-than-significant impacts for the following aesthetic considerations:

- Substantial adverse effects on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings within a state scenic highway; and
- Substantial degradation of the existing visual character or quality of the site and its surroundings.

Agriculture and Forest Resources

Although the Project site has a history of agricultural use that has been documented back to the late 1800s, the area has been developed with industrial uses since the 1940s.[1] The Project site and vicinity do not evidence currently active or recent agricultural uses; and these areas are not designated as farmland of local, regional or statewide importance; nor are any portions of the Project site subject to, or otherwise affected by, Williamson Act contracts. No trees are present within the Project site, nor are any forest lands located within the Project area or vicinity. As such, the Project will have no impacts for the following considerations:

- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the

[1] Final Phase I Environmental Site Assessment Report for the Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Avenue in El Monte, California (Tait Environmental Services, Inc.), March 27, 2012. Please refer to Draft EIR Appendix F, pages 14-16, "Site and Area History."

Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

- Conflict with existing zoning for agricultural use, or a Williamson Act contract;

- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland-zoned "Timberland Production;"

- Result in the loss of forest land or conversion of forest land to non-forest use; or

- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Biological Resources

The Project site is located in an urbanized area and is devoid of native habitat, containing no significant biological resource value. A biological resource survey was performed on the Project site, and the report of its findings is included as Initial Study Appendix A. This report indicates that the site has "no potential to support any special status plant or wildlife species, nesting birds, wildlife movement or even most of the common plant or wildlife species." The site has little to no biological value and there are no biological constraints at the site. On this basis, the Project would have either no impact, or a less-than-significant impact for the following considerations:

- 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;

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, polices, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- 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.) though direct removal, filling, hydrological interruption, or other means;

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cultural Resources

The Project Initial Study found that potential impacts in regard to encountering human remains would be less-than-significant. As required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by state law. Mandated compliance with state law ensures that the Project will have a less-than-significant impact for the following cultural resources consideration:

- Disturbance of any human remains, including those interred outside of formal cemeteries.

Geology and Soils

The Project site is located in a region known to be seismically active, and seismic ground-shaking may be expected during an earthquake. However, the subject property is not located within an Earthquake Fault Special Study Zone (former Alquist-Priolo Earthquake Fault Zone), and there are no known or suspected faults or fault traces within the site. The potential for liquefaction hazards has been identified throughout the majority of the City; however, as part of the City's standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the City Engineer, and comply with the requirements of the approved geotechnical report and applicable provisions of the UBC and CBC. These requirements include, but are not limited to design- and site-appropriate means to avoid or minimize any liquefaction or ground-failure concerns that may be encountered. Compliance with these requirements reduces potential seismic-related liquefaction/ground failure impacts to levels that are less-than-significant.

The Project site is an essentially level property, and as such, is not internally susceptible to landsliding. Adjacent properties also present little topographic relief. The Project does not propose to significantly alter existing topography. On this basis, the potential for landslides or mudflows does not exist.

Construction activities associated with the Project would temporarily expose underlying soils, thereby increasing their interim susceptibility to erosion, until the Project is fully implemented. Potential erosion impacts incurred during construction activities are reduced below the level of significance through preparation of, and compliance with, a Storm Water Pollution Prevention Plan (SWPPP). In this regard, the Project proponent is required to file an approved SWPPP prior to initiation of construction activities. Compliance with the SWPPP is realized through ongoing

inspection and monitoring of the subject site as provided for under the City's established building permit and site inspection processes.

The Project site is currently provided sewer services. No septic tanks or other alternative wastewater disposal systems are proposed. Based on the preceding, the Project will result in less-than-significant impacts, or have no impact for the following geology and soils considerations:

- 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides;

- Substantial soil erosion or the loss of topsoil;

- Location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

- Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

- Soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Hazards and Hazardous Materials

The Project site is located approximately 1,000 feet southwesterly of the El Monte Airport, a general aviation facility, primarily serving private and business-related

aircraft. As indicated on the Los Angeles County Airport Land Use Commission Airport Influence Area Map for El Monte Airport, the Project site is located outside the identified Airport Influence Area and Runway Protection Zone (RPZ), and well beyond the airport's 70 CNEL noise contour. Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. As such, the Project's potential to result in aircraft-related safety hazards for future occupants of the site is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

The Project does not propose or require designs or activities that would interfere with any identified emergency response or emergency evacuation plan. Right-of-way vacations and realignments proposed by the Project will be accomplished consistent with City design and construction requirements, and would not substantively nor adversely alter area traffic patterns and emergency response routes. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through City-mandated construction traffic management plans. On-going coordination with the local fire and police departments during construction will ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

The Project site is located in an area that has been largely urbanized, and there are no wildlands adjacent to the Project area. Moreover, the Project site and surrounding areas are currently provided fire protection and emergency response services by the Los Angeles County Fire Department. Development fees and taxes paid by the Project act to offset its incremental demands for fire protection services. The potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires is considered to be less-than-significant.

Based on the preceding, the Project will result in less-than-significant impacts, or have no impact for the following hazards/hazardous materials considerations:

- 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, result in a safety hazard for the people residing or working in the project area;

- For a project within the vicinity of a private airstrip, result in a safety hazard for the people residing or working in the project area;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Hydrology and Water Quality

The Project will not contribute to groundwater depletion or interfere with groundwater recharge. Project development concepts do not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. Direct additions or withdrawals of groundwater are not proposed by the Project, nor would the Project alter the site in such a way as to create any flood hazards or otherwise substantially alter area drainage patterns.

The Project site does not lie within an identified 100-year flood hazard zone, nor is housing proposed as part of the Project. The Project will have no impacts in these regards. Although the City of El Monte is located within the potential inundation area of the Santa Fe Dam, potential danger associated with dam failure is considered relatively low, since stormwater is customarily released to downstream spreading grounds for groundwater recharge, rather than being stored in the reservoir. The Project

site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. No slopes of significance have been identified on or near the Project site, and the site has not historically been affected by mudflows.

Further, the Project area is urbanized and includes available and adequate municipal storm drains to convey potential stormwater discharges generated by the Project. Similar to previous industrial/manufacturing uses within the subject site, proposed development of the subject area under the proposed El Monte Walmart Project would incorporate all necessary and required stormwater management systems and facilities to ensure that post-development conditions would not adversely affect area properties or existing water quality.

Based on the preceding discussion, the Project will result in less-than-significant impacts, or have no impact for the following hydrology and water quality considerations:

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the 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);

- 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;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Inundation by seiche, tsunami, or mudflow.

Land Use

There are no Habitat Conservation Plan(s), Natural Community Conservation Plan(s), or other approved local, regional, or state habitat conservation plans that apply to the City. On this basis, the Project will result in no impacts for the following land use consideration:

- Conflict with any applicable habitat conservation plan or natural communities conservation plan.

Mineral Resources

There are no mineral resources known to exist within the Project site that would be of value to the region and the residents of the state. As such, the Project will result in no impacts for the following mineral resources considerations:

- Loss of availability of a known mineral resource that would be of value to the region and to the residents of the state; and

- Loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Noise

The Project is located approximately 1,000 feet southwest of the El Monte Airport; however, the Project site is outside the identified Airport Influence Area, and well beyond the airport's 70 CNEL noise contour. While occasional aircraft overflight is expected, no excessive aircraft related noise is anticipated to affect the Project area. The Project will not expose employees or patrons to excessive aircraft-related noise. As such, the Project will have less-than-significant impacts for the following potential noise impact considerations:

- 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, expose people residing or working in the project area to excessive noise levels; and

- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Population and Housing

Construction of new housing is not a component of the Project. Employment generated by the Project may incidentally contribute to nominal population growth; however, Project-related employment demands would likely be filled by the existing personnel pool within the City of El Monte and neighboring communities. Further, the Project site is located within an urbanized area that is already served by roadways, utilities, and other infrastructure that can indirectly encourage population growth. As such, the Project will not contribute directly or indirectly to substantial population growth. The Project site is currently vacant, and no displacement of housing or residents would occur as the result of Project implementation. Based on the preceding, the Project will have less-than-significant impacts, or have no impact for the following population and housing considerations:

- Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure);

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and

- Displace substantial numbers of people necessitating the construction of replacement housing elsewhere.

Public Services, Recreation

Employment opportunities created by the Project may cause small increases in demand for school and park facilities. The project will pay mandated school impact fees, along with development fees that may be used to support the City's existing recreational facilities. The Project is not anticipated to contribute substantially to the resident population base using school and park facilities. Further, the construction of recreational facilities is not included in the Project, nor will the Project require the construction or expansion of recreational facilities.

In regard to other public services, the development of the Project would require established public agency oversight including, but not limited to, plan check and permitting actions by the City Planning Division, City Water & Wastewater Operations Division, City Public Works Department, El Monte Police Department, and the Los Angeles County Fire Department. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees.

Based on the preceding, the Project will have less-than-significant impacts, or have no impact for the following public services and recreation considerations:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, parks, or other public facilities;

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated; and

- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Transportation/Traffic

The Project does not propose elements or aspects that would affect air traffic patterns, nor would the Project interfere with, or otherwise affect, alternative transportation modes. The Project is located approximately 1,000 feet southwest of the El Monte Airport; however, the Project site is outside the identified Airport Influence Area. No other public or private airstrips have been identified in the vicinity of the Project. As such, the potential for the Project to result in a change in air traffic patterns is considered less-than-significant. The Project may result in increased demand for public transportation as increased retail opportunities become available onsite; however, existing transit service is available within the Project area. The need for transit-related facilities will be coordinated between the City and the Project Applicant as part of the City's standard development review process. As such, the Project will have less-than-significant impacts for the following potential transportation considerations:

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities and Service Systems

All necessary public services, infrastructure systems, and utilities are currently available to the Project site. No major new infrastructure or utilities improvements are proposed by the Project. The Project will implement necessary utilities improvements to include connections to existing services, and/or necessary realignment or modification of existing service lines. All connections to, and modification of, utilities necessary to serve

the Project will be accomplished consistent with City and purveyor requirements. As discussed in Initial Study Checklist Item XVII., "Public Services" and XVII., "Utilities and Service Systems," the Project would have less-than-significant impacts in regard to the following considerations:

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; and

- Comply with federal, state, and local statutes and regulations related to solid waste.

1.6 AREAS OF CONCERN OR CONTROVERSY

Section 15123 of the *CEQA Guidelines* requires that the EIR summary identify areas of potential concern or controversy known to the lead agency, including issues raised by other agencies and the public. Issues of concern were identified by the Lead Agency, through responses to the Project Initial Study/Notice of Preparation (IS/NOP), and other communications addressing the Project and the Project EIR.

Responses received pursuant to distribution of the IS/NOP and Public Scoping Meeting are presented at EIR Appendix A. As previously discussed within this Section, a summary of comments and responses to those comments received on the original (August 2013) IS/NOP and the subsequent (March 2014) IS/NOP are presented at Table 1.6-1 and Table 1.6-2. These Tables present a list of NOP respondents, and a corresponding summary of NOP comments, indicated by *italicized text.* Responses to comments, together with correlating EIR references are indicated in subsequent statements. Unless otherwise noted, all NOP respondent comments are addressed within the body of the EIR.

Table 1.6-1
August 2013 IS/NOP Distribution
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
State Agencies	
State of California Office of Planning and Research, State Clearinghouse (SCH)	*SCH provided receipt and record of distribution of the IS/NOP and established the NOP review and comment period of August 9, 2013 through September 9, 2013.* EIR Appendix A includes a copy of the Project IS/NOP and NOP Responses.
California Department of Transportation (Caltrans), District 7	*Caltrans requests that a Traffic Impact Analysis (TIA) be prepared for the Project, and identifies some Project-specific elements to be included in this study. Contact information is also provided.* The Project TIA, which is included in its entirety as part of Draft EIR Appendix C, has been prepared in compliance with all applicable State and local recommendations and regulations.
California Native American Heritage Commission (NAHC)	*The NAHC response provides procedural guidance regarding research activities that will determine the Project's potential to impact cultural resources.* Please refer to Draft EIR Section 4.5, Cultural Resources, for a comprehensive discussion of the Project's potential to impact cultural resources of Native American origin.
County/Regional Agencies	
County of Los Angeles Fire Department	*The County Fire Department's Land Development Unit provides general development requirements, along with access and water requirements related to Project development. The Department's Forestry Division identifies their "statutory responsibilities" in regard to archaeological and cultural resources, erosion control and watershed management. The Department's Health/Hazardous Materials Division identifies concerns related to identified soil contamination onsite.* Fire Department concerns and requirements have been addressed in Draft EIR Sections 4.5, Cultural Resources, 4.7, Hydrology and Water Quality, and 4.8, Public Services and Utilities. Additional concerns related to rare or endangered species, vegetation, fuel modification, and

Table 1.6-1
August 2013 IS/NOP Distribution
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
	the County's Oak Tree Ordinance, have been addressed in the Project Initial Study (Draft EIR Appendix A). Soil contamination concerns are comprehensively addressed in Draft EIR Section 4.6, Hazards/Hazardous Materials.
County Sanitation Districts of Los Angeles County (LACSD)	*LACSD's response identifies existing wastewater (sewage) disposal and treatment facilities within the Project vicinity, and provides guidance regarding the EIR's analysis of wastewater generation, applicable connection fees, and compliance with growth forecasts used by the Districts to size their facilities.* The information provided has been considered and, where appropriate, incorporated into the analysis included in the Draft EIR Sections 4.7, Hydrology and Water Quality, and 4.8, Public Services and Utilities.
Los Angeles Metropolitan Transportation Authority (LACMTA)	*LACMTA's response identifies existing facilities within the proximity of the Project site, including Union Pacific and Metrolink rail lines located approximately 500 feet to the north of the Project site, and a newly renovated bus station located less than one mile to the southeast. Improvement of the existing at-grade rail crossing at Arden Drive is recommended. Additionally, guidelines for TIA analyses are provided.* The Project TIA (Draft EIR Appendix C) and Draft EIR Section 4.2, Traffic and Circulation, address the Project's potential to affect LACMTA facilities in the Project area, and specifically includes an analysis of the Project's potential to affect or be affected by the existing at-grade rail crossing at Arden Drive.
San Gabriel and Lower Los Angeles Rivers & Mountains Conservancy	*The Conservancy provides a summary of its interest and concerns in relation to the following topics: Project design and planning, specifically regarding consistency with the Emerald Necklace Vision Plan; hydrology and water quality, non-vehicular transportation; and "watershed awareness." Low-impact development strategies are recommended.* The Conservancy's concerns have been addressed in this Draft EIR in Section 4.1, Land Use and Planning, Section 4.2, Transportation and Circulation, and Section 4.7, Hydrology and Water Quality. Additionally,

Table 1.6-1
August 2013 IS/NOP Distribution
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
	the Draft EIR's discussion of reduction strategies (included in Sections 4.3, Air Quality and 4.9, Global Climate Change and Greenhouse Gas Emissions) identifies the Project's low-impact development plans.
South Coast Air Quality Management District (SCAQMD)	*The SCAQMD provides recommendations regarding the analysis of air quality impacts that should be included in the draft CEQA document.* The Project's Air Quality Impact Analysis was prepared consistent with SCAQMD methodologies, and has been included as Draft EIR Appendix D. The Project's potential air quality impacts are discussed in Draft EIR Section 4.3, Air Quality.
City/Local Agencies	
City of Rosemead	*The City identifies five intersections of specific concern, and recommends these be included in the Project Traffic Impact Analysis (TIA).* The noted intersections have all been included in the Project TIA (Draft EIR Appendix C), and in the Draft EIR's analysis of potential traffic issues. Please refer to Draft EIR Section 4.2, Traffic and Circulation.
Mountain View School District	*The Mountain View School District acknowledges that its boundaries are outside the Project area, but indicates a concern that employment generated by the Project could result in school enrollment increases affecting the District.* As discussed in the Project Initial Study (Draft EIR Appendix A), employment generated by the Project may contribute to nominal population growth in the region; however, Project-related employment demands would likely be filled by the existing personnel pool within the City of El Monte and neighboring communities. Significant population growth is not anticipated to occur as a result of Project implementation. On this basis, the Project would not contribute substantially to student growth affecting local schools. Please refer to Section XIII, Population and Housing, and Section XIV, Public Services of the Project Initial Study included in Draft EIR Appendix A.

Table 1.6-1
August 2013 IS/NOP Distribution
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
Other	
Ms. Donna McCormick Ms. Margaret Pemberton	*Both individuals write to express support for the proposed Walmart Project.* No response is required; comments have not been further addressed within this Draft EIR.
Scoping Meeting Comments	*Environmental concerns voiced by members of the public at the September 5, 2013 Project Scoping Meeting, summarized below, have been comprehensively addressed within this Draft EIR. Relevant topics of concern include:* • *Potential effects on surrounding retailers (addressed in discussion of urban decay, Draft EIR Section 4.1, Land Use and Planning);* • *Traffic improvements and potential pedestrian, vehicular, and rail traffic safety issues during Project construction and operation (addressed in Section 4.2, Traffic and Circulation);* • *Traffic-related noise (addressed in Section 4.4, Noise);* • *Disturbance of existing hazardous materials onsite (addressed in Section 4.6, Hazards/Hazardous Materials);* • *Stormwater and municipal runoff and its effect on the Rio Hondo (addressed in Section 4.7, Hydrology and Water Quality); and* • *Impacts on public services, specifically police and fire protection services (addressed in Section 4.8, Public Services and Utilities).* It may be noted that additional public comments involving social and economic issues (e.g., worker salary and benefit concerns, Walmart hiring practices, possible subsidies for development, and a desire for increased "economic diversity" and "shopping choices" in the City) are beyond the scope of this CEQA document, and have not been further discussed. Please refer to Draft EIR Appendix A for a record of each speaker's comments, as well as a City-prepared summary of the issues that were addressed at the Project Scoping Meeting.

Table 1.6-2
March 2014 IS/NOP Distribution
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
State Agencies	
State of California Office of Planning and Research, State Clearinghouse (SCH)	*SCH provided receipt and record of distribution of the IS/NOP and established the NOP review and comment period of March 13, 2014 through April 11, 2014.* EIR Appendix A includes a copy of the Project IS/NOP and NOP Responses.
California Department of Transportation (Caltrans), District 7	*Caltrans requests that a Traffic Impact Analysis (TIA) be prepared for the Project, and identifies some Project-specific elements to be included in this study. Contact information is also provided.* The Project TIA, which is included in its entirety as part of Draft EIR Appendix C, has been prepared in compliance with all applicable State and local recommendations and regulations.
California Native American Heritage Commission (NAHC)	*The NAHC response provides procedural guidance regarding research activities that will determine the Project's potential to impact cultural resources.* Please refer to Draft EIR Section 4.5, Cultural Resources, for a comprehensive discussion of the Project's potential to impact cultural resources of Native American origin.
County/Regional Agencies	
County of Los Angeles Fire Department	*The County Fire Department's Land Development Unit provides general development requirements, along with access and water requirements related to Project development. The Department's Forestry Division identifies their "statutory responsibilities" in regard to archaeological and cultural resources, erosion control and watershed management. The Department's Health/Hazardous Materials Division identifies concerns related to identified soil contamination onsite. The Department's Health/Hazardous Materials Division stated they had no additional comment, other than what was previously provided during the initial distribution.* Fire Department concerns and requirements have been addressed in Draft EIR Sections 4.5, Cultural Resources, 4.7, Hydrology and Water Quality, and 4.8, Public Services and Utilities. Additional concerns

Table 1.6-2
March 2014 IS/NOP Distribution
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
	related to rare or endangered species, vegetation, fuel modification, and the County's Oak Tree Ordinance, have been addressed in the Project Initial Study (Draft EIR Appendix A). Soil contamination concerns are comprehensively addressed in Draft EIR Section 4.6, Hazards/Hazardous Materials.
Los Angeles Metropolitan Transportation Authority (LACMTA)	*LACMTA's response identifies existing facilities within the proximity of the Project site, including Union Pacific and Metrolink rail lines located approximately 500 feet to the north of the Project site, and a newly renovated bus station located less than one mile to the southeast. Improvement of the existing at-grade rail crossing at Arden Drive is recommended. Additionally, guidelines for TIA analyses are provided.* The Project TIA (Draft EIR Appendix C) and Draft EIR Section 4.2, Traffic and Circulation, address the Project's potential to affect LACMTA facilities in the Project area, and specifically includes an analysis of the Project's potential to affect or be affected by the existing at-grade rail crossing at Arden Drive.
South Coast Air Quality Management District (SCAQMD)	*The SCAQMD provides recommendations regarding the analysis of air quality impacts that should be included in the draft CEQA document.* The Project's Air Quality Impact Analysis was prepared consistent with SCAQMD methodologies, and has been included as Draft EIR Appendix D. The Project's potential air quality impacts are discussed in Draft EIR Section 4.3, Air Quality.
<u>City/Local Agencies</u>	
The Gas Company	*The Gas Company identifies adequate facilities available to serve the Project, and states further that the Project can be serviced without significant impact on the environment.* No response is required.

1.7 EIR TOPICAL ISSUES

Based upon the Initial Study analysis, comments received pursuant to circulation of the NOP, and other public/agency input, the analysis of the EIR addresses the following topics:

- Land Use and Planning (including potential light/glare impacts);
- Traffic and Circulation;
- Air Quality;
- Noise;
- Cultural Resources;
- Hazards/Hazardous Materials;
- Hydrology and Water Quality;
- Public Services and Utilities; and
- Greenhouse Gas Emissions.

Additionally, EIR Section 5.0, "Other CEQA Considerations," presents discussions of other mandatory CEQA topics including:

- Cumulative Impact Analysis;
- Alternatives Analysis;
- Growth-Inducing Impacts of the Proposed Action;
- Significant Environmental Effects;
- Significant and Irreversible Environmental Changes; and
- Energy Conservation.

1.8 SUMMARY OF SIGNIFICANT PROJECT IMPACTS

Implementation of the Project as proposed will result in certain impacts which are determined to be significant. These impacts are discussed in detail in the body of the EIR text under their associated topical headings, and are summarized below.

Project Impact	***Comments***
Traffic and Circulation	***Existing (2012) Intersection Conditions*** *Under Existing Conditions, Project traffic contributions to deficiencies at the following intersections would be significant and unavoidable Project impacts.* • *Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);* • *Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans).* ***Opening Year (2016) Intersection Conditions*** *Under Opening Year Conditions, Project traffic contributions to deficiencies at the following intersections would be cumulatively significant and unavoidable impacts.* • *Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);* • *Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans).* ***Horizon Year (2035) Intersection Conditions*** *Under Horizon Year Conditions, Project traffic contributions to deficiencies at the following intersections would be cumulatively significant and unavoidable impacts.* • *Valley Boulevard at Santa Anita Avenue (Study Area Intersection 4, City of El Monte)* • *Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);* • *Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans); and* • *Arden Drive at Arden Way (Study Area Intersection 34, City of El Monte).* ***Freeway Ramp Queuing Deficiencies*** *Project traffic would contribute to cumulatively significant morning peak hour traffic queues at:* • *I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street.* *All other Study Area facilities would operate acceptably under Existing, Opening Year and Horizon Year conditions with the addition of Project traffic..*
Air Quality	*Even after the application of mitigation measures, the Project would result in operational emissions of oxides of nitrogen (NO_x) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. This is a significant individual and cumulative air quality impact. Moreover, the Project is located within an ozone*

Project Impact	***Comments***
	non-attainment area (NO_x is an ozone precursor). Project operational NO_x emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact. *Additionally, the Project's proposed change in land use designations for the subject site is not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with the AQMP. This is a significant Project-level and cumulative air quality impact.*
Noise	*Even after compliance with regulations and application mitigation measures, the Project's construction-source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, Project construction-source noise impacts affecting these adjacent properties are recognized as significant. These impacts would also be considered cumulatively significant for the duration of Project construction activities.*

All other potential environmental effects of the Project are determined to be less-than-significant as substantiated within this EIR and accompanying Initial Study, or are reduced below levels of significance with application of mitigation measures identified herein. A summary of all Project impacts and proposed mitigation measures is presented at EIR Section 1.10, "Summary of Impacts and Mitigation Measures."

1.9 ALTERNATIVES TO THE PROJECT

Consistent with provisions of the CEQA Guidelines, the EIR Alternatives Analysis (EIR Section 5.2) presents and evaluates alternatives to the Project that would lessen its significant environmental effects while allowing for attainment of the basic Project Objectives. The rationale underlying the selection of alternatives is presented together with a summary description of each alternative. Merits of the alternatives compared with the Project are described and evaluated.

Three (3) alternatives to the EIR Project are presented. In addition to the CEQA-mandated consideration of a "No Project" Alternative, this EIR presents and

evaluates a potential "Reduced Intensity Alternative" and an "Alternative Site." The Alternatives considered in this EIR are summarized below. Please refer also to EIR Section 5.2 for the complete Alternatives Analysis.

1.9.1 No Project Alternative

For the purposes of the EIR Alternatives Analysis, it is presumed that if the Project were not constructed, another development proposal designed to maximize the site's intensity under its current land use designations would be constructed under the No Project Alternative. While any number of varying development scenarios could be implemented under a No Project Alternative, the analysis presented here assumes development of allowed industrial park uses at an approximate forty (40) percent lot coverage, providing a low-to-mid-range development intensity scenario that allows for differentiation of impacts when compared to the Project. An aggregate decrease in environmental impacts could be expected under the considered No Project Alternative. The significant and unavoidable air quality impacts of the Project would be avoided under the No Project Alternative. Significant traffic impacts and significant construction-source noise impacts occurring under the Project would, however, likely persist under the No Project Alternative. Additionally, the industrial development of the subject site under the No Project Alternative would support none of the Project's basic commercial/retail objectives.

1.9.2 Reduced Intensity Alternative

The Reduced Intensity Alternative reflects a 28.1 percent reduction in the scope of commercial/retail development of the Project site. The Reduced Intensity Alternative would therefore result in development of the subject site with approximately 131,218 square feet of commercial/retail uses. This reduction in development intensity provides a reduction in Project scope that would substantially reduce the Project's trip generation, resulting in a reduction in NOx emissions that would avoid exceedances of SCAQMD regional thresholds for this pollutant. Operational emissions would be incrementally reduced for all criteria pollutants, and otherwise significant operational-source NOx emissions generated by the Project would be reduced to levels

that are less-than-significant. Other effects of development under the Reduced Intensity Alternative, including significant construction-related noise impacts, would be similar to those of the Project, though perhaps incrementally reduced in scale.

The Reduced Intensity Alternative would, to some degree, realize the stated Project Objectives. However, the reduction in Project scope under the Reduced Intensity Alternative would underutilize the Project site, and would minimize the effective use of one of the few substantive vacant properties within the City of El Monte.

1.9.3 Alternative Site

Inherent in achieving the above Objectives, any potential Alternative Site should be proximate to an adequate customer base; be visible and accessible at the intersection of major thoroughfares; be provided proximate access to regional roadway systems; be supported by available or anticipated utilities infrastructure; and, ideally, be vacant or not actively occupied.

Based on the above general considerations, an assessment of potential impacts resulting from the Project if located at an Alternative Site was conducted. The evaluated Alternative Site is the vacant industrial property located at the southwesterly corner of the Temple City Boulevard/Southern Pacific Railroad crossing. The Alternative Site comprises a total of approximately 28 acres (approximately half of which would be required to support the proposed Walmart); and is located approximately one [1] mile northwesterly of the proposed Project site.

Overall, the discussion of "Comparative Impacts of Alternatives" presented in Draft EIR Section 5.2 indicates that no substantive reduction in environmental impacts would be achieved through development of the Project at the Alternative Site.

1.9.4 Environmentally Superior Alternative

For the purposes of CEQA, the EIR Alternatives Analysis has identified the Reduced Intensity Alternative as the environmentally superior alternative. Please refer also to EIR Section 5.2 for the complete Alternatives Analysis.

1.10 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.10-1 summarizes potential impacts resulting from implementation and operations of the Project. The impacts identified at Table 1.10-1 correspond with environmental topics and impacts discussed at EIR Section 4.0 "Environmental Impact Analysis." Table 1.10-1 also lists measures proposed to mitigate potentially significant environmental impacts of the Project, and indicates the level of significance after application of proposed mitigation.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.1 Land Use and Planning			
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Physically divide an established community or result in land use incompatibilities.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in adverse physical changes or impacts due to the Project's economic effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.2 Traffic and Circulation			
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.	Potentially Significant.	*4.2.1 Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvement at the intersection of Lower Azusa Road and Arden Way (Intersection 16):* • *Installation of a traffic signal.*	**Significant and Unavoidable.** The Project Applicant will pay requisite fair-share fees toward the construction of the improvements identified in Mitigation Measures 4.2.1 through 4.2.5. Notwithstanding, payment of traffic impact fees does not ensure timely completion of those traffic improvements necessary to mitigate potentially significant cumulative traffic impacts.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.2 Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvements at the intersection of Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31): • *Installation of a traffic signal; and* • *Addition of a southbound right-turn lane.*	
		4.2.3 Based on a determination of the City Public Works Director and prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of one of the following sets of improvements at the intersection of Valley Boulevard at Santa Anita Avenue (Intersection 4): • *Option 1* - *Restriping southbound approach to provide one left-turn lane, two through lanes, and one optional through-or-right-turn lane.* - *Removal of on-street parking on Santa Anita Avenue south of the intersection.* • *Option 2* - *Widening of southbound approach to provide one left-turn lane, three through-lanes and one right-turn lane. This would require the widening of pavement to provide a 150-foot right-turn pocket with a 90-foot transition in the southbound direction with the relocation of*	

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		sidewalk on the west side of Santa Anita Avenue along the widening, and would result in reducing the landscaping and park area on the northwest corner of this intersection. - *Removal of on-street parking on the west side of Santa Anita Avenue south of the intersection.*	
		4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvements at the intersection of Arden Drive at Arden Way (Intersection 34): • *Installation of a traffic signal.* • *Striping of southbound approach with one left-turn lane and one through lane.* • *Channelization of the northbound right-turn lane with a raised, landscaped median to provide for improved pedestrian refuge areas and crossings.* • *Relocation of the pedestrian crossing of Arden Way to cross only the northbound channelized right-turn movement and install "Yield to Pedestrian" sign controls.* • *Striping of a new northbound pedestrian crossing of Arden Way at the Arden Way approach to Arden Drive, and operate this crossing under signal control.*	

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.5 Pursuant to City of El Monte General Plan's Circulation Element Policy C-1.7, prior to the issuance of building permits, the Project Applicant shall participate on a fair-share basis in funding a project-specific report for regionally significant projects.	
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.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or inadequate vehicular access and internal circulation, or result in inadequate emergency access.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.3 Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Potentially Significant.	Mitigation Measures 4.3.1 through 4.3.5	**Significant.** The requested change in land use designations for the Project site are necessary to allow for development of the Project. There are no mitigation measures available that would avoid or substantively reduce the resulting inconsistency with land uses and related emissions inventories reflected in the current AQMP.
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Potentially Significant.	*4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403 and limit fugitive dust emissions:* • *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;* • *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*	Less-Than-Significant. **Significant.** Project operational-source emissions would exceed the applicable SCAQMD regional threshold for NOx.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.* *4.3.2 Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.* *4.3.3 During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five (5) acres per day.*	
		4.3.4 Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building Code Title 24 requirements. Verification of increased energy	

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		efficiencies shall be shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City prior to the issuance of building permits Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that achieve the required energy efficiency performance standard also are acceptable): • *Increase in insulation such that heat transfer and thermal bridging is minimized;* • *Limit air leakage through the structure and/or within the heating and cooling distribution system;* • *Use of energy-efficient space heating and cooling equipment;* • *Installation of electrical hook-ups at loading dock areas;* • *Installation of dual-paned or other energy efficient windows;* • *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;* • *Installation of automatic devices to turn off lights where they are not needed;*	

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;* • *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;* • *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.* *4.3.5 Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Verification of decreased outdoor water usage shall be documented in CalGreen Code Compliance Worksheets provided by the Applicant, and reviewed and approved by the City prior to the issuance of building permits.* *The Project shall also implement the following:* • *Landscaping palette emphasizing drought tolerant plants;*	

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Use of water-efficient irrigation techniques;* • *U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.*	
Expose sensitive receptors to substantial pollutant concentrations.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Create objectionable odors affecting a substantial number of people.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors.	Potentially Significant.	*Please refer to Mitigation Measures 4.3.4 through 4.3.5.*	**Significant.** Mitigation Measures 4.3.4 through 4.3.5 would reduce Project operational-source NOx emissions to the extent feasible. Operational-source NOx emission exceedances would persist however, and would comprise a cumulatively considerable even with the application of mitigation.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.4 Noise			
Project construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant.	*4.4.1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 7 p.m. and 6 a.m. Monday through Friday, or between the hours of 7 p.m. and 8 a.m. on Saturday or Sunday. The Project construction supervisor shall ensure compliance with these limitations on construction hours, and the City shall conduct periodic inspections at its discretion.* *4.4.2 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.* *4.4.3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction.*	**Significant**. While the implementation of Mitigation Measures 4.4.1 through 4.4.4 would minimize construction-source noise to the extent feasible, it is anticipated that the 75 dBA "noise disturbance" limit would still likely be exceeded (at least intermittently) during the Project's construction activities. As such, Project construction activities could result in the exposure of persons to noise levels in excess of the "noise disturbance" limit of 75 dBA. Notwithstanding, it is also recognized that Project construction noise, as noted, will be temporary and intermittent. These noise levels will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.4.4 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7 p.m. and 6 a.m. Monday through Friday, or between the hours of 7 p.m. and 8 a.m. on Saturday or Sunday). Haul routes shall not pass sensitive land uses or residential dwellings.	
Project construction activities and associated noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project construction activities and associated noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Potentially Significant.	Please refer to Mitigation Measures 4.4.1 through 4.4.4.	**Significant**. While the preceding Mitigation Measures 4.4.1 through 4.4.4 will reduce construction noise to the extent feasible, it is anticipated that construction noise received at all residential and commercial receivers studied may exceed applicable standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Project vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance, or other applicable standards of other agencies.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project vehicular source noise would 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.	No mitigation is necessary.	Not applicable.
Project vehicular source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project operational noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project operational noise would 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.	No mitigation is necessary.	Not applicable.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.5 Cultural Resources			
Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in §15064.5.	Potentially Significant.	*4.5.1 To ensure avoidance of adverse impacts to potentially significant historic or prehistoric archaeological resources, the Project site shall be monitored during the initial grading and over-excavation phases of construction. The monitoring shall be conducted by a professional archaeological consultant meeting Secretary of Interior's Standards and Guidelines for Archaeological and Historic Preservation [Code of Federal Regulations, 36 CFR Part 61]. The monitor shall have the authority to halt any activities impacting potentially significant resources until a program for addressing the resource(s) is developed and implemented. At the conclusion of the initial phase of earthwork, the monitor shall prepare and submit a report explaining the results of the monitoring and if necessary, providing specific justification for any further monitoring. The City shall have the sole*	Less-Than-Significant.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		discretion to require any continued onsite monitoring. *4.5.2 If significant Native American cultural resources are discovered for which a Treatment Plan must be prepared, the developer or archaeologist shall contact all appropriate Native American tribal representatives, as identified by the Native American Heritage Commission. If requested by the Tribe(s), the City, the developer, or the Project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return of artifacts to tribe, etc.). A report of findings shall also be prepared by a qualified archaeologist, and shall include an itemized inventory of any specimens recovered. The report and confirmation of curation of any recovered resources from an accredited museum repository shall signify completion of the program to mitigate impacts to archaeological/historic resources. If disturbed resources are required to be collected and preserved, the Applicant shall be required to participate financially up to the limits imposed by Public Resources Code Section 21083.2.*	
Directly or indirectly destroy a unique paleontological resource or site or	Potentially Significant.	*4.5.3 Should soils containing as-yet-unidentified paleontological resources be encountered in the*	Less-Than-Significant.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
unique geologic feature.		*course of Project development, construction activities will be halted, allowing for identification, cataloguing, and as applicable, protection and preservation of resources by a qualified paleontologist. A qualified paleontologist is defined as an individual with an M.S. or a Ph. D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the supervision of a qualified paleontologist.*	
4.6 Hazards/Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	Potentially Significant.	*4.6.1 Prior to the issuance of grading permits, the Project Applicant shall demonstrate to the satisfaction of the City Building Official that grading plans include a copy of the Soil Management Plan (Soil Management Plan, Pacific Trade Center, Former St. Gobain Property, 4000 North Arden Drive, El Monte, CA 91731, prepared by HMC in January 2009, included in Draft EIR Appendix F) which includes maps showing areas of known impact and areas where impacted soil was previously removed.*	Less-Than-Significant.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.6.2 Should any areas of unknown soil impacts be encountered, the contractor will be required to discontinue work in the suspect area unless otherwise directed by a qualified Soil Management Plan Field Coordinator or Program Manager. Any suspect impacted soil, groundwater, or other materials such as debris from the suspect area shall be kept within the same general area where it is found and not moved to other parts of the Site. Resumption of grading in any suspect area shall not continue without the approval of the Soil Management Plan Field Coordinator or Program Manager. *4.6.3 Should contaminated soils be encountered as part of Project development, the protocols identified within the Soil Management Plan shall be followed in regard to monitoring, handling, disposal, and reporting of management activities to the California Department of Toxic Substance Control, Los Angeles Regional Water Quality Control Board, and/or South Coast Air Quality Management District (including copies of all daily field logs containing SCAQMD Rule 1166 monitoring results), as required. Copies of all submitted reports and responses from responsible agencies shall be provided to the City of El Monte.*	

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.6.4 Prior to the issuance of building permits, the Soil Management Plan Program Manager shall coordinate with the parties responsible for the existing groundwater monitoring wells within the Project site and demonstrate, to the satisfaction of the City of El Monte, that agreements for the proper abandonment of these wells are in place.	
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to [California Government Code] Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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.	No mitigation is necessary.	Not applicable.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.7 Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.	Less-Than-Significant.	*To ensure that water quality standards and waste discharge requirements are not adversely affected, and to provide for monitored compliance with the requirements of the City, County, and State agencies responsible for regional water quality, the following are incorporated as EIR Mitigation Measures:* *4.7.1 The City of El Monte requires a Notification of Intent (NOI) and compliance with all applicable general permits. Each discharger associated with construction activity, or other discharger described in any general stormwater permit addressing such discharges as may be adopted by the United States Environmental Protection Agency, the State Water Resources Control Board (SWRCB), or the Los Angeles Regional Water Quality Control Board, shall provide Notice of Intent, comply with, and undertake all other activities required by any general stormwater permit applicable to such discharges (Article X Stormwater Management Division 3. Discharge Regulations and Requirements Section.18-495. Reduction of pollutants in stormwater).* *4.7.2 The Project Applicant shall obtain environmental clearance from the City of El Monte prior to receiving any grading or building permits. The*	Less-Than-Significant.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		County of Los Angeles Municipal Stormwater (MS4) Permit does not allow the City of El Monte to issue permits until such time as the Project has obtained environmental clearance. *4.7.3 As required by the SWRCB and in compliance with the City of El Monte requirements for environmental clearance, the Project developer shall file a NOI with the State of California to comply with the requirements of the National Pollution Discharge Elimination System General Construction Permit. Before issuance of a grading permit, the Project Applicant shall prepare a Construction a Stormwater Pollution Prevention Plan (SWPPP), in compliance with the applicable ordinances and regulations of the City of El Monte, the Los Angeles County Flood Control District, and the SWRCB. The Construction SWPPP shall incorporate Best Management Practices (BMPs) for control of pollutants in stormwater runoff during construction-related activities, which will be designed to address the following: water erosion control, sediment control, offsite tracking control, wind erosion control, non-stormwater management control, and waste management and materials pollution control.*	

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.7.4 The Project Applicant shall develop a Project-specific LID Plan in compliance with the City-required LID Plan and Municipal Stormwater Permit.	
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding or substantial erosion or siltation on- or off-site or; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	Less-Than-Significant.	*Please refer to Mitigation Measures 4.7.1 through 4.7.4.*	Less-Than-Significant.
4.8 Public Services and Utilities			
Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.			
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Require or result in the construction of storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

© 2014 Applied Planning, Inc.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.9 Global Climate Change and Greenhouse Gas Emissions			
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

2.0 INTRODUCTION

2.0 INTRODUCTION

2.1 OVERVIEW

This Environmental Impact Report (DEIR or EIR) evaluates and discloses potential environmental impacts of the El Monte Walmart Project (the Project). In summary, the Project will realize approximately 182,429 square feet of new retail/commercial uses within the approximately 15.41-acre subject site. Elements of the Project are further described at EIR Section 3.0, "Project Description."

An EIR is an informational document intended to inform decision-makers and the general public of potentially significant environmental impacts of a Project. An EIR also identifies possible ways to preclude or minimize these potentially significant impacts (referred to as mitigation) and describes reasonable alternatives to the Project that may also reduce or avoid significant impacts. Having the authority to take action on the Project, the City of El Monte will consider the information in this EIR in their evaluations of the proposal. The findings and conclusions of the EIR regarding environmental impacts do not control the City's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

2.2 AUTHORIZATION

This EIR has been prepared by the City of El Monte in accordance with the *Guidelines for the Implementation of the California Environmental Quality Act (Guidelines)*, (Sections 15000-15387 of the California Code of Regulations), and the City *CEQA Guidelines*. The El Monte Walmart Project considered in this EIR is a "Project," as defined by Section 15378 of the *Guidelines*. The *Guidelines* stipulate that an EIR must be prepared for any "Project" that may have a significant impact on the environment. Upon initial environmental review of the Project, the City determined that the Project may have a significant

adverse impact on the environment and, therefore, the preparation of an EIR was required.

2.3 LEAD AND RESPONSIBLE AGENCIES

CEQA defines a "lead agency" as the public agency which has the principal responsibility for carrying out or approving a Project which may have a significant effect upon the environment. Other agencies, e.g., the California Department of Transportation (Caltrans), the South Coast Air Quality Management District (SCAQMD) or the Regional Water Quality Control Board (RWQCB), which also have some authority or responsibility to issue permits for Project implementation, are designated as "responsible agencies." Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving the Project. The City of El Monte is the lead agency for the proposed Project.

The City's address is:

City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
Contact Person: Mr. Jason Mikaelian, Planning Services Manager

2.4 PROJECT APPLICANT

The Project Applicant is:

Walmart Real Estate Business Trust
2001 Southeast 10th Street
Bentonville, AR 72716
Contact Person: Mr. Matt Smith, Real Estate Manager

2.5 THE EIR PROCESS

When a public agency determines that there is substantial evidence that a Project may have a significant effect on the environment, the agency must prepare an EIR before a decision is made to approve or deny the Project. The purpose of the EIR is to disclose a project's potential environmental impacts and recommend measures to reduce or avoid significant impacts. The basic content of an EIR includes a description of the project under consideration and its objectives, a description of the existing project site and vicinity environmental conditions, a discussion of the potentially significant environmental effects of the project, recommended measures for reducing these effects, and identification and evaluation of feasible alternatives to the project which may also reduce potentially significant impacts of the proposal.

Typically, EIRs consist of two documents: a Draft EIR, distributed by the lead agency for review and comment by the general public and any interested governmental agencies; and a Final EIR, which consists of responses to comments received on, together with any necessary modifications to, the Draft EIR. After the Draft EIR has been circulated for review and the Final EIR has been prepared, the EIR must be certified by the lead agency as having complied with CEQA and considered by the agency's decision-making body before any action can be taken on a project.

When a public agency receives a complete project application or decides to undertake a Project of its own, it first determines if the project is subject to environmental review under CEQA and, if it is, the agency then typically prepares an Initial Study (IS) to determine if the project has the potential to cause significant adverse environmental effects. The IS serves as a tool to help the agency determine if an EIR is needed and also helps determine what issues should be examined in the EIR. An agency may skip the Initial Study process if it is evident in the preliminary assessment of a project that an EIR will be required.

The EIR process is initiated by the distribution of a Notice of Preparation (NOP). Together with the Initial Study, the NOP is sent to agencies and interested individuals to solicit their suggestions for appropriate issues and types of analysis to be included in

the Draft EIR. When preparation of the Draft EIR has been completed, it is circulated to responsible agencies, other affected or interested agencies, and interested members of the public for review and comment. The review period for a Draft EIR is typically 45 days. To provide for appropriate consideration in the Final EIR, all comments and concerns regarding the Draft EIR should be received by the lead agency during this 45-day period.

Written responses to comments received on the Draft EIR are prepared by the lead agency and included in the Final EIR. The Final EIR may also contain some additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR. The Final EIR must be certified by the lead agency's decision-making body before, or in conjunction with, any action to approve or deny a project.

CEQA requires that the EIR only address significant adverse impacts. The *CEQA Guidelines* suggest thresholds or standards which define the significance of various types of impacts. The *CEQA Guidelines* also state that the significance of impacts should be considered in relation to their severity and probability of occurrence. However, ultimately, the determination of the significance of impacts is at the discretion of the lead agency. The identification of significant impacts in the EIR does not prevent an agency from approving a project. A project may be approved if the lead agency determines that impacts cannot be feasibly mitigated below a level of significance and if the agency determines that there are important overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the considered project.

2.6 EIR CONTENT AND FORMAT

This Draft EIR is organized into seven Chapters or Sections, each dealing with a separate aspect of the required content of an EIR as described in the *Guidelines*. A summary of the project's impacts and recommended mitigation measures is included in Chapter 1.0. An introduction and general overview of the environmental process and the format of this EIR can be found within Chapter 2.0. Chapter 3.0 contains a complete description of the Project, including its location, objectives, and physical and

operational characteristics. The complete and detailed impact analysis is presented in Chapter 4.0. The topical issues mandated by CEQA dealing with cumulative impacts, alternatives, long-term implications of the Project, and energy conservation are found in Chapter 5.0. Chapter 6.0 lists and defines the acronyms and abbreviations contained in this document. Chapter 7.0 lists the information sources and persons consulted during the environmental analysis process, and presents a list of the persons who prepared the Draft EIR. The Initial Study and responses to the NOP, with supporting technical studies, are appended to the primary EIR document.

Chapter 4.0, entitled "Environmental Impact Analysis," is the focal component of the Draft EIR. The environmental impact analysis has been organized into a series of sections, each addressing an environmental topic or area of concern identified through the Initial Study process (e.g., Land Use and Planning, Traffic and Circulation, Air Quality, Noise, etc.). To assist the reader in understanding the organization and basis of the analysis, the sections covering each individual environmental topic are typically divided into the following subsections:

- **Reader's Abstract:** An introductory reader's abstract, summarizing content and findings, is provided at the beginning of each topical section.

- **Introduction:** The introduction summarizes the content of the section and references other important studies and reports, such as technical studies appended to the EIR.

- **Setting:** This subsection describes environmental conditions at the Project site and in its vicinity which may be subject to change as a result of implementation of the proposal. Separate descriptions of existing environmental conditions are provided for each environmental topic.

- **Existing Policies and Regulations:** Various relevant policies, regulations, and programs related to the environmental topic are briefly described. Often, these

existing policies and regulations serve to reduce or avoid potential environmental impacts.

- **Standards of Significance:** Before potential impacts are evaluated, the standards which will serve as the basis for judging significance are presented.

- **Potential Impacts and Mitigation Measures:** This subsection states and explains potential impacts caused by the Project. Based on the standards of significance, impacts are categorized as either significant or less-than-significant. If the impacts are considered to be significant, mitigation measures are proposed to reduce the impacts. At the conclusion of each discussion for a significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of feasible mitigation measures.

The summary presented in Chapter 1.0 provides a comprehensive overview of the Project's impacts. For a more detailed description of Project impacts, it is recommended that the reader review the Project description (Chapter 3.0), and then read the sections on the topics of interest in the environmental impact analysis (Chapter 4.0).

2.7 INTENDED USE OF THIS EIR

This EIR addresses the potential environmental effects of the implementation and operation of the proposed El Monte Walmart (the Project). The City of El Monte (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the Project, and how it will be implemented. As the Lead Agency, the City is also responsible for preparing the environmental documentation for the Project in compliance with CEQA.

The Lead Agency will employ this EIR in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project, to include potential effects of the Project's component elements. It is anticipated that this EIR may also be employed by Responsible Agencies, e.g., the Air Quality

Management District(s), Regional Water Quality Control Board(s), *et al*., for their related or dependent environmental analyses.

2.8 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State *CEQA Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of El Monte Planning Division. Technical studies cited below were specifically developed in conjunction with the Project, and are included in their entirety in the CD-ROM attached to the hard copy EIR's back cover.

2.8.1 City of El Monte General Plan

The 2011 "Vision El Monte" General Plan (General Plan) provides the blueprint for future physical development of the City of El Monte. To this end, the General Plan establishes City land use and development policies, and identifies planned land uses and supporting infrastructure systems.

The City of El Monte Comprehensive General Plan establishes a Plan for Land Use and nine supporting Elements: Community Design, Housing, Parks and Recreation, Circulation, Economic Development, Public Services and Facilities, Cultural Resources, Public Health and Safety, and Health and Wellness.

General Plan land use designations direct the general character and intensities of land uses within the City boundaries. All proposed development projects are evaluated for consistency with the intent and purpose of the applicable General Plan land use designation(s) and related General Plan Objectives, Policies and Programs. Physical development within the General Plan Area will be shaped by the General Plan's Goals, Objectives, Policies, and Programs, integral to each of the General Plan Elements.

2.8.2 City of El Monte Zoning Ordinance

The City of El Monte Zoning Ordinance (Zoning Ordinance) codifies and complements the City General Plan. The Zoning Ordinance, in effect, provides the mechanism to implement and enforce the goals, objectives, policies and programs articulated in the General Plan. Many of the potential environmental concerns considered in this EIR are adequately addressed through application of existing guidelines and regulations contained in the Zoning Ordinance.

2.8.3 Project Technical Studies/EIR Appendices

Following are summary descriptions of documents and supporting technical studies which are appended to the main body of the Draft EIR. Working titles of these documents generically refer to the Project and its physical attributes, and may not necessarily reflect the currently assigned "El Monte Walmart Project" development title.

2.8.3.1 Initial Study, NOP, and NOP Responses - EIR Appendix A

The EIR Initial Study (IS), Notice of Preparation (NOP) and responses received pursuant to distribution of the IS/NOP are presented at EIR Appendix A. As previously discussed in detail within Section 1.0, "Executive Summary," the original (August 2013) IS/NOP and revised (March 2014) IS/NOP, along with all NOP responses, are presented at Appendix A of this Draft EIR.

Based on the Initial Study and responses to the NOP, the EIR has been focused on the topics of: Land Use and Planning; Traffic and Circulation; Air Quality; Noise; Cultural Resources; Hydrology and Water Quality; Hazards/Hazardous Materials; Public Services and Utilities; and Global Climate Change/Greenhouse Gas Emissions impacts.

2.8.3.2 Urban Decay Analysis - EIR Appendix B

A Project-specific urban decay analysis, entitled *Urban Decay Study for El Monte Walmart* (September 4, 2013), was prepared by The Natelson Dale Group, Inc. The Project Urban Decay Study was prepared to assess the Project's potential to result in urban decay. In addition to addressing the potential impacts of the proposed Project itself, the study

also considers cumulative impacts, taking into account the impacts from other planned or proposed retail projects in the area.

2.8.3.3 Traffic Impact Analysis - EIR Appendix C

The detailed evaluation of Project-related traffic/transportation impacts is documented in *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014 (TIA). The traffic issues related to the Project have been evaluated within the TIA in the context of the California Environmental Quality Act (CEQA) and as directed by the City of El Monte, the lead agency responsible for preparation of the traffic impact analysis.

2.8.3.4 Air Quality Impact Analysis - EIR Appendix D

Potential air quality impacts of the Project, including potential short-term construction emissions impacts and potential long-term operational emissions are assessed within *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads, Inc.) March 17, 2014; and the *El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte* (Urban Crossroads, Inc.) April 17, 2014.

2.8.3.5 Noise Impact Analysis - EIR Appendix E

Potential noise impacts of the Project, including potential short-term construction noise impacts and potential long-term operational noise impacts are assessed within *Walmart El Monte Noise Impact Analysis, City of El Monte, California* (Urban Crossroads, Inc.) September 9, 2013.

2.8.3.6 Phase I and Phase II Environmental Site Assessments - EIR Appendix F

An assessment of the site's historic uses and the potential for hazardous materials to exist within the Project site is provided within a Phase I Environmental Site Assessment (ESA), the *Phase I Environmental Site Assessment Report, Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Avenue in El Monte, California,* March 27, 2012; and a subsequent Phase II investigation, the *Phase II Environmental Site Assessment Report, Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Drive in El Monte, California,* April 23, 2012. Both reports were prepared by Tait Environmental Services,

Inc. A *Soil Management Plan* prepared by HMC in January 2009, which provides the details necessary to implement the recommendations of the Project Phase II ESA, has also been incorporated in EIR Appendix F.

2.8.3.7 Hydrology Study - EIR Appendix G

The design of the Project's stormwater management system is addressed within the *Preliminary Hydrology Report for Wal-Mart Store #5970-01, El Monte Supercenter, 4000 Arden Drive, El Monte CA 91731* (Tait & Associates, Inc.) October 1, 2013.

2.8.3.8 Greenhouse Gas Analysis - EIR Appendix H

Detailed analysis of the Project's potential Greenhouse Gas and Global Climate Change impacts are presented in *El Monte Walmart Greenhouse Gas Analysis, City of El Monte* (Urban Crossroads, Inc.) March 21, 2014.

2.8.3.9 Cultural Resources Investigation

A cultural resources investigation was also prepared for the Project: *Phase I Cultural Resources Investigation for Proposed Commercial Redevelopment on Arden Drive, Approximately 16.28 Acres of Land in the City of El Monte, Los Angeles County, California (McKenna et al.) December 6, 2012.*

Due to the relative sensitivity of archaeological and historic sites to disturbance, cultural resource reports which identify the locations of potential resources are generally not circulated publicly. Although sensitive resources have not been identified within the Project site, other off-site sensitive resources are discussed in the Cultural Resources Investigation prepared for the Project. A copy of the Phase I Cultural Resources Investigation may be reviewed at the City of El Monte Planning Department.

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

3.1 OVERVIEW

This EIR evaluates potential environmental impacts of the proposed El Monte Walmart Project (Project), inclusive of all facilities proposed within the Project site, on- and off-site supporting improvements, and associated discretionary actions. In summary, the Project proposes construction and operation of a new 182,429-square-foot Walmart within the 15.41-acre Project site. In addition to offering general merchandise and groceries, the Walmart would include a bakery, deli, photo lab, off-site alcohol sales, along with a food tenant (e.g., McDonalds), a non-food tenant (e.g., a bank, medical clinic, portrait studio or salon), and an outdoor garden center. The store will operate 24 hours a day and would employ approximately 300 workers. Project operations would also include on-going site and facilities maintenance activities including but not limited to: parking lot sweeping, trash collection, landscape maintenance; and facilities cleaning, painting, and repairs.

The Project also includes on-site supporting infrastructure and connections to/modification of serving off-site systems, parking, landscaping/hardscaping, and signs. The Project would also implement those off-site improvements necessary to ensure safe and efficient Project operations. The Project and its context are further described below.

3.2 PROJECT LOCATION

The Project site is located within the northwestern portion of the City of El Monte, within Los Angeles County, near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of an existing

City of El Monte Maintenance Facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing commercial, industrial/office facilities with Valley Boulevard frontages comprise the site's southerly boundary. Please refer also to Figure 3.2-1, "Project Location."

3.3 EXISTING LAND USES AND LAND USE DESIGNATIONS

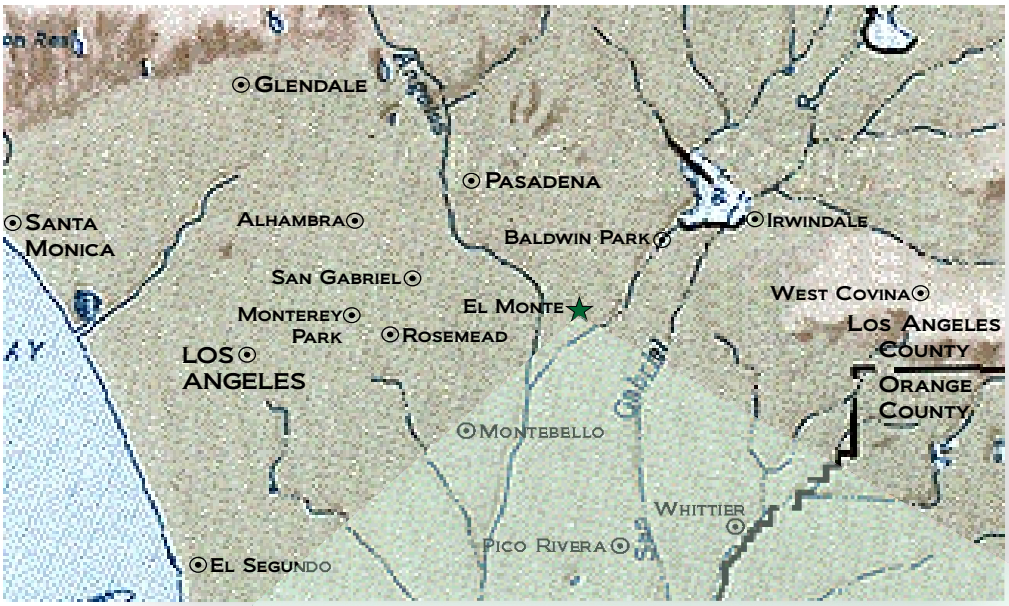
The following discussions summarize existing land use conditions in the Project vicinity and provide context for the Project.

3.3.1 Existing Land Uses

The Project site (APN 8575-024-043) is roughly rectangular in shape, totaling approximately 15.41 acres. The Project site, pictured in Figure 3.3-1, is essentially level and currently vacant. The site was historically used for agriculture and the manufacturing of glass products and, more recently, the production of food and beverage containers. Manufacturing facilities previously occupying the Project site were demolished in 2011.

The Project site has been extensively disturbed by human activities, including demolition of facilities and associated heavy equipment operations. The Project site evidences no topographic features of note, nor is any protected or intrinsically valuable biologic habitat located within the Project site. The limited vegetation that does exist within the Project site consists primarily of non-native, ruderal grasses and shrubs evident along the perimeter of the Project site.

The Project site has been rough-graded, and is essentially flat, with an elevation of approximately 280 feet above mean sea level (MSL). The Project grading plan concept indicates that approximately 4,000 cubic yards of soil would be exported from the site in the course of Project development.



N

NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

applied planning inc

Figure 3.2-1
Project Location

From Arden Drive, facing east, the Project site is central to the photo. A recently constructed City Maintenance Facility is seen at the left of the photo (to the north of the Project site). The existing water tower and industrial facilities at the photo's distant center are located beyond the Project boundaries, to the north and east, respectively. An existing masonry wall, seen at the photo's right, establishes the site's southern boundary, and separates the site from existing commercial and industrial facilities with Valley Boulevard frontages.

Source: Applied Planning, Inc., October 26, 2012

appliedplanning inc

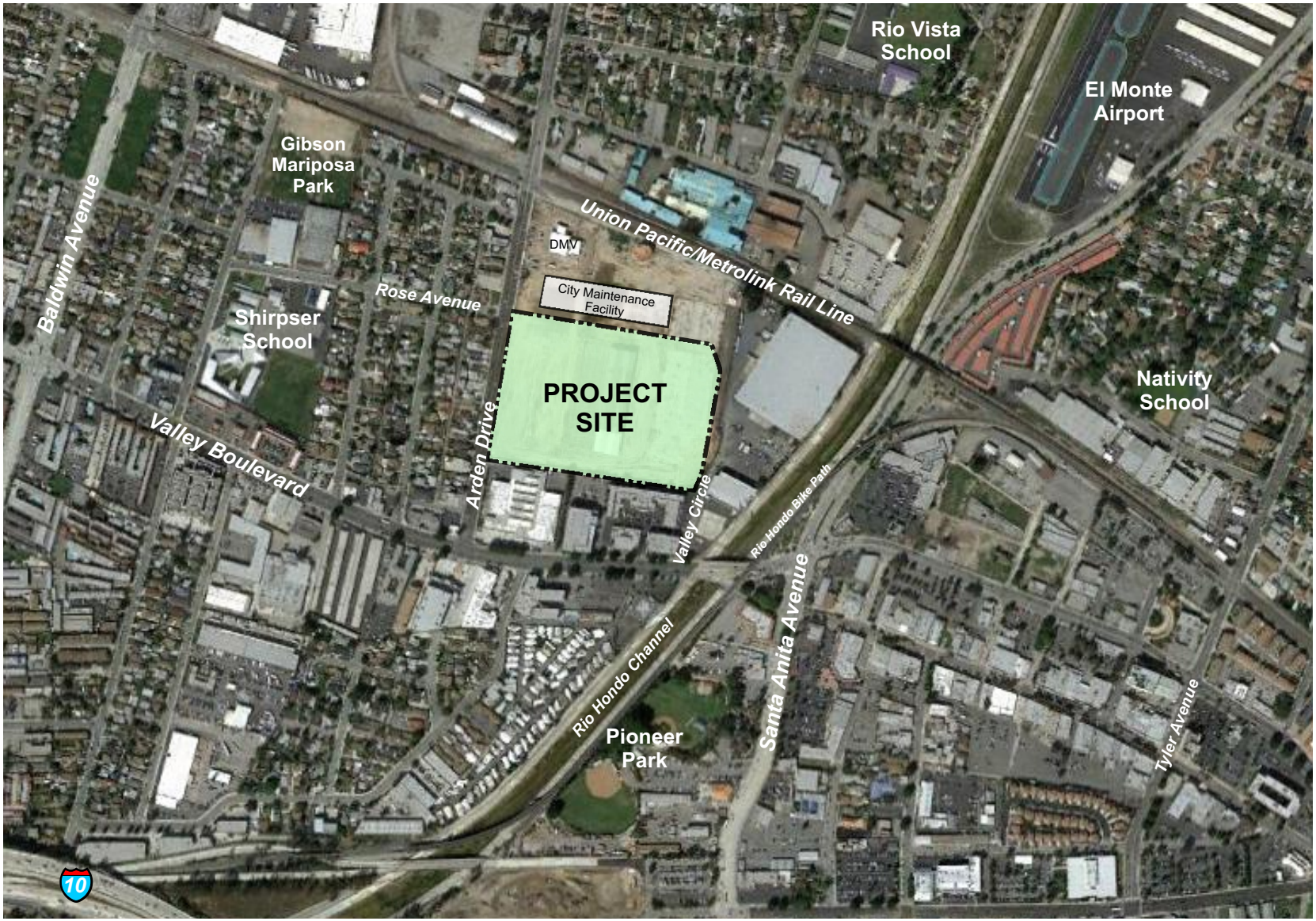
Figure 3.3-1
Composite View of Project Site

3.3.1.2 Vicinity Land Uses

To the west of the Project site, across Arden Drive, properties include a mix of single-family residential and commercial uses. To the north, an existing City of El Monte Maintenance Facility and associated parking areas border the Project area. To the east, between the Project boundary and the Rio Hondo Channel, are existing industrial facilities. To the south, parcels abutting the Project site contain a mixture of industrial, commercial and office buildings. An existing masonry wall separates these uses from the proposed Project.

As seen in the following Figure 3.3-2, "Existing Land Uses," two (2) El Monte City School District elementary schools are located in the vicinity of the Project site. The first of these is Shirpser Elementary School, which serves grades K-5, and is located at 4020 Gibson Road, approximately 800 feet west of the Project's westerly boundary. The other District school, Rio Vista Elementary School, serves grades K-6 and is located at 4300 North Esto Avenue, approximately one-quarter mile northeasterly of the Project site. In addition to the above District schools, The Nativity Catholic School (a private school serving grades K-12) is located at 10907 St. Louis Drive, approximately one-third mile easterly of the Project site, across the Rio Hondo Channel.

Other notable physical features in the Project vicinity include the Rio Hondo Channel (Channel), a fully improved flood control facility traversing the westerly portions of the City. The Channel conveys stormwater from Peck Water Conservation Park (approximately 2.5 miles northeasterly of the Project site) beyond the City limits, ultimately merging with the Los Angeles River approximately twelve (12) miles southwesterly of the City. The River then drains southerly for approximately twelve (12) miles to its terminus at the Port of Long Beach/Pacific Ocean.



Source: Google Earth, Applied Planning, Inc.

applied planning inc

Figure 3.3-2
Existing Land Uses

The Rio Hondo Bike Path parallels the Channel's east side. Pioneer Park, a City cultural and recreational facility, is located along the Rio Hondo Bike Path at 3575 Santa Anita Avenue, on the easterly side of the Channel, approximately 1,000 feet southerly of the Project site. Additionally, a Union Pacific/Metrolink rail line configured in a generally northwest-to-southeast orientation is located approximately 600 feet northerly of the Project site, northerly of the City's maintenance facility and an adjacent California Department of Motor Vehicles (DMV) office.

3.3.2 Existing Land Use Designations

The City of El Monte General Plan Land Use designation of the Project site is "Industrial/Business Park." The zoning designation of the site is "General Manufacturing," (M-2). The Applicant is requesting an amendment to the site's existing General Plan land use designation to "General Commercial" and a zone change to "Heavy Commercial" (C-4) to reflect the intended use of the property. Additionally, the Project includes the modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad. Please refer also to Section 3.6, "Discretionary Approvals and Permits."

Draft EIR Section 4.1, "Land Use and Planning," identifies and describes relevant General Plan Land Use and Zoning designations and provides an assessment of the Project's context within, and consistency with, existing and anticipated area land uses and land use designations.

3.4 PROJECT ELEMENTS

3.4.1 Site Preparation

Following the completion of any necessary site remediation activities involving near-surface soils, the Project site would be graded in preparation for building construction. Please refer also to the discussion of hazards and hazardous materials presented at EIR Section 4.6. Additionally, a list of the types of construction equipment to be used onsite is provided at EIR Section 4.3, Table 4.3-9.

Any existing surface improvements within the Project site (e.g., remnant paving and concrete pads) would be demolished and the site would be rough-graded and fine-graded in preparation for building construction. Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage. The current grading plan concept indicates that approximately 4,000 cubic yards of soil would be exported from the site over the course of project development. The site would be graded in a single phase.

Debris generated during site preparation activities would be disposed of and/or recycled consistent with the City's Source Reduction and Recycling Element (SRRE). In this latter regard, Walmart would develop and implement a Construction and Demolition (C&D) program to capture and recycle metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as part of Project implementation.

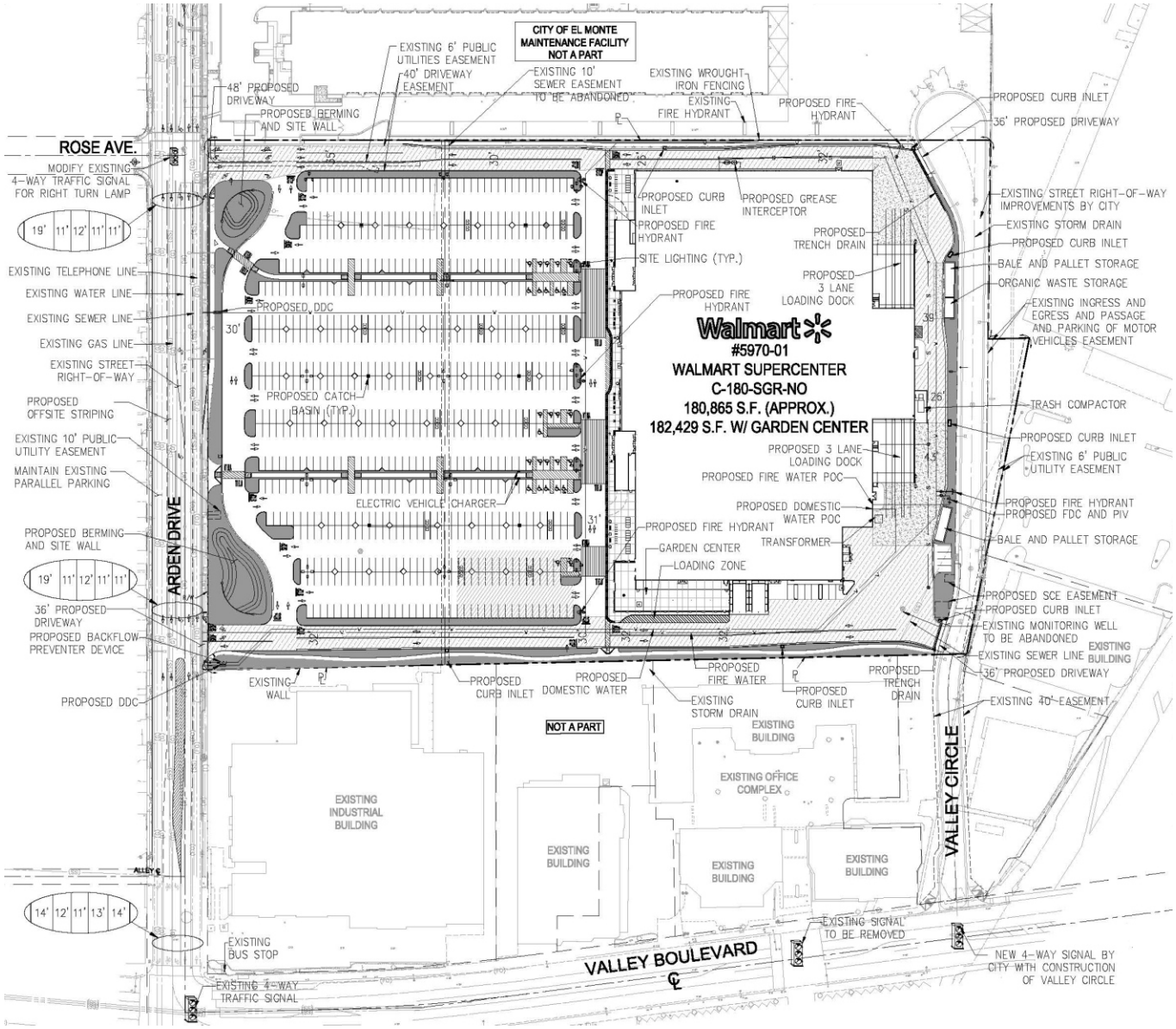
3.4.2 Development Concept

The Project proposes development of an approximately 182,429-square-foot Walmart, within an approximately 15.41-acre site. The store will operate 24 hours a day and will employ approximately 300 workers. In addition to offering general merchandise and groceries, the Walmart would include a bakery, deli, photo lab, off-site alcohol sales, along with a food tenant (e.g., McDonalds), a non-food tenant (e.g., a bank, medical clinic, portrait studio or salon), and an outdoor garden center. The Project would also implement associated access, circulation, parking and loading facilities, and supporting infrastructure improvements. Orientation of proposed uses within the Project site is illustrated at Figure 3.4-1, "Site Plan Concept." Representative architectural elevations of the proposed Walmart are presented at Figures 3.4-2 through 3.4-4. Rendered perspectives of the proposed Walmart are presented at Figures 3.4-5 through 3.4-7. Consistent with guidelines and requirements of the City General Plan and Municipal Code, building concepts proposed by the Project reflect a contemporary commercial architectural style evidencing articulated surfaces and roof lines, and employing varied exterior finish materials.

It is noted here that the location and sizes of proposed facilities within the Project site are approximate, but considered accurate for planning and environmental evaluation purposes. Ultimate configuration and orientation of the facilities proposed by the Project are subject to City review and approval during the Design Review process. However, such changes would not substantively affect environmental analyses or conclusions presented herein.

The Project would be designed, constructed, and operated in a manner that would act to reduce resource consumption and promote the efficient use of energy, water, and construction materials, with correlating environmental benefits. Please refer also to Section 3.4.12, "Energy Efficiency/Sustainability" providing descriptions of energy efficiency and sustainability elements and programs incorporated in the Project.

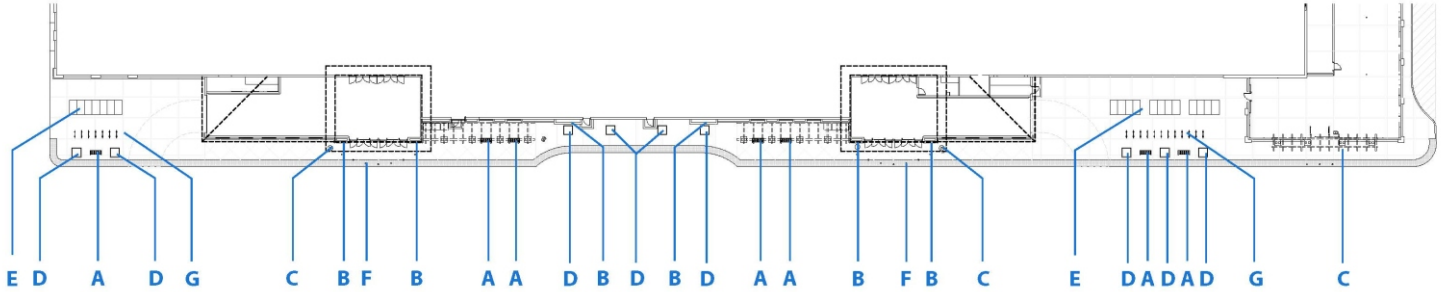
The Project would also be designed in accordance with applicable building code requirements including but not limited to: Americans with Disabilities Act (ADA); California Building Code (CBC); California Green Building Standards Code Green Building Code (CALGreen); applicable General Plan design standards, policies and programs; and requirements of the City Municipal Code.



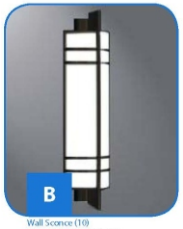
Source: Tait & Associates, Inc., Applied Planning, Inc.

applied planning inc

Figure 3.4-1
Conceptual Site Plan

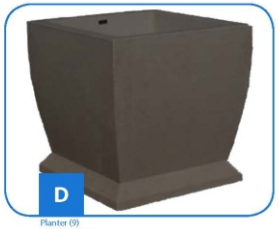


Bench (7)
Site Scapes City View w/Steel Bar Ends
Color: Bronze



Wall Sconce (10)
Shaper Lighting 674-WP
Color: Bronze Metallic Paint

Waste Can (5)
Wausau MF 3204
Color: Black



Planter (9)
Wausau TF4204
Color: B-8 Weatherstone (Charcoal)

Bicycle Locker (19)
Dura Bike Locker, Model DL2
Color: Mesa Tan

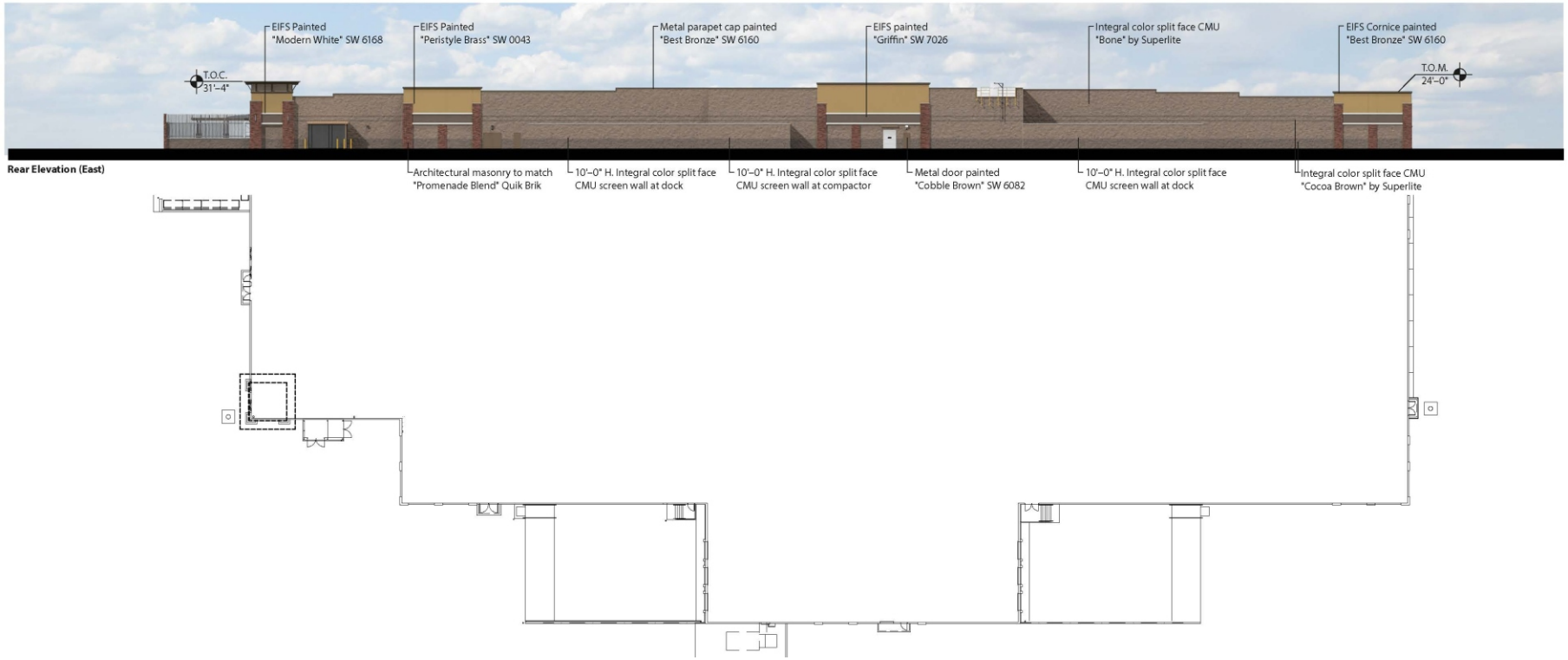
Bollard (17)
Vestil Manufacturing BPC-DM-B
Color: Black

Bike Rack (19)
Dero Arc Rack
Color: Black

Source: BRR Architecture

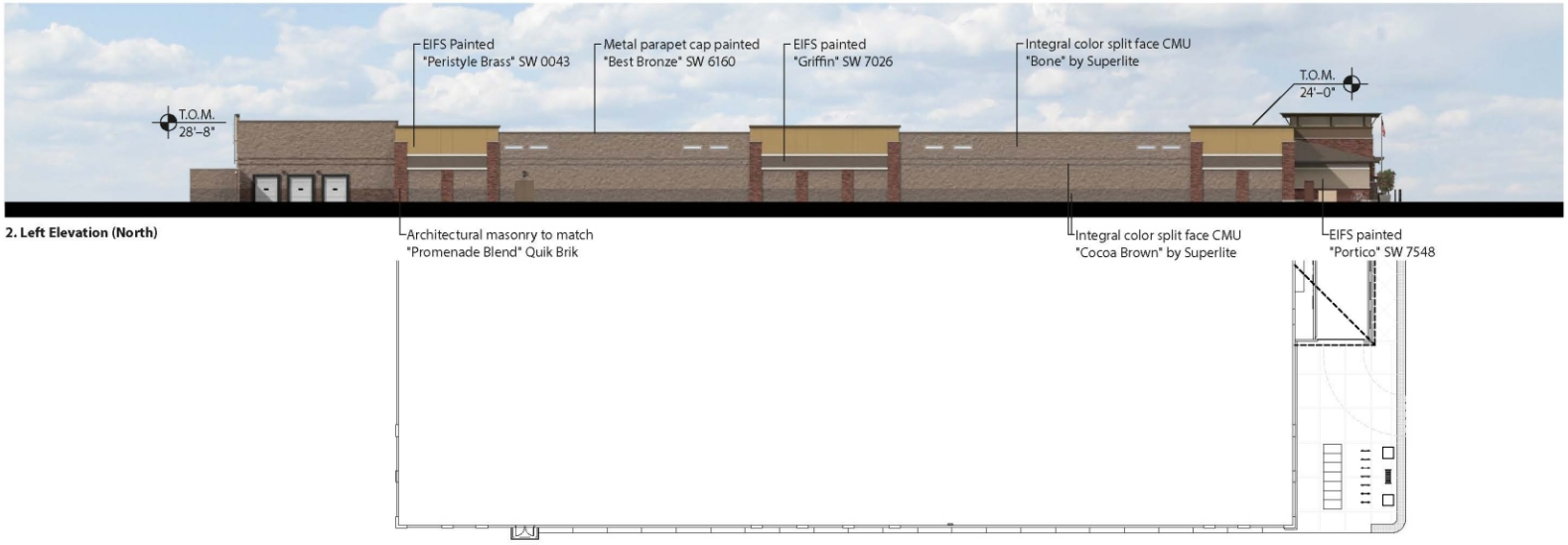
applied planning inc

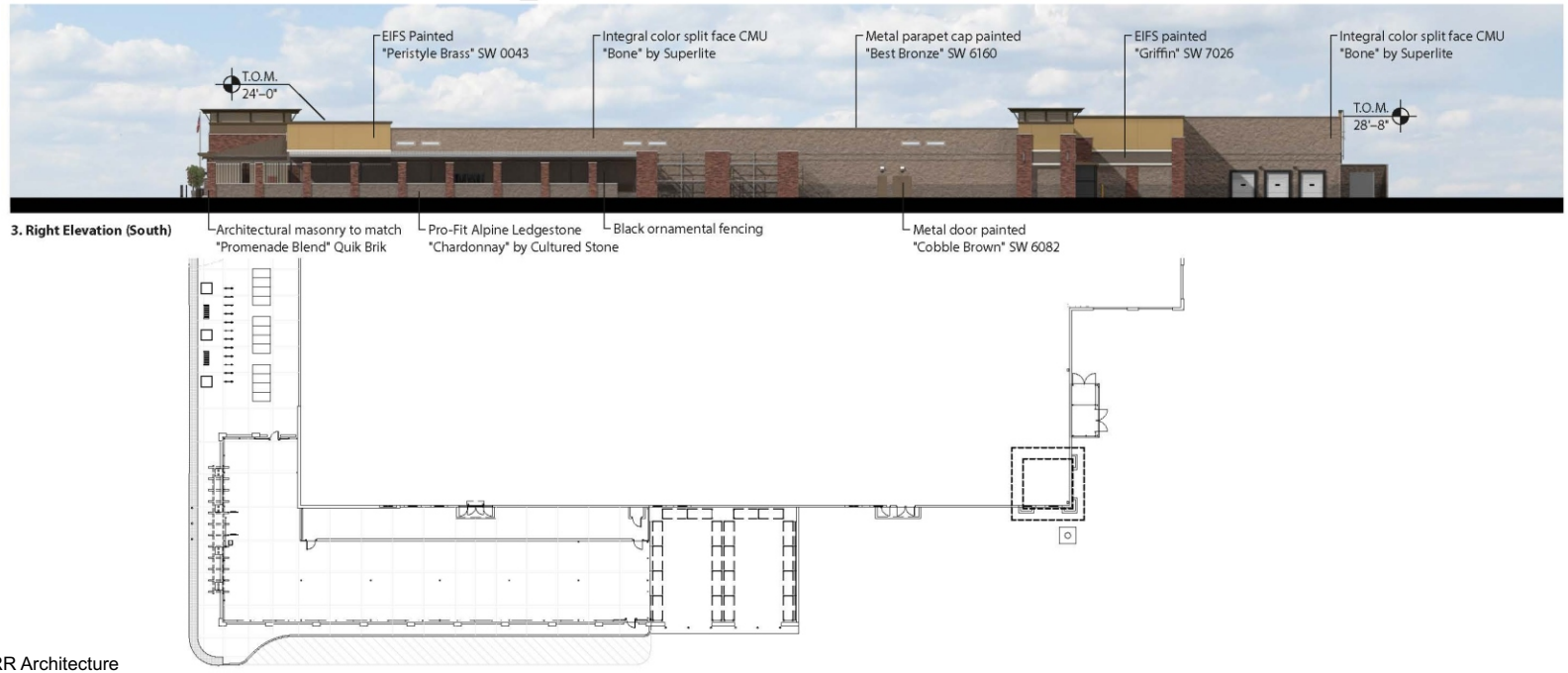
Figure 3.4-2
Architectural Elevations



Source: BRR Architecture

Figure 3.4-3
Architectural Elevations





Source: BRR Architecture

applied planning inc

Figure 3.4-4
Architectural Elevations

A. Front Sightline (Northwest) 5'–6" Observer, Ground elevation 283.8', FFE 284.5'

B. Front Sightline (Southwest) 5'–6" Observer, Ground elevation 281.8', FFE 284.5'

C. Right Sightline (South) 5'–6" Observer, Ground elevation 283.8', FFE 284.5'

Source: BRR Architecture

appliedplanning inc

Figure 3.4-5
Walmart Architectural Perspectives

Source: BRR Architecture

appliedplanning inc

Figure 3.4-6
Walmart Perspective

Source: BRR Architecture

appliedplanning inc

Figure 3.4-7
Walmart Perspectives

3.4.3 Utilities Systems Improvements and Modifications

Public utility systems, including water and sanitary sewer systems would be modified/extended to serve the Project facilities. Such modifications and extensions may include, but are not limited to: new service connections, service/distribution line upgrades, and realignment(s) of existing service/distribution lines. The Project does not propose, nor does it require, construction of major new infrastructure systems. Aspects and attributes of infrastructure improvements and modifications incorporated in the Project are summarized below.

3.4.3.1 Water Supply and Delivery

Water service to the Project would be provided by the City of El Monte Public Works Department. Water supplies available to the Project are considered adequate to meet all potable and non-potable requirements. It is anticipated that the Project would connect to existing water service lines located in Arden Drive. To specifically ensure that adequate fire flows are available to all Project uses, on-site water delivery improvements would be provided consistent with Los Angeles County Fire Department requirements.

3.4.3.2 Stormwater Management

The City of El Monte Public Works Department provides storm drains and storm water management facilities serving the Project area. The Project's proposed stormwater management system concept, inclusive of a preliminary Water Quality Management Plan (WQMP), is presented at EIR Appendix G. All Project stormwater management system improvements would be designed, constructed, and maintained consistent with the City requirements; applicable provisions of County of Los Angeles Low Impact Development (LID) Standards manual, (to include implementation of bioretention for stormwater management and minimizing and disconnecting impervious surfaces); and performance standards of the National Pollutant Discharge Elimination System (NPDES) Permit for the Los Angeles Region. Additionally, the Project would implement construction stormwater management improvements and practices consistent with City-mandated Storm Water Pollution Prevention Plan (SWPPP) requirements.

The overall management of Project site stormwater discharges would be accomplished through an on-site system of inlets, surface drainage systems, catch basins and detention basins. Before exiting the developed Project site, storm waters would be treated by means of physical features (e.g., discontinuous impervious surfaces with intervening landscape infiltration/bioretention areas) and operational best management practices (BMPs) identified in the Project WQMP. It is anticipated that the on-site storm water management system would connect to the existing storm drain located in Valley Circle, at the rear of the proposed Walmart.

In total, the Project stormwater management system concept ensures that post-development stormwater discharge rates and volumes do not exceed pre-development conditions; and further that any stormwater discharges from the Project site meet or exceed water quality performance standards established by the City and the Los Angeles Regional Water Quality Control Board (LARWQCB). Please refer also to the Project Hydrology Report, and WQMP presented at EIR Appendix G.

3.4.3.3 Wastewater Conveyance and Treatment

The Project would implement all necessary wastewater conveyance systems, with proposed connection to the existing sanitary sewer lines located in Arden Drive and Valley Circle. Wastewater generated by the Project would be conveyed by City wastewater conveyance facilities to treatment plants operated by the Los Angeles County Sanitation District (LACSD).

3.4.3.4 Other Utilities

The Project site is also provided electrical, natural gas, and communications services as listed below:

- Electricity (Southern California Edison);
- Natural Gas (The Gas Company); and
- Telephone/Communications (Verizon, or other contract services).

All proposed modification of, and connection to, existing services would be accomplished consistent with City and purveyor requirements. As reviewed and approved by the City, all utility distribution lines installed within the Project site and for the purpose of supplying service to the Project would be placed underground consistent with requirements articulated at Municipal Code Chapter 17.56 C-4 Zone District, §17.56.020 H. Undergrounding of Utilities. Further, all utilities and structures would not be located within approved parking and/or turning radius area or any landscaped planting areas, consistent with requirements and standards articulated at Municipal Code Chapter 17.56 C-4 Zone District, §17.56.020 I. Utilities and Structures. All such facilities located above ground would require approval of the Planning Services Manager and serving utility.

3.4.4 Public Services

The following public services are available to the Project:

- Fire Protection Services (Los Angeles County Fire Department);
- Police Protection Services (City of El Monte Police Department);
- Schools (El Monte City School District; El Monte Union High School District);
- Libraries (Los Angeles County Public Library System); and
- Parks (City of El Monte Parks and Recreation Division).

3.4.5 Access

Customer access would be provided to the Project by two driveways onto Arden Drive. As indicated at previous Figure 3.4-1, the southerly, 36-foot wide driveway would be unsignalized; while the northerly, 48-foot driveway would be aligned with Rose Avenue, and utilize the existing traffic signal at the intersection of Rose Avenue and Arden Drive.

Access to the store's loading areas would be from Valley Boulevard via the Valley Circle cul-de-sac. Valley Circle would form the Project site's easterly boundary, and would serve existing commercial and industrial facilities to the south and east of the Project site, as well as the City Maintenance Facility to the north. The Project would

construct two (2) 36-foot delivery truck driveways providing access from Valley Circle; one at the Project site southerly boundary, and one at the northerly boundary.

Project driveways would connect externally to Arden Drive, and internally to drive aisles and parking areas. Service driveways (from Valley Circle) would provide access to northerly and southerly loading bays of the proposed Walmart store. Final designs and specifications for driveways, traffic controls, and internal circulation improvements would be incorporated into the Project Conditions of Approval, consistent with the requirements of the City Engineering Division.

3.4.6 Parking

A total of approximately 755 parking spaces are proposed within the Project site; of which approximately 17 parking spaces would be designated as handicap-accessible. Unless otherwise noted herein, or otherwise specified by the City, all parking area improvements, including but not limited to parking stalls, drive aisles, parking lot landscaping, and hardscape features would be designed and constructed pursuant to City of El Monte Municipal Code Chapter 17.08, Parking Requirements.

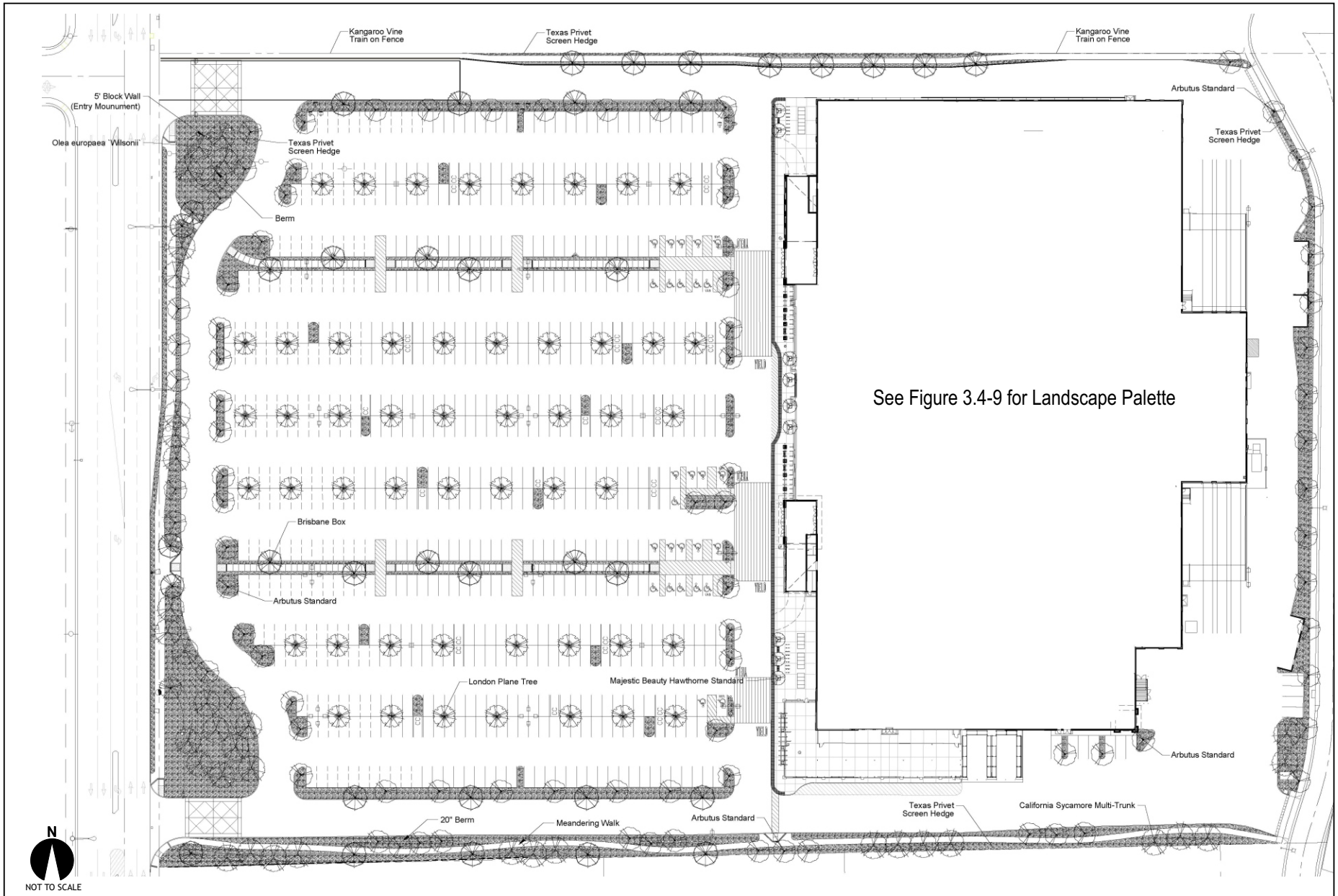
3.4.7 Walls/Screening

The Project would provide screening of potentially visually intrusive elements (e.g., refuse storage areas, outdoor storage areas, loading docks) consistent with applicable City Municipal Code requirements (e.g., Chapter 17.06, General Regulations, §17.06.100 Outdoor Storage in Commercial Zones). Screening shall be architecturally compatible with other Project elements. All Project trash enclosures and outside trash and garbage collection areas would be designed and implemented consistent with requirements and standards articulated at Municipal Code Chapter 17.56 C-4 Zone District, §17.56.020 F. Trash Areas. All Project mechanical equipment would be screened from public view consistent with requirements and standards articulated at Municipal Code Chapter 17.56 C-4 Zone District, §17.56.020 G. requirements. Final design of all walls and screening elements are subject to City Design Review processes, which will be considered by the City concurrent with consideration of this EIR.

3.4.8 Landscape/Hardscape Concept

Figures 3.4-8 through 3.4-10 present the Project landscape/hardscape concept. As indicated, the Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities. Proposed landscaping includes varied trees, shrubs, and ground cover. All landscape/hardscape designs and features are subject to City review and approval as part of the Design Review process, which will occur concurrently with the City's consideration of this EIR. Landscaping throughout the Project area would be provided consistent with City of El Monte requirements, recognizing competing demands for limited water resources and the Project's urban context. Drought-tolerant plants would be used throughout the Project site, reducing water consumption and power demand related to water delivery/irrigation systems.

Various exterior surface features and amenities (e.g., benches, trash receptacles, bicycles lockers, bicycle racks, planters, and protective bollards) would also be provided by the Project (see previous Figure 3.4-2). Design and configuration of these various elements would be integrated into the Project Site Plan Concept, subject to review and approval by the City as part of the Design Review process.



Source: Cummings Curley & Associates, Inc.

applied planning inc

Figure 3.4-8
Landscape Concept

PLANT SCHEDULE

TREES

BOTANICAL NAME	COMMON NAME	CONT	CAL	HEIGHT & SPREAD	PLANT FACTOR	QTY
Arbutus x `Marina`	Arbutus Standard	24" Box Standard		7`-8` Height x 2`-3` Spread	Moderate	86
Lophostemon confertus	Brisbane Box	24" Box Standard	1.75"Cal	7`-8` Height x 2`-3` Spread	Moderate	36
Olea europaea `Wilsonii`	Wilson Olive	36" Box Multi Trunk	2"Cal	Height 8`-10`	Moderate	6
Platanus racemosa	California Sycamore Multi-Trunk	24" Box Multi Trunk	1.75"Cal	7`-8` Height x 2`-3` Spread	Moderate	31
Platanus x acerifolia `Bloodgood`	London Plane Tree	24" Box	1.75"Cal	7`-8` Height x 2`-3` Spread	Moderate	51
Rhaphiolepis x delacouri `Majestic Beauty` TM	Majestic Beauty Hawthorne Standard	24" Box Standard	1.5"Cal	7`-8` Height x 2`-3` Spread	Moderate	9

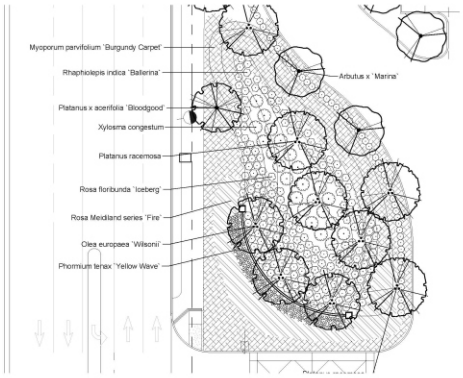
SHRUBS - SHRUB AREAS - GROUND COVERS

BOTANICAL NAME	COMMON NAME	CONT	PLANT FACTOR	
Cissus antarctica	Kangaroo Vine	1 gal	Moderate	
Dietes vegeta	African Iris	5 gal	Moderate	
Ligustrum texanum	Texas Privet	5 gal	Moderate	
Pennisetum setaceum `Rubrum Dwarf`	Dwarf Purple Leaved Fountain Grass	1 gal	Low	
Phormium tenax `Bronze`	Bronze New Zealand Flax	5 gal	Moderate	
Phormium tenax `Yellow Wave`	New Zealand Flax	5 gal	Moderate	
Pittosporum tobira	Mock Orange	5 gal	Moderate	
Rhaphiolepis indica `Ballerina`	Ballerina Indian Hawthorn	5 gal		
Rosa floribunda `Iceberg`	Iceberg Rose	5 gal	Moderate	
Xylosma congestum	Shiny Xylosma	5 gal	Moderate	
Xylosma congestum `Compacta`	Compact Xylosma	5 gal	Moderate	
Bougainvillea x `Raspberry Ice`	Bougainvillea	1 gal	Low	30" o.c.
Lantana montevidensis `New Gold`	Trailing Lantana	1 gal	Low	24" o.c.
Lantana montevidensis `Purple`	Trailing Lantana	1 gal	Low	18" o.c.
Myoporum parvifolium `Prostratum`	Myoporum	flat	Moderate	16" o.c.
Rosa Meidiland series `Fire`	Fire Meidiland Rose	5 gal	Moderate	30" o.c.
Rosmarinus officinalis `Huntington Carpet`	Huntington Carpet Rosemary	1 gal	Low	18" o.c.
Rosmarinus officinalis `Huntington Carpet`	Huntington Carpet Rosemary	flat	Low	9" o.c.

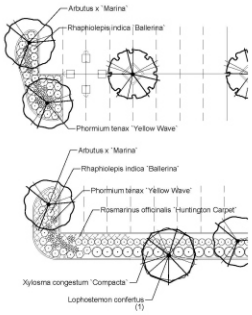
Source: Cummings Curley & Associates, Inc.

appliedplanning inc

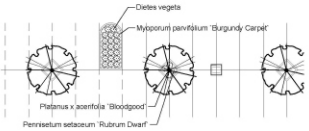
Figure 3.4-9
Landscape Palette



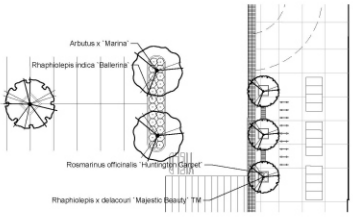
SOUTH ARDEN ENTRY



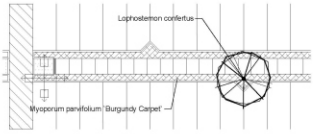
STREET SIDE END ISLAND AND EAST WEST DRIVE TYPICAL



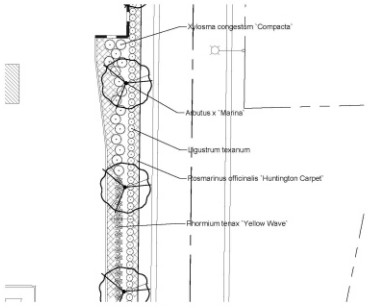
TREE WELL AND FINGER PLANTER TYPICAL



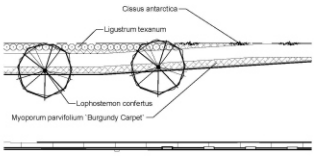
STORE FRONT END ISLAND TYPICAL



PEDESTRIAN SPINE WALK TYPICAL



LOADING DOCK -EAST SIDE TYPICAL



PROPERTY LINE LANDSCAPE TYPICAL

Source: Cummings Curley & Associates, Inc.

appliedplanning inc

Figure 3.4-10
Landscape Concept Details

3.4.9 Lighting

All Project lighting would be designed and implemented in a manner that precludes potential adverse effects of light overspill. All decorative and security lighting plans would be submitted for required City review and approval prior to, or concurrent with, application for building permits. The Project lighting plan concept is presented at Figures 3.4-11 and 3.4-12.

3.4.10 Signs

All Project signs would be designed and implemented consistent with provisions of the Municipal Code Chapter 17.12, Signs Standards. The Applicant would also file an application for any off-site signage, which would be addressed through the City's review and approval of a Master Sign Program. Approval of a Master Sign Program is requested as one of the Project Discretionary Actions (please refer to Section 3.6, "Discretionary Approvals and Permits"). All Project signs would be subject to City review and approval prior to, or concurrent with, application for building permits.

3.4.11 Loading and Deliveries

As noted under the Project Discretionary Actions listed subsequently within this Section, the Applicant has requested approval of a modification pursuant to Municipal Code Chapter 17.20, "Modification – Variance," to reduce the number of required loading docks from seven to six. Upon approval of the requested variance, a total of six loading areas would be provided within the Project site.

As part of its operations, the proposed Walmart building would include truck doors and loading facilities at the rear of the store, among other necessary features. As illustrated at Figure 3.4-1, the current Site Plan Concept would implement two delivery dock areas, (one for groceries and one for general merchandise) for the Walmart store. These dock areas would be located along the store's easterly (rear) elevation. The Walmart loading docks and loading dock operations would face opposing industrial facilities located across Valley Circle, and would not directly affect any sensitive land uses. Loading docks would be recessed below grade and would be constructed to allow

trailers to seal to the docks, thereby directing any unloading noise into the storage/warehouse area of the store, rather than at neighboring uses.

The Walmart loading dock areas would be screened from public views, acting to further reduce potential fugitive light/noise impacts. Loading dock screening concepts are subject to City review and approval. Proposed trash compactors and pallet storage areas associated with the Walmart store would be screened pursuant to City requirements.

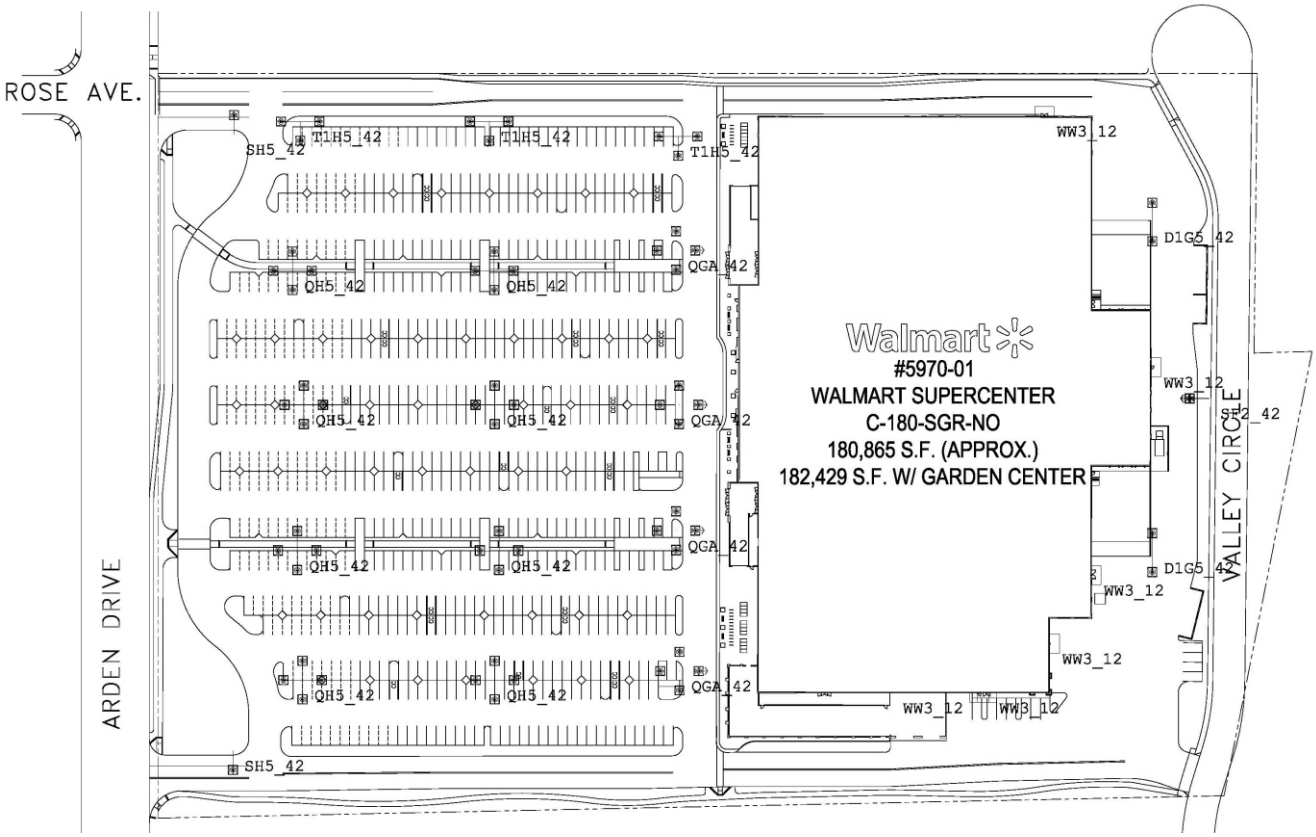
Other loading areas provided within the Project site would be designed and implemented consistent with requirements listed at Municipal Code Chapter 17.08, "Parking Requirements."

Truck deliveries may occur 24 hours per day, and would consist primarily of small to medium size (two-axle) trucks. Larger deliveries would be accomplished by way of 3 + axle tractor-trailer combinations with trailers up to 53 feet in length. Estimated Project weekly truck deliveries by vehicle category are summarized at Table 3.4-1.

Table 3.4-1
Average Weekly Truck Deliveries-By Category

Description	Deliveries per Week
2-axle delivery trucks	45
Semi-trailer w/Transport Refrigeration Unit (TRU)	14
Semi-trailer w/o TRU	28
Total Truck Deliveries/Week:	**87**

Source: *El Monte Walmart Air Toxics Health Risk Assessment City of El Monte* (Urban Crossroads) April, 17, 2014.



Luminaire Schedule

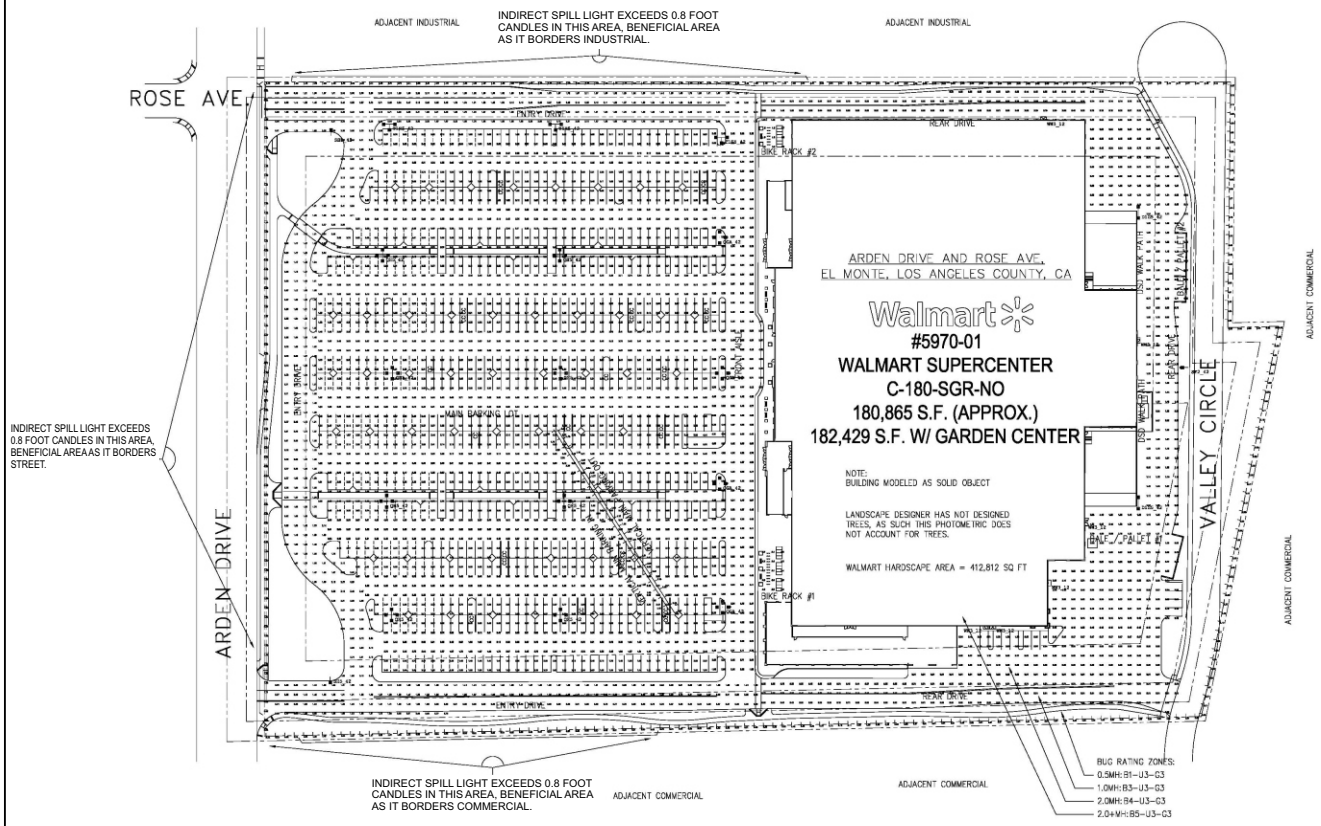
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	2	D1G5_42	BACK-BACK	0.765	2-EASA5G5N5579CBLCKD2F 39ft pole on 3ft base	472	39200	B4-U0-G2
	4	QGA_42	GROUP	0.765	3-EASA5H5N5579CBLCKD2F and 1-EASA5H3F5579CBLCKD2F 39ft pole on 3ft base	1140	96300	N.A.
	8	QH5_42	4 @ 90 DEGREES	0.765	4-EASA5H5N5579CBLCKD2F 39ft pole on 3ft base	1140	94400	B5-U0-G3
	1	SF2_42	SINGLE	0.765	1-EASA5F2F5579CBLCKD2F 39ft pole on 3ft base	199	17400	B3-U0-G3
	2	SH5_42	SINGLE	0.765	1-EASA5H5N5579CBLCKD2F 39ft pole on 3ft base	285	23600	B5-U0-G3
	3	T1H5_42	3 @ 90 DEGREES	0.765	3-EASA5H5N5579CBLCKD2F 39ft pole on 3ft base	855	70800	B5-U0-G3
	6	WW3_12	SINGLE	0.765	1-EWSW0C3N57A1NBLCK mounted at 12ft	80	5400	B1-U0-G1

N

NOT TO SCALE

Source: Tait & Associates

Figure 3.4-11
Lighting Plan



Store #:	5970-01
City	El Monte
State	CA

Total Area in Square Feet
(minus building, sidewalk, canopies, Garden Center, etc.)

412,812	Square Feet

Number of Parking Area Entrances

5	Entrances

MLO ALLOWANCES*
based on MLO release June 15, 2011

Allowable Lumens per Sq/Ft Hardscape (Initial)	5	Lumens
Additional Allowable Lumens per Entrance (Initial)	600	Lumens
Additional Lumen Allowance For Entrances (Initial)	3,000	Lumens
Site Total Allowable Lumens (Initial)	2,067,060	Lumens

Actual Initial Lumens Installed

Fixture Type	B-U-G Rating	#Luminaires per pole or # wall packs	# Poles For wall packs use "0"	Watts per Arrangement	Initial Lumens per Arrangement	Total Watts	Total # of Luminaires	Total Lumens
D1G5_42	B4-U0-G2	2	2	472	39200	944	4	78,400
QGA_42	N.A.	4	4	1140	96300	4,560	16	385,200
QH5_42	B5-U0-G3	4	8	1140	94400	9,120	32	755,200
SF2_42	B3-U0-G3	1	1	199	17400	199	1	17,400
SH5_42	B5-U0-G3	1	2	285	23600	570	2	47,200
T1H5_42	B5-U0-G3	3	3	855	70800	2,565	9	212,400
WW3_12	B1-U0-G1	0	0	80	5400	80	0	5,400
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

BUG ratings on this calculator may differ from BUG on the design due to TM-15 update mid 2011

PROJECT IS COMPLIANT?	Total Poles	Light Power Density (LPD)	Lumens per Watt (LPW)	Total Watts	Total Luminaires	Total Lumens
YES	20	0.0437	83	18,038	64	1,501,200

* MLO = Model Lighting Ordinance

N

NOT TO SCALE

Source: Tait & Associates

Figure 3.4-12
Lighting Plan

applied planning inc

3.4.12 Energy Efficiency/Sustainability

3.4.12.1 General

As implemented and operated, the Project will meet or surpass all California Title 24 Energy Efficiency Standards. To this end, the Project would be implemented consistent with established Walmart practices providing for energy efficiency, energy conservation, and use of alternative energy sources (summarized below). Energy-saving and sustainable design features and operational programs (or equivalent or superior features and programs) that would be incorporated in the Project are summarized and described below. The Project in total would meet or surpass all requirements and performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards). Please refer also to related discussions presented at EIR Section 4.3, "Air Quality," and EIR Section 5.6, "Energy Conservation."

<u>Building Energy and Resource Conservation</u>

Lighting:

- The entire store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied.

- All lighting in the store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15 to 20 percent reduction in energy load.

- All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat (which must be compensated for by the refrigeration equipment) than fluorescent bulbs. LEDs also contain no mercury or lead. LED technology is up to 52 percent more energy efficient than fluorescent lights. Total estimated energy savings for LED lighting in the store's

grocery section is approximately 59,000 kWh per year, enough energy to power five single family homes.

- The store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy use. This program would help the store save a substantial amount of energy. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

Central Energy Management System:

- Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the store's energy use, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy use for the store would be monitored and controlled in this manner.

Heating Ventilation and Air Conditioning (HVAC) Systems:

- The store would employ energy efficient heating (HVAC) systems.

Dehumidification:

- The Walmart store would include a dehumidifying system allowing the store to operate comfortably at a higher interior temperature, use less energy for air

conditioning, and allow the air conditioning/refrigeration systems to operate more efficiently.

White Roofs:

- The store would utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof's higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration:

- Refrigeration equipment is typically roof-mounted proximate to refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, and minimizes the potential for refrigerant leaks and attendant demands for refrigerant recharging. Walmart uses non ozone-depleting refrigerants (R407a and R410a) for refrigeration equipment and air conditioning, respectively.

Heat Reclamation:

- The proposed Walmart store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the store.

Water Conservation:

- Walmart would install high-efficiency urinals that use only one-eighth (1/8) gallon of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals.

- All restroom sinks would use sensor-activated one-half (1/2) gallon per minute high-efficiency faucets. These faucets reduce water use by approximately 75 percent when compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

- Water efficient restroom toilets would be employed in the Walmart restrooms. These fixtures use 20 percent less water compared to mandated EPA Standards of 1.6 gallon per flush fixtures.

    - The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

    - It is estimated that Walmart's water conservation measures could save up to 530,000 gallons of water annually at this store.

Material and Finishes:

Cement Mixes

- The store would be built using cement mixes that include 15 to 20 percent fly ash, a waste product of coal-fired electrical generation, or 25 to 30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Walmart offsets the greenhouse gases emitted in the cement manufacturing process.

- The store would use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and

associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.

- The store would employ a plant-based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set). This release agent is nonpetroleum based non-toxic and a biodegradable agent. For the store's exterior and interior field paint coatings, Walmart would use low-volatile organic (VOC) content paint consistent with South Coast Air Quality Management District (SCAQMD) requirements.

- Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.

- Exposed concrete floors are used where appropriate, thereby reducing surface applied flooring materials. Use of exposed concrete floors also substantially reduces the need for most chemical cleaners, wax strippers, and propane-powered floor buffing.

Recycled Building Materials

- Construction of the store would use steel containing approximately 90 to 98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.

- All of the plastic baseboards and much of the plastic shelving employed in the store would be composed of recycled plastic.

Construction and Demolition (C&D) Recycling

- Walmart would develop and implement a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of any metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as part of Project implementation. Walmart would work with the City and serving waste management company to fully research all available C&D recycling facilities in the area, and the Walmart C&D program would seek to include the widest possible range of materials recovery options. Throughout the course of Project construction, any demolished concrete or asphalt, concrete truck wash out, scrap building materials and construction refuse would be removed and recycled/disposed of consistent with the City's adopted Source Reduction and Recycling Element (SRRE), thereby maximizing reuse of building materials and minimizing recyclables placed within landfills.

Other Energy Conservation/Sustainability Considerations

Pedestrian Walkways:
Pedestrian paths and pedestrian crosswalks would be provided consistent with City of El Monte requirements, allowing for patrons to safely walk within the Project site, and to adjacent off-site areas. Provision of functional and safe pedestrian paths tends to reduce the number short vehicle trips and vehicle startups, with associated reductions in fuel consumption.

Bicycle Racks:
Consistent with City of El Monte requirements, bicycle racks and bicycle lockers would be provided on-site, facilitating bicycle use by Project employees and customers. Provision of bicycle racks and bicycle lockers facilitates and encourages use of bicycles with correlating reductions in vehicle fuel consumption.

Project Location:

Location of the Project proximate to major roadways within an urban context also results in traffic/transportation efficiencies in that the Project's commercial/retail facilities are readily accessible and proximate to customers and patrons, generally reducing vehicle miles traveled (VMT) and associated consumption of resources.

Transit Services:

The Project would accommodate a mix of automobile, pedestrian, and transit modes of transportation. In this latter regard, location of the Project along Arden Drive provides access to proximate City of El Monte bus services. The City of El Monte Transportation Services Division "Red Route" travels along Arden Avenue with approximate 40 minute service intervals. A bus stop and shelter is currently located at Valley Boulevard and Arden Avenue.

Serving transit agencies (in this case the City of El Monte Transportation Services Division) routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including, but not limited to bus turn outs and bus shelters, would be coordinated between the City and the Project Applicant, with specific input from the City Transportation Services Division as part of the City's standard development review process.

3.5 PROJECT OBJECTIVES

The primary goal of the Project is the development of the subject site with a major commercial/retail store. Complementary Project objectives include the following:

- To provide a commercial/retail development that is responsive to current and anticipated demands for goods and services in the Project trade area;

- To provide a commercial/retail development that serves the local market area and beyond;

- To provide a convenient source of grocery and food items to serve the local community;

- To attract new customers to the City of El Monte;

- To provide goods and services at a local site, thereby reducing the number and length of trips currently being made to shop for these same goods and services;

- To maximize and broaden the City's tax base by providing a new tax-generating use and by increasing property tax revenues;

- To expand retail options by establishing a contemporary and energy efficient major store that provides daytime and nighttime shopping opportunities in a safe and secure environment;

- To improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new major commercial/retail store;

- To take advantage of available infrastructure; to enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;

- To provide a commercial development that creates new jobs for City residents.

3.6 DISCRETIONARY APPROVALS AND PERMITS

3.6.1 City of El Monte

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- Certification of the EIR;

- Approval of a Tentative Parcel Map to create a single commercial parcel;

- Design review to approve the Project design and architectural details of the proposed structures;

- Approval of a Conditional Use Permit for a multiple tenant development, as provided under Municipal Code Chapter 17.24, "Conditional Use Permits";

- Approval of a General Plan Amendment (Land Use Element) re-designating the Project site from "Industrial/Business Park" to "General Commercial";

- Approval of a Zone Change, re-designating the Project site from "General Manufacturing" (M-2) to "Heavy Commercial" (C-4);

- Modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad;

- Approval of a Conditional Use Permit for alcohol sales as provided under Municipal Code Chapter 17.24, "Conditional Use Permits";

- Approval of a modification pursuant to Municipal Code Chapter 17.20, "Modification – Variance," to reduce the number of required loading docks from seven to six; and

- Approval of a Master Sign Program.

Additional various ministerial construction, grading, drainage, and encroachment permits from the City would also be required to allow implementation of the Project facilities.

3.6.2 Other Permits and Approvals

CEQA Section 15124 also provides that requirements or potential requirements for "Other Permits and Approvals" should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal would likely include the following.

- Stormwater management and associated permitting would be required consistent with the provisions of City of El Monte Municipal Code Chapter 13.16,

"Stormwater Management and Discharge Control," and the "California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities" (CGP) issued by the State Water Resources Control Board.

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment, particularly regarding proposed restaurant tenant operations.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Other miscellaneous permits necessary to realize all on and offsite improvements related to the development of the site.

It is anticipated that this EIR would be employed by permitting Responsible Agencies, e.g., the Air Quality Management District, Regional Water Quality Control Board, *et al*., for their related or dependent environmental analyses. Please refer also to EIR Section 2.7, "Intended Use of this EIR."

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This chapter of the EIR analyzes and describes the potential environmental impacts associated with the adoption and implementation of the El Monte Walmart Project (Project). The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental topic. Environmental topics addressed in this EIR are presented in the following sections:

Section	Topic
4.1	Land Use and Planning
4.2	Traffic and Circulation
4.3	Air Quality
4.4	Noise
4.5	Cultural Resources
4.6	Hazards/Hazardous Materials
4.7	Hydrology and Water Quality
4.8	Public Services and Utilities
4.9	Global Climate Change and Greenhouse Gas Emissions

Within each of the above topical Sections, the discussion is typically divided into subsections which: describe the "setting" or existing environmental conditions; identify regulations and policies, which through their observance typically resolve many potential environmental concerns; identify thresholds of significance applicable to potential environmental effects of the Project; describe the significance of Project-related environmental effects in the context of applicable significance thresholds; and for impacts which are potentially significant or significant, recommend mitigation measures to eliminate or reduce their effects. In this latter regard, it is recognized that the intent of the California Environmental Quality Act (CEQA) is to focus on significant,

or potentially significant adverse effects of the Project, and therefore, mitigation is proposed only for potential impacts of this magnitude.

As noted above, before potential impacts are evaluated, the standards or thresholds which will serve as the basis for judging the relative significance of impacts are presented. Often thresholds serve as a general guide or gauge for determining an impact's potential relative significance, rather than defining its absolute effects. Subsequent to identification of relevant significance thresholds, potential Project-related effects and impacts are identified and explained. If an impact is considered to be potentially significant, mitigation measures are proposed to avoid the impact, or reduce its effects to the extent feasible. In determining the potential significance of impacts, the adequacy of existing policies and regulations in addressing each impact is taken into consideration. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of mitigation measures.

In the environmental analysis, the following terms are used to describe the potential effects of the Project:

- **Less-Than-Significant Impacts**: Minor changes or effects on the environment caused by the Project which do not meet or exceed the criteria, standards, or thresholds established to gauge significance are considered to be less-than-significant impacts. Less-than-significant impacts do not require mitigation. In some cases, these impacts may appear to be potentially significant. However, existing public policies, regulations, and procedures adequately address these potential effects, thereby reducing them to a less-than-significant level, without the need for additional mitigation.

- **Potentially Significant Impacts**: Potentially significant impacts are defined as a substantial, or potentially substantial, adverse change in the environment. The CEQA Guidelines and various responsible agencies provide guidance for determining the significance of impacts. However, the determination of impact

significance is ultimately based on the judgment of the lead agency. Similarly, the establishment of any criteria to be used in evaluating the significance of impacts is the responsibility of the lead agency. Wherever possible, mitigation is proposed in the EIR to avoid or reduce the magnitude of potentially significant impacts.

- **Significant Impacts**: Impacts identified in the EIR which cannot be mitigated below thresholds of significance through the application of feasible mitigation measures are categorized as "significant."

- **Cumulative Impacts**: A discussion of cumulative impacts is provided in Section 5.0 of this environmental analysis. Cumulative impacts refer to the impacts of the Project as they are combined or interact with anticipated impacts of other vicinity projects and physical effects of projected ambient regional growth.

4.1 LAND USE AND PLANNING

4.1 LAND USE AND PLANNING

Abstract

This Section identifies and addresses potential impacts that may result from land use and planning decisions necessary to implement the proposed development. In addition to land use impacts that could occur due to the proposed type of development, its location or scale, this Section also examines potential land use impacts attributable to economic effects of the Project. More specifically, the land use and planning analysis presented here examines whether the Project would:

- *Physically divide an established community or result in land use incompatibilities;*
- *Result in adverse physical changes or impacts due to the Project's economic effects;*
- *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or*
- *Conflict with any applicable habitat conservation plan or natural community conservation plan.*

As supported by the analysis presented in this Section, potential land use and planning impacts of the Project are less-than-significant.

4.1.1 INTRODUCTION

Land use refers to occupation and employment of properties for various purposes such as commerce, industry, open space, community services, infrastructure, and residential uses. Local land use plans, policies, and development regulations control the types, configurations, and intensities of land uses within the community. Changes in land use patterns resulting from new development can affect overall characteristics of an area, determine or influence future development patterns, and may result in physical impacts to the environment.

4.1.2 SETTING

4.1.2.1 Location

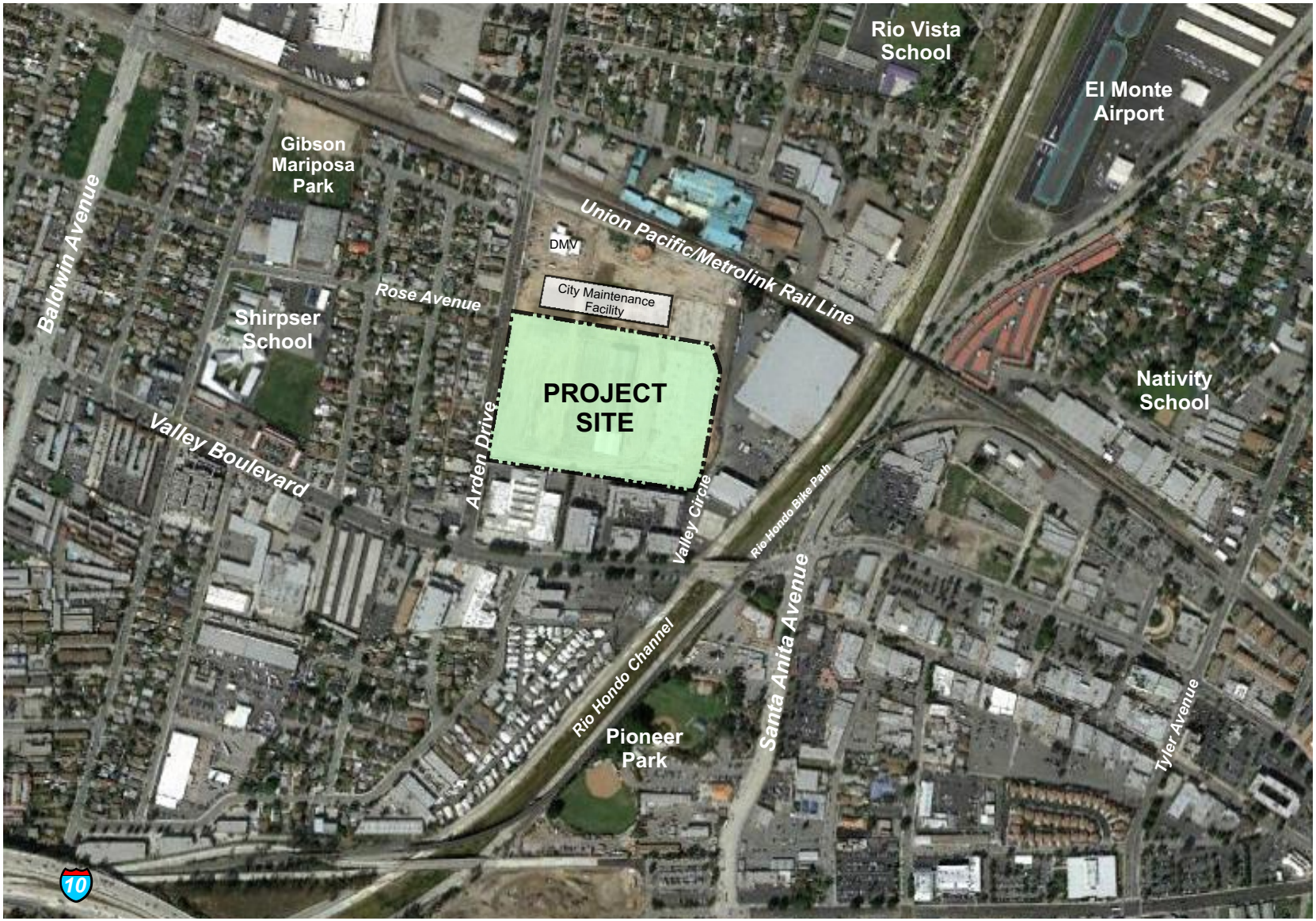
The City of El Monte is located in Los Angeles County, approximately twelve (12) miles east of Downtown Los Angeles, at the center of the San Gabriel Valley. The Project is located in the northwesterly portion of the City of El Monte, near the intersection of Arden Drive and Valley Boulevard, approximately 300 feet west of the Rio Hondo River and roughly one-half mile north of Interstate 10 (I-10). The El Monte Airport is located approximately 1,500 feet northeast of the Project site.

Arden Drive borders the Project site to the west; a City of El Monte Maintenance Facility abuts the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing existing industrial/office facilities with Valley Boulevard frontages border the Project site to the south. Please refer also to EIR Section 3.0, Project Description, Figure 3.2-1, "Project Location."

4.1.2.2 Existing Land Uses

Project Site and Vicinity Land Uses

Project site and vicinity land uses are denoted in the aerial photograph presented at Figure 4.1-1, and are described in the following discussions. Please refer also to Project site and vicinity land use photos presented at EIR Section 3.0, "Project Description."



Source: Google Earth, Applied Planning, Inc.

applied planning inc

Figure 4.1-1
Existing Land Use Map

Project Site Land Use

The Project site is a roughly rectangular parcel, totaling approximately 15.41 acres. The Project site is currently assigned Assessor's Parcel Number (APN) 8575–024–043. The subject site is currently vacant and undeveloped, and is devoid of notable topographic features or substantial terrain differentials. The limited vegetation that does exist within the Project site consists of sparse areas of nonnative ruderal grasses and low shrubs. The Project area has been extensively disturbed by human activities, and no protected or intrinsically valuable biologic habitat exists within the Project site or in its vicinity.

The Project site is essentially flat, with an elevation of approximately 280 feet above mean sea level (MSL). The site has been graded and generally prepared for construction by prior owners. Approximately 4,000 cubic yards of soil import would be required over the course of Project implementation.

Vicinity Land Uses

To the west of the Project site, across Arden Drive, properties include a mix of single-family residential and commercial uses. To the north is an existing City of El Monte Maintenance Facility and associated parking areas. To the east, between the Project boundary and the Rio Hondo Channel, are existing industrial facilities. To the south, parcels abutting the Project site contain a mix of industrial, commercial, and office uses, with frontages on Valley Boulevard. An existing masonry wall separates and defines these latter uses from the Project site.

Two (2) El Monte City School District (District) elementary schools are located in the Project vicinity. Shirpser Elementary School (grades K–5) is located at 4020 Gibson Road, approximately 800 feet westerly of the Project site. Rio Vista Elementary School (grades K–6) is located at 4300 North Esto Avenue, approximately one-quarter mile northeasterly of the Project site. Additionally, the Nativity Catholic School (a private school serving grades K–12) is located at 10907 St. Louis Drive, approximately one-third mile easterly of the Project site, across the Rio Hondo Channel. As previously noted, the El Monte Airport is located approximately 1,500 feet northeast of the Project site.

Other notable physical features in the Project vicinity include the Rio Hondo Channel (Channel), a fully improved flood control facility traversing the westerly portions of the City. The Channel conveys stormwater from Peck Water Conservation Park (approximately 2.5 miles northeasterly of the Project site) to beyond the City limits, ultimately merging with the Los Angeles River approximately twelve (12) miles southwesterly of the City. The River then drains southerly for approximately twelve (12) miles to its terminus at the Port of Long Beach/Pacific Ocean.

The Rio Hondo Bike Path parallels the Channel's east side. A proposed multi-use pedestrian and equestrian trail is currently in the planning stages,[1] to be located on the west side of the Channel, approximately 200 feet from the Project's easterly boundary at its closest point. Pioneer Park is located on the eastside of the Channel, approximately 1,000 feet southeast of the Project site. Additionally, a Union Pacific/Metrolink rail line configured in a generally northwest-to-southeast orientation is located approximately 600 feet northerly of the Project site, northerly of the City's maintenance facility and adjacent California Department of Motor Vehicles (DMV) office.

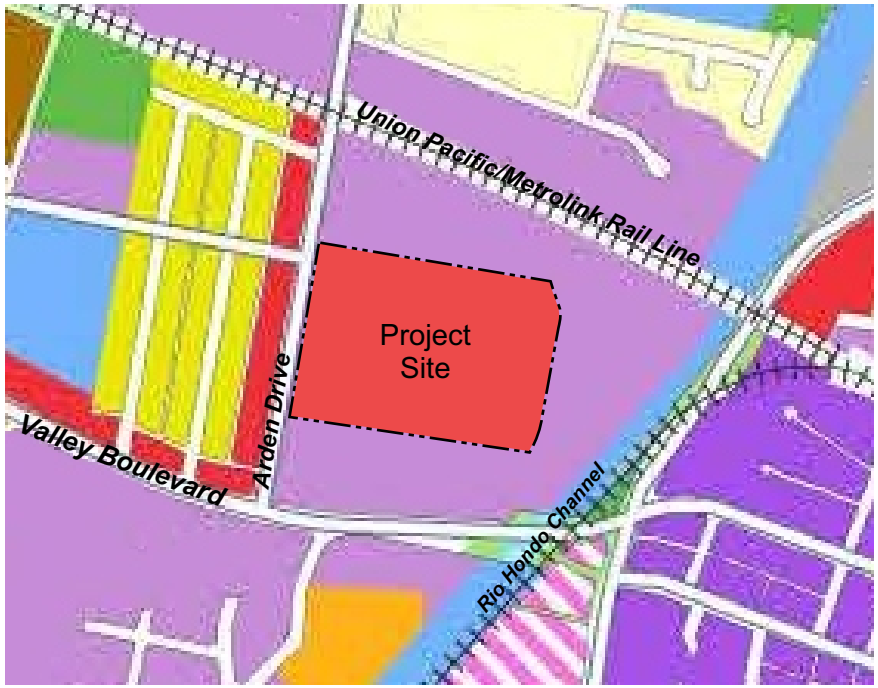
4.1.2.3 Existing and Proposed Land Use Designations

The City of El Monte General Plan Land Use designation of the Project site is "Industrial/Business Park." The Project site also lies within the General Plan's Northwest Industrial District (District). Zoning for the site is "General Manufacturing," (M-2). As summarized below, the Applicant has requested a General Plan Amendment (GPA) (Land Use) re-designating the Project site as a "General Commercial" General Plan Land Use; with a correlating Zone Change re-designating the Project site as "Heavy Commercial" (C-4). Modification of the Northwest Industrial District boundaries is also requested to remove the Project site and adjacent properties from the District (Northwest Industrial District Amendment Area). Existing and proposed General Plan Land Use designations, Northwest Industrial District Amendment Area boundaries, and existing and proposed Zoning designations for the Project site and adjacent properties are presented at Figures 4.1-2, 4.1-3, and 4.1-4, respectively.

---

[1] Proposed trail improvements are affiliated with the Emerald Necklace Feasibility and Implementation Plan, discussed subsequently within this Section under 4.1.3, "Land Use Goals, Policies, and Development Standards."

Existing



Proposed

Residential

- Low Density (0.0-6.0 du/ac)
- Medium Low Density (6.1-8.0 du/ac)
- Medium Density (8.1-14.0 du/ac)
- High Density (14.1-25.0 du/ac)

Commercial/Office/Industrial

- General Commercial (0-0.75 FAR)
- Industrial/Business Park (0-1.0 FAR)

Mixed Use

- Downtown Core (0-25 du/ac, 0-1.5 FAR)
- El Monte Gateway Specific Plan (see Land Use Table for density range and FAR)

Public Uses

- Public Facilities (0-1.0 FAR)
- Open Space (0-0.1 FAR)
- Airport (0-1.0 FAR)

Source: El Monte General Plan

appliedplanning inc

Figure 4.1-2
Existing & Proposed GP Land Use Designations

Existing Northwest Industrial District Boundary

Proposed Northwest Industrial District Boundary

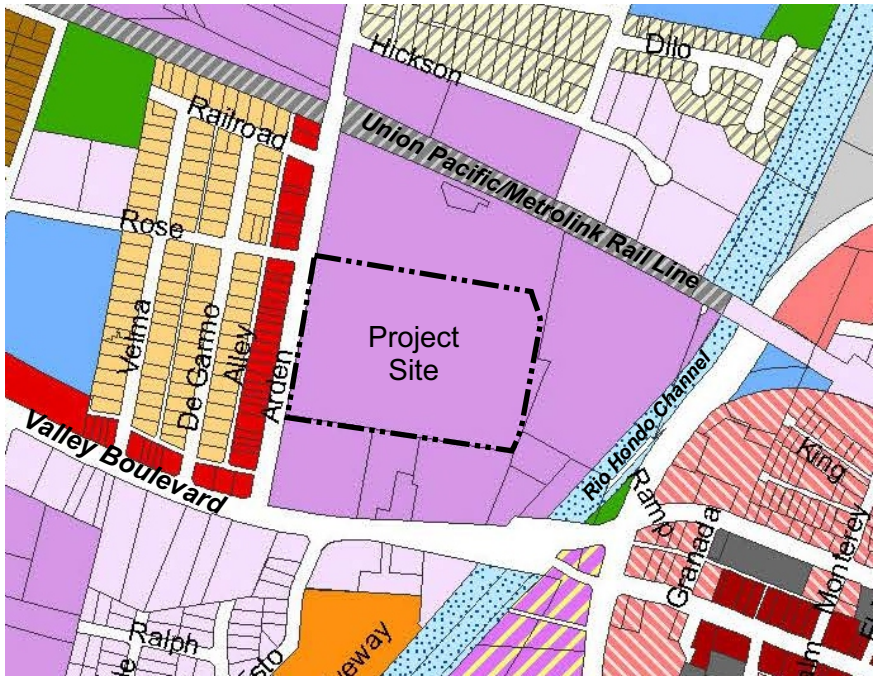
N

NOT TO SCALE

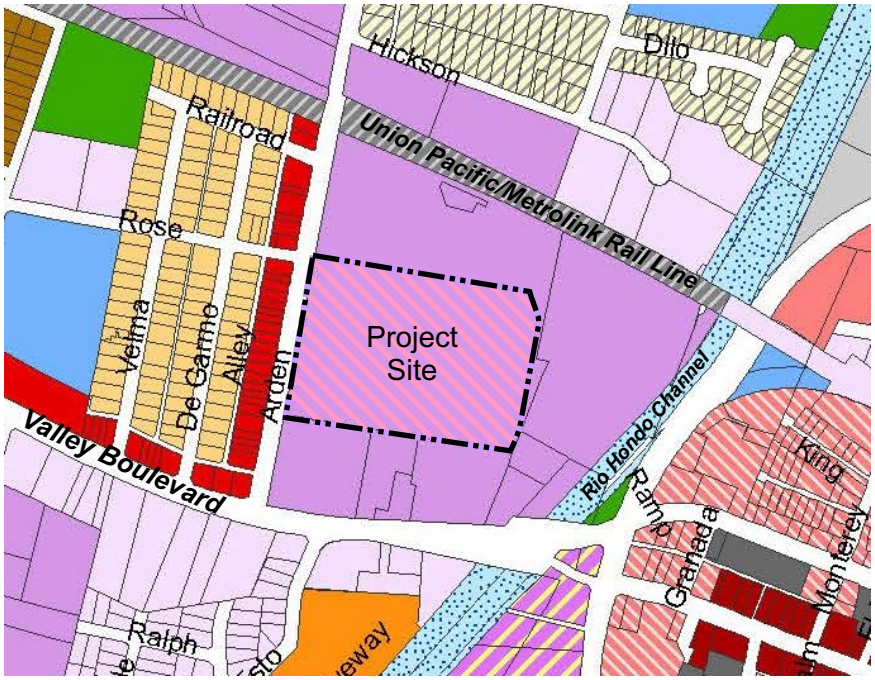
Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 4.1-3
Northwest Industrial District Boundary



Existing



Proposed

- R-1A
- R-2
- R-3
- R-4
- C-2
- C-2D
- C-3
- C-3D
- C-4
- M-1
- M-2
- RC
- PF
- OS
- AIRPORT
- Transitway
- RR
- P
- Drainage/River

Source: El Monte Zoning Map

applied planning inc

Figure 4.1-4
Existing & Proposed Zoning Designations

Project Site General Plan Land Use/General Plan Northwest Industrial District

The Project site and adjacent properties are currently designated "Industrial/Business Park" under the City General Plan Land Use Element. As summarized in the General Plan:

> Allowable uses [within the Industrial/Business Park designation] include a mix of sustainable manufacturing, processing, office, warehousing, and distribution uses that generate employment, minimize traffic, and are compatible with residential neighborhoods. Supporting and limited retail uses are also allowed. Industrial uses are allowed at an intensity of up to 1.0 FAR (General Plan, page L-8).

The Project site also lies within the General Plan's Northwest Industrial District (District). Location of the Project within the District is indicated at Figure 4.1-4. The overall vision for the District is to . . . "serve as the employment engine for the City, but transition to an area that attracts a balance of sustainable light manufacturing, distribution, and technology-oriented business. It [The District] can provide opportunities for investment, entrepreneurship, and significant creation of well-paid jobs in a well-managed and sustainable environment that minimizes traffic impacts, promotes a clean environment, ensures long-term vitality, and strengthens neighborhoods" (General Plan, page LU-30).

Reflecting the intended retail/commercial use of the property, the Applicant is requesting a General Plan Amendment (GPA) (Land Use) re-designating the Project site from "Industrial/Business Park" to "General Commercial." As a corollary requested action, the boundaries of the Northwest Industrial District would be modified to remove properties generally located east of Arden Drive and south of the Southern Pacific Railroad (Northwest Industrial District Amendment Area). Please refer also to the Project's requested discretionary actions listed at EIR Section 3.6. Notwithstanding, the requested GPA and District boundary modification, the Project would maintain and support the overall General Plan vision for the area.

Project Site Zoning

Current Zoning for the Project site is M-2, "General Manufacturing." Consistent with the requested "General Commercial" General Plan Land Use designation for the site, a corollary Zone Change is requested, designating the Project site for "Heavy Commercial" (C-4) development. Uses proposed by the Project are permitted (or conditionally permitted) under this zoning, as listed at Municipal Code Chapter 17.56, C-4 Zone District, §17.56.010 Uses Permitted.

Under the requested Heavy Commercial Zoning designation, the Project would comply with the requirements stated at Municipal Code Chapter 17.56, C-4 Zone District, §17.56.020 Regulations. These Regulations establish development standards for uses within the C-4 Zone District, and are excerpted in pertinent part below:

> **A. Front Yard.** All buildings shall be located not nearer than forty (40) feet from the centerline of a street. In any event, there shall be a front yard of not less than five (5) feet. The required front yard shall be landscaped and an underground irrigation system installed. . . .
>
> **B. Side Yard.** There shall be a street side yard of not less than five (5) feet. The required street side yard shall be landscaped, maintained and an underground irrigation system installed. Where such a property located in this zone is contiguous to any residentially zoned property a minimum twenty (20) foot building setback shall be required. The use of this setback shall be restricted to the parking of operable vehicles, equipment or utilities incidental to the use on site as approved through the Design Review process or maintained as a landscape area with underground irrigation system. . . .
>
> **C. Rear Yard.** Where such a property located in this zone is contiguous to any residentially zoned property a minimum twenty-five (25) foot building setback shall be required. The use of this setback shall be restricted to the parking of operable vehicles, equipment or utilities

incidental to the use on site as approved through the design review process or maintained as a landscaped area with underground irrigation system. . . .

D. [Not applicable]

E. [Not applicable]

F. Trash Areas. All sites shall construct and maintain a masonry trash enclosure. All outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five (5) foot high wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the building.

G. Screening of Mechanical Equipment. All mechanical equipment, including heating and air conditioning units, shall be screened from view.

H. Undergrounding of Utilities. All utility distribution lines, including but not limited to, electric, communication, natural gas and cable TV lines installed in and for the purpose of supplying service to any development shall be placed underground.

I. All utilities and structures (appurtenances) such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surface mounted electrical transformers, or other potential obstructions shall not be located within the approved parking and/or turning radius area or any landscaped planting areas. All such facilities located above ground shall meet with the approval of the Planning Services Manager and serving utility.

4.1.3 LAND USE GOALS, POLICIES, AND DEVELOPMENT STANDARDS

Land Use Goals, Policies and Development Standards/Regulations applicable to the Project are considered in the following discussions. In many instances, compliance with existing policies and standards eliminates, or substantially reduces, potential environmental effects. Existing policies and standards, to some extent, also indicate community and regional values and prerogatives relative to environmental concerns.

4.1.3.1 City of El Monte General Plan

The City of El Monte General Plan at Chapter 3," Land Use Element" establishes a plan for land use within the City. The City General Plan Land Use designations direct the general character and intensities of land uses within the City boundaries. All proposed development projects are evaluated for consistency with the intent and purpose of the applicable General Plan land use designation(s) and related General Plan Goals and Policies.

The proposed General Plan Land Use designation for the Project site is "General Commercial." Intent, purpose, and implementing principles of the General Commercial Land Use are summarized below:

> ***General Commercial***
>
> Areas designated for general commercial uses allow a wide range of retail and service commercial uses to serve the community and the region. Permitted uses include a range of retail businesses, personal services, food and beverage establishments, hotel and other tourist uses, automotive sales and repair, retail, daycare centers, and professional offices. General commercial uses are primarily located along major corridors. The C-2, C-3, and C-4 zones implement this designation and allow up to 0.75 [Floor-to-Area Ratio] FAR (General Plan, p. LU-7).

Retail/commercial uses proposed by the Project are included within the range of permitted uses articulated for the General Commercial Land Use as summarized above. Requested discretionary actions include a Zone Change re-designating the Project site

as a C-4 Zone. The proposed C-4 Zoning would allow for appropriate implementation of the requested General Commercial Land Use designation. The Project, as developed, would yield a FAR of approximately 0.27 (182,429-square-foot Walmart/15.41-acre site). As indicated, the Project is consistent with and supports the intent, purpose, and implementing principles of the General Commercial Land Use. An assessment of the Project's support of, or consistency with, stated Goals/Policies is presented subsequently at Section 4.1.5, "Potential Impacts and Mitigation Measures."

4.1.3.2 City of El Monte Zoning Code

The City of El Monte Zoning Code [Zoning Ordinance] is the primary tool for implementing the City General Plan. The Zoning Code regulates development in areas of the City not otherwise addressed by other site-specific planning documents, e.g., Master Plans, Specific Plans.

In contrast to the long-term, broad-based outlook of the General Plan, the City Zoning Code and related Master Plans/Specific Plans establish location-specific regulations and development standards designed to control the locations, densities, and intensities of various land uses. To prevent incompatible land use relationships, the Zoning Code, Master Plan/Specific Plan documents and accompanying map(s) designate different areas or "zones" for different types of land uses, and establish standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development parameters. The California Government Code, Section 65860, requires that the City Zoning Code be consistent with the City General Plan.

If approved, the Project's requested Zone Change would re-designate the site as "Heavy Commercial" (C-4). Uses proposed by the Project are permitted (or conditionally permitted) under this zoning, as listed at Municipal Code Chapter 17.56, C-4 Zone District, §17.56.010 Uses Permitted.

An assessment of Project support of, or consistency with, applicable C-4 Zone District requirements and development standards is presented subsequently at Section 4.1.5, "Potential Impacts and Mitigation Measures."

Summary

As outlined above, the Project's commercial retail land uses, site plan concept, and building designs reflect, and/or can be feasibly implemented consistent with, applicable City General Plan Land Use Goals and Policies, as well as the design guidelines, requirements, and development standards established for the C-4 Zone District.

4.1.4 STANDARDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (*CEQA*) Guidelines, as adopted by the City of El Monte, indicates a Project will normally have a significant effect related to land use if it would:

- Physically divide an established community;
- Result in adverse physical changes or impacts due to the Project's economic effects;[2]
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Any of the above would be considered a potentially significant land use impact.

[2] It is noted that this topic is not included within Appendix G of the CEQA Guidelines, however it is included here to ensure a thorough analysis of the Project impacts.

4.1.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.1.5.1 Introduction

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant land use and planning impacts, based on the previous discussions included within this Section and analysis included within the EIR Initial Study (EIR Appendix A). As discussed within the Initial Study, the Project would not conflict with any applicable habitat conservation plan or natural communities' conservation plan, and the Project would have no impact in this regard. This potential impact is therefore not substantively discussed further within this Section. Please refer also to Initial Study Checklist Item X., "Land Use and Planning."

4.1.5.2 Impact Statements

Potential Impact: *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.*

Impact Analysis: The City of El Monte General Plan Land Use Element and City Zoning Code provide guidance and direction for land use decisions and development within the City. Project conformance with General Plan Goals and Policies and compliance with Zoning Code standards and regulations would act in part to avoid and mitigate its environmental effects. To these ends, an assessment of Project support of, or consistency with, applicable General Plan Goals/Policies is presented at Table 4.1-1. Subsequently, Table 4.1-2 summarizes consistency of the Project with applicable C-4 Zone District requirements and development standards.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
GOAL LU-1: Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.	
Policy LU-1.1: Code Compliance. Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures.	**Consistent:** As substantiated herein, as well as Table 4.1-2, the Project would comply with all applicable City policies, standards, and regulations.
Policy LU-1.2: Mitigation. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.	**Consistent:** The Project would incorporate screening/buffering elements that would act to enhance the developed site and preclude conflicts with, or potentially adverse impacts to, vicinity land uses. Please refer also to EIR Section 3.0, Project Description.
Policy LU-1.3: Interagency Cooperation. Establish and maintain an ongoing liaison with Caltrans, the railroads, utility companies, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations.	**Consistent:** The Project would not conflict or otherwise interfere with City interagency cooperation efforts. The Project retail/commercial uses would be located, oriented, designed, constructed and operated in a manner that would avoid potentially adverse impacts to or from facilities or operations of other agencies. Please refer also to EIR Section 3.0, Project Description.
Policy LU-1.4: Heavy Industry. Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.	**Consistent:** The Project is not an industrial, manufacturing use. The Project's retail/commercial uses would be located, oriented, designed, constructed and operated in a manner that would avoid potentially adverse impacts to sensitive land uses. Analysis of potential traffic hazards is presented at EIR Section 4.2, Traffic and Circulation. Analysis of potential air emissions hazards is presented at EIR Section 4.3, Air Quality. Analysis of potential hazards/hazardous materials impacts is presented at EIR Section 4.6, Hazards/Hazardous Materials.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-1.5: Police Safety Review. Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts.	**Consistent:** The applicant is requesting a Conditional Use Permit (CUP) for alcohol sales. Additionally, the applicant has requested approval of a Conditional Use Permit for a multiple tenant development, as provided under Municipal Code Chapter 17.24, "Conditional Use Permits"; The Project would comply with any other applicable City CUP requirements. Potential Project-related impacts to police services are discussed at EIR Section 4.8, Public Services and Utilities. As part of this EIR process, the Police Department will review the Project.
Policy LU-1.6: Quality of Life. Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.	**Consistent:** The Project would incorporate mitigation acting to reduce its potential environmental impacts to the extent feasible. Should the Project be approved, the City would be required to adopt a Statement of Overriding Considerations acknowledging that the Project's significant and unavoidable environmental impacts are outweighed by pubic benefits.
Policy LU-1.7 Residential Compatibility.	[Not Applicable]. This Policy addresses mix and compatibility of residential land use types. The Project does not propose residential land uses, nor would the Project otherwise substantively affect the mix of residential land uses within the City. Additionally, the use of enhanced setbacks and landscaping and the physical separation of Arden Avenue, will provide a transition between the proposed commercial uses and existing residential uses located across Arden Avenue.
GOAL LU-2: Revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight, and master planning efforts.	
Policy LU-2.1: Underutilized Uses. Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas.	**Consistent:** The Project would implement new retail/commercial uses on currently vacant and underutilized property collocated amid existing similar development types. The Project would take advantage of access provided by adjacent Arden Avenue and Valley Boulevard.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-2.2: Midblock Residential.	[Not Applicable] This Policy addresses new residential development. The Project does not propose residential uses.
Policy LU-2.3: Reinvestment Incentives.	[Not Applicable] This Policy reflects City strategies to encourage and facilitate development through special financial incentives and regulatory concessions. The Project does not request or require special financial incentives and regulatory concessions.
Policy LU-2.4: Master Planning.	[Not Applicable] The Policy is directed to development and implementation of master plans specific plans, typically appropriate for large scale or complex development proposals, or proposals with multiple uses and/or requiring atypical development standards. The Project does not propose or require a master plan or specific plan.
Policy LU-2.5: Master Planning.	[Not Applicable] Please refer to remarks at Policy LU-2.4.
Policy LU-2.6 Blighting Influences. Remove blighting influences wherever they exist through a combination of proactive code enforcement, issuance of citations and enforcement actions, acquisition of sites, and demolition where needed.	**Consistent:** The Project in total would contribute to a positive visual perception of the area by transitioning the currently vacant and disturbed property to contemporary retail/commercial uses. Entry/edge treatments, and landscape, hardscape and streetscape elements implemented by the Project would act to define and enhance the Project site by creating an active gathering place for people, regular and consistent landscaping and site maintenance. Additionally, the Project would conduct maintenance on the property on a regular basis. Additionally, the Municipal Code Section 8.44.030 requires property owners to remove graffiti within 24 hours and states that it is unlawful to buildings to be kept in disrepair.
Policy LU-2.7 Fiscal Stability. Implement redevelopment and revitalization strategies (e.g., land use, transportation, economic development, parks, etc.) that will achieve, as a major consideration but not the only priority, greater fiscal stability for the City.	**Consistent:** New retail/commercial uses proposed by the Project would contribute to the City's fiscal stability through generation of fees and tax revenues and the creation of jobs.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
GOAL LU-3: Distinct and identifiable residential neighborhoods and commercial, industrial and office districts that reflect and augment the historical, cultural, economic, and social fabric and roles in El Monte.	
Policy LU-3.1: Land Uses. Distinguish the City's neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development.	**Consistent:** The Project proposes compatible contemporary retail/commercial architectural concepts that would be located and oriented to provide separation between, and definition of, the Project from adjacent land uses. The Project would implement entry/edge treatments, and landscape, hardscape and streetscape elements consistent with C-4 Zone Development Standards, subject to review and approval by the City. Please refer also to EIR Section 3.0, Project Description.
Policy LU-3.2: Connections. Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of open space, and other improvements that create a cohesive identity for the community.	**Consistent:** The Project would implement and operate retail/commercial uses in a manner compatible with proximate land uses; and would comply with applicable City design and performance standards. Project edge treatments and interior landscaping provide visual elements acting to further promote recognition of the Project and surrounding areas as cohesive elements within the City. Please refer also to EIR Section 3.0, Project Description.
Policy LU-3.3: Green Infrastructure. Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte.	**Consistent:** The Project would implement entry/edge treatments, and landscape, hardscape and streetscape elements acting to define and enhance the Project site. These Project features would also contribute to visual attributes of the surrounding area. The Project would implement sidewalks and landscaping along the Project's Arden Drive frontage facilitating pedestrian access to the Project site and adjacent properties. Through onsite walkways connecting to sidewalks along Valley Boulevard, patrons can access the regional trail system (Emerald Necklace) located along the storm drain channel, east of the site. Please refer also to EIR Section 3.0, Project Description.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-3.4: Gateways. Enhance residential neighborhoods and commercial and industrial districts with distinctive landmarks and gateways that will define boundaries, create a sense of arrival, affirm the role of the district in El Monte, and instill pride.	**Consistent:** The Project would implement entry/edge treatments, and landscape, hardscape and streetscape elements acting to define and enhance the Project site. The Project in total would contribute to a positive visual perception of the area by transitioning the currently vacant and disturbed property to contemporary retail/commercial uses. Please refer also to EIR Section 3.0, Project Description.
Policy LU-3.5: Identity. Develop a cohesive theme for the entire community and subthemes for individual residential neighborhoods and districts to foster identity, create a sense of community, and add to the City's eclectic image.	**Consistent:** Please refer to remarks at Policies LU-3.1, LU-3.2, LU-3.3, LU-3.4; and EIR Section 3.0, Project Description.
Policy LU-3.6: Architecture. Create and encourage a variety of distinct architectural styles and design guidelines that are tailored to the different functions, types, and histories of districts, exemplify excellence in design standards, and stand the test of time.	**Consistent:** The Project proposes compatible contemporary retail/commercial architectural concepts that would be designed and implemented consistent with C-4 Zone District Development Standards.
Policy LU-3.7: History and Culture.	[Not Applicable] This Policy states the City's desire to establish public expression of local heritage and cultural background, and is beyond the scope or purview of the Project.
GOAL LU-4: A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and a sustainable community.	
Policy LU-4.1: Housing Opportunities.	[Not Applicable] This Policy addresses provision of a wide range of housing types, available to all economic profiles, and in appropriate locations within the City. The Project does not propose housing, nor would the Project otherwise substantively affect establishment of housing within the City.
Policy LU-4.2: Neighborhoods.	[Not Applicable]. This Policy addresses establishment of strong and distinguishable residential neighborhoods. The Project does not propose residential uses, nor would the Project otherwise substantively affect residential neighborhoods.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-4.3: Parks and Open Space. Provide sufficient quality parks, open space, greenways, trails, and recreational facilities that meet community needs through the implementation of the goals and policies set forth in the Parks and Recreation Element.	**Consistent:** Retail/commercial uses proposed by the Project would not substantively contribute to demands for parks and recreation services. The Project also would not otherwise interfere with or obstruct City parks and open space policies. For a complete analysis, please refer to Section 4.8 Public Services and Utilities.
Policy LU-4.4: Economic Development. Support the development of office, commercial, and industrial uses, both citywide and in strategic areas, that strengthen the economy.	**Consistent:** The Project would implement new retail/commercial uses on currently vacant property, and would thereby strengthen the economy through generation of additional tax revenues and creation of additional employment opportunities. A Project-specific urban decay analysis, entitled *Urban Decay Study for El Monte Walmart* (September 4, 2013), was prepared by The Natelson Dale Group. The study is summarized subsequently in this section, and is presented in its entirety at Draft EIR Appendix B.
Policy LU-4.5: Balanced Growth. Direct land uses and community growth in a manner that is consistent with community-wide goals and is consistent with the vision of the General Plan.	**Consistent:** The Project proposes a GPA (Land Use Element) that would redesignate the 15.41-acre Project site from industrially-oriented uses to retail/commercial uses and would implement 182,429 square feet of new retail/commercial development. Notwithstanding, the Project would not substantively affect the overall balance of land uses envisioned under the General Plan. That is, the General Plan Land Use Element at page LU-10, Table LU-1, projects the composition of City land uses under General Plan Buildout Conditions. Aggregated commercial/industrial land uses are estimated to total 1,052 acres, developed with 27,582,705 square feet of commercial/industrial uses. The Project site would represent approximately 1.5 percent (0.015) of the total area allocated for industrial/commercial uses; and 0.7 percent (0.007) of the industrial/commercial development envisioned under Buildout Conditions. Moreover, redesignation of the Project site from industrial to retail/commercial uses would represent a shift in land use assignments within commercial/industrial land use category, and would not add to or subtract from the category in total. Neither would the Project substantively affect land use assignments external to the commercial/industrial category.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-4.6: Public Services and Facilities. Support community growth and change through the provision and maintenance of quality public services and facilities, including infrastructure and appropriate funding mechanisms to maintain it in good working order.	**Consistent:** The Project would be self-supporting in terms of demands on public services and infrastructure. That is, the Project would construct all infrastructure necessary to support its needs, and would pay Development Impact Fees, as well as utility connection and service fees acting to offset the Project demands and support areawide infrastructure improvements. Additionally, on-going tax revenues generated by the Project would be available to the City for support of areawide services.
Policy LU-4.7 Transportation. Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits.	**Consistent:** The Project would construct all feasible traffic improvements and would pay Development Impact Fees/Fair Share Fees directed to mitigation of Project traffic impacts as required under the EIR Mitigation Measures. Please refer to Section 4.2, Traffic and Circulation.
Policy LU-4.8 Transportation. Encourage and facilitate a range of quality childcare facilities and services, including infant care, pre-school care and after-school care, to promote economic development and serve the needs of working families.	[Not Applicable] This Policy encourages and promotes establishment of quality daycare facilities within the City. The Project does not propose daycare facilities, nor would the Project substantively affect establishment of daycare facilities within the City.
Goals LU-5 through LU-8. [Not Applicable] These are Strategic Area Goals established for special Districts delineated in the General Plan Land Use Element. Approval of realignment of the Northwest Industrial District boundaries requested as one of the Project Discretionary Actions would exclude the Project site and adjacent properties from the Northwest Industrial District. The Project site would not be included in any of the City's other identified special Districts.	
Goal LU-9: Recreate vibrant commercial corridors with the introduction of a mix of higher density residential uses, sensitively integrated commercial uses concentrated at critical nodes, and tree-lined streetscapes that are aesthetically pleasing, encourage walking, and inspire community pride.	
Policy LU-9.1 Corridor Reuse. Promote the reuse of strip commercial and industrial corridors by consolidating retail and commercial uses into activity nodes and transitioning intervening areas for midblock residential or mixed\multiuse developments.	**Consistent:** The Project would implement new retail/commercial uses on currently vacant and underutilized property collocated amid existing compatible development.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-9.2 Housing Types.	[Not Applicable] This Policy addresses establishment and integration of higher density housing types along major travel corridors within the City. The Project does not propose housing, nor would the project otherwise substantively affect establishment of housing (of any type) along major travel corridors.
Policy LU-9.3 Prohibited Uses. Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City.	**Consistent:** The Project proposes new retail/commercial uses that would be collocated amid similar uses. As substantiated in the subsequent discussion titled, "Land Use Compatibility Considerations", the Project would not result in potentially adverse effects at neighboring land uses, including residential uses located westerly of the Project site, across Arden Drive.
Policy LU-9.4 Truck Traffic. Convert Durfee Road—from the southern City limits to Valley Boulevard—from a principal arterial to a secondary arterial and discourage heavy truck through-traffic to allow for the right-of-way needed to make it a green corridor.	**Consistent:** Trucks accessing the Project site would do so along City-approved truck routes. The project would not interfere with, or obstruct City conversion of Durfee Road from a principal arterial to a "green corridor" secondary arterial.
Policy LU-9.5 Bicycle Lanes/Walkways. Create a Class 2 bicycle lane along Durfee Road, from the south City limits to Ramona to provide an exclusive or semi-exclusive use of bicycles; also line the street with complete sidewalks to encourage pedestrian activity.	**Consistent.** The Project site is located approximately 2 miles from Durfee Road, and as such would have no effect (positively or negatively) on City efforts to create a Class 2 bicycle lane along Durfee Road, or affect provision of sidewalks along this street. However, the Project would implement sidewalks along its Arden Drive frontage, and would establish internal pedestrian connections; and would provide bike racks/secured bicycle equipment storage areas consistent with City requirements. Please refer also to EIR Section 3.0, Project Description.
Policy LU-9.6 Streetscape Program. Establish a comprehensive streetscape and landscape program for corridors that include right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street, furniture), and public signage.	**Consistent**. Please refer to remarks at Policies LU-1.2, LU-2.6, LU-3.1, LU-3.2, LU-3.3, LU-3.4, and LU-3.5.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-9.7 Housing Design.	[Not Applicable] This Policy addresses residential architectural design and construction. The Project does not propose residential uses, nor would the Project otherwise substantively affect design and construction of residential uses.
Policy LU-9.8 Lot Consolidation.	[Not Applicable]
Policy LU-9.9 Brownfields. Require property owners to clean up any brown fields or leaking underground storage tanks as a result of industrial activities prior to recording a sale/transfer of property unless the new owner assumes full cleanup responsibility.	**Consistent.** Previous hazards/hazardous materials concerns affecting the Project site have been or would be fully remediated prior to the issuance of development permits. Please refer also to EIR Section 4.6, Hazards/Hazardous Materials.
Policy LU-9.10 Green Parkways. Line corridors with green parkways and/or lush landscaped medians, shade-providing canopy trees, and complete sidewalks, wherever possible, to improve the streetscape, add value to properties, and beautify the corridors.	**Consistent**. Please refer to remarks at Policies LU-1.2, LU-2.6, LU-3.1, LU-3.2, LU-3.3, LU-3.4, LU-3.5, and LU-9.6.
Goal LU-10: Maintain land use compatibility and consistency to minimize airport land use impacts to adjacent land uses within the city.	
Policy LU-10.1 Compatibility. Require that all new development be consistent with the adopted airport land use plan for the airport and prohibit structures or activities that encroach upon or adversely affect navigable airspace.	**Consistent.** The Project would be consistent with the adopted airport land use plan for El Monte Airport. The Project facilities and operations would not substantively affect, or be affected by airport operations. Please refer also to EIR Appendix A, Initial Study, Checklist Topic VIII, Hazards And Hazardous Materials, articles e. and f.
Policy LU-10.2 Buildings. Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the airport land use plan for the airport, shown in the Public Health and Safety Element.	**Consistent.** Please refer to remarks at Policy LU-10.1.
Policy LU-10.3 Permitting. Refer proposed changes to the General Plan, specific plans, zoning ordinance, or building regulations affecting areas covered by the El Monte Airport Land Use Plan to the Los Angeles County Airport Land Use Commission prior to adoption.	**Consistent.** This EIR has been provided to the Los Angeles County Airport Land Use Commission for their review and comment.

Table 4.1-1
General Plan Land Use Goals and Policies Consistency

Goal/Policy	Remarks
Policy LU-10.4 Land Uses. Prohibit schools, hospitals, day care facilities, or new residential development from locating in close proximity to the airport or, if already present, from changing or modifying their use in a manner that conflicts with the airport land use plan.	[Not Applicable] The Project does not propose new schools, hospitals, day care facilities, or residential uses; nor would the Project otherwise substantively affect the location of new, or medication of these categories of uses whether proximate to the airport or located elsewhere.
Policy LU-10.5 Master Plan. Work with Los Angeles County Airport Land Use Commission to update the 1995 Airport Master Plan in a manner that promotes the airport's value to the community, businesses in the San Gabriel Valley, and recreational interests.	[Not Applicable] The Project does not propose uses or operations that would interfere with, or obstruct City initiatives to coordinate and effect Airport Master Plan update(s).

Sources: Land Use Goals and Policies-City of El Monte General Plan Chapter 3, Land Use Element; Remarks-Applied Planning, Inc.

Table 4.1-2
Municipal Code Chapter 17.56 C-4 Zone District
Regulations and Development Standards Consistency

Regulation/Development Standard	Remarks
§17.56.010 Uses Permitted	**Consistent.** Section 17.56.010 lists thirty (30) use categories that would be permitted within the Project site pursuant the requested Zone Change from M-2 to C-4. Retail/commercial uses proposed by the Project are included in the §17.56.010 list of permitted uses. All development within the Project site would occur only pursuant to City approval of the requested Zone Change from M-2 to C-4.
§17.56.020 Regulations	**Consistent.** The Project Site Plan Concept and associated discussion of design and operational elements presented at EIR Section 3.0, "Project Description," indicate that the Project would be developed consistent with applicable C-4 Zone District Regulations, as summarized below:

Table 4.1-2
Municipal Code Chapter 17.56 C-4 Zone District
Regulations and Development Standards Consistency

Regulation/Development Standard	Remarks
A. Front Yard. All buildings shall be located not nearer than forty (40) feet from the centerline of a street. In any event, there shall be a front yard of not less than five (5) feet. The required front yard shall be landscaped and an underground irrigation system installed. All buildings used exclusively for dwelling purposes shall comply with the front yard provisions of the R-4 zone.	**Consistent.** The proposed Walmart building would be set back approximately 550 feet from the Arden Drive centerline; and approximately 75 feet from the Valley Circle centerline. The Project site frontage along Arden Drive and the Project site interior areas would be landscaped and provided irrigation consistent with City requirements. As part of this approval process, the final Project Site Plan and Landscape/Irrigation plans would be subject to City review and approval. Please refer also to the Project Site Plan Concept and Landscape Concept provided at EIR Section 3.0, Project Description. The Project does not propose residential uses or buildings that would be used exclusively for dwelling purposes.
B. Side Yard. There shall be a street side yard of not less than five (5) feet. The required street side yard shall be landscaped, maintained and an underground irrigation system installed. Where such a property located in this zone is contiguous to any residentially zoned property a minimum twenty (20) foot building setback shall be required. The use of this setback shall be restricted to the parking of operable vehicles, equipment or utilities incidental to the use on site as approved through the Design Review process or maintained as a landscape area with underground irrigation system. All buildings used exclusively for dwelling purposes shall comply with the side yard requirements of the R-4 zone.	**Not applicable.** Please refer to remarks at §17.56.020 A. The Project site is not contiguous to any residentially zoned property.
C. Rear Yard. Where such a property located in this zone is contiguous to any residentially zoned property a minimum twenty-five (25) foot building setback shall be required. The use of this setback shall be restricted to the parking of operable vehicles, equipment or utilities incidental to the use on site as approved through the design review process or maintained as a landscaped area with underground irrigation system. All buildings used exclusively for dwelling purposes shall comply with the rear yard requirements of the R-4 zone.	**Not applicable.** Please refer to remarks at §§17.56.020 A, B. The Project site is not contiguous to any residentially zoned property.

Table 4.1-2
Municipal Code Chapter 17.56 C-4 Zone District
Regulations and Development Standards Consistency

Regulation/Development Standard	Remarks
D. Area. All buildings used exclusively for dwelling purposes shall comply with the area requirements of the R-4 zone.	**Not applicable.** The Project does not propose residential uses or buildings that would be used exclusively for dwelling purposes.
E. Distance Between Buildings. All buildings used exclusively for dwelling purposes shall comply with the provisions of the R-4 zone regulating distance between buildings.	**Not applicable.** The Project does not propose residential uses or buildings that would be used exclusively for dwelling purposes.
F. Trash Areas. All sites shall construct and maintain a masonry trash enclosure. All outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five (5) foot high wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the building.	**Consistent.** As reviewed and approved by the City, all Project trash enclosures and outside trash and garbage collection areas would be designed and implemented consistent with §17.56.020 F. requirements and standards. Please refer also to EIR Section 3.0, Project Description.
G. Screening of Mechanical Equipment. All mechanical equipment, including heating and air conditioning units, shall be screened from view.	**Consistent.** As reviewed and approved by the City, all Project mechanical equipment would be screened from public view consistent with §17.56.020 G. requirements. Please refer also to EIR Section 3.0, Project Description.
H. Undergrounding of Utilities. All utility distribution lines, including but not limited to, electric, communication, natural gas and cable TV lines installed in and for the purpose of supplying service to any development shall be placed underground.	**Consistent.** As reviewed and approved by the City, all utility distribution lines installed within the Project site and for the purpose of supplying service to the Project would be placed underground consistent with §17.56.020 H. requirements. Please refer also to EIR Section 3.0, Project Description.
I. All utilities and structures (appurtenances) such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surface mounted electrical transformers, or other potential obstructions shall not be located within the approved parking and/or turning radius area or any landscaped planting areas. All such facilities located above ground shall meet with the approval of the Planning Services Manager and serving utility.	**Consistent.** As reviewed and approved by the City, all utilities and structures would not be located within approved parking and/or turning radius area or any landscaped planting areas consistent with §17.56.020 I. requirements and standards. All such facilities located above ground would require approval of the Planning Services Manager and serving utility. Please refer also to EIR Section 3.0, Project Description.

Sources: City of El Monte Municipal Code; Applied Planning Inc.

Summary

As outlined above, the Project commercial/retail land uses, site plan concept, and building designs reflect, and/or can be feasibly implemented consistent with applicable provisions of the City General Plan General Commercial Land Use and C-4 Zone District. Based on the preceding analysis, the potential for the Project to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project is therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Physically divide an established community or result in land use incompatibilities.*

Impact Analysis:

Land Use Compatibility Considerations

No established communities exist on the Project site. Moreover, the Project does not propose elements or aspects that would otherwise physically divide an established community. Reflecting the intended retail/commercial use of the property, the Applicant is requesting a General Plan Amendment (GPA) (Land Use) re-designating the Project site from "Industrial/Business Park" to "General Commercial."

The Project site plan and design concepts reflect commercial/retail land uses and development allowed under the site's proposed "General Commercial" General Plan Land Use designation. More specifically, development and uses proposed by the Project are consistent with the local and regional serving retail/commercial and service uses allowed under the proposed "General Commercial" Land Use designation. Further, the Project Site Plan Concept (EIR Section 3.0, Project Description, Figure 3.4-1) and Project Development Summary (EIR Section 3.0, Project Description, Table 3.4-1) indicate the Project would be developed at a Floor-to-Area Ratio (FAR) of approximately 0.27. This is consistent with the maximum 0.75 FAR development intensity allowed under the General Commercial Land Use designation.

As a corollary action to the requested GPA discussed above, the boundaries of the encompassing Northwest Industrial District would be modified to remove properties generally located east of Arden Drive and south of the Southern Pacific Railroad (Northwest Industrial District Amendment Area). Please refer also to the Project's requested discretionary actions listed at EIR Section 3.6. Notwithstanding the requested GPA and District boundary modification, the Project would maintain and support the overall General Plan vision for the area.

Current Zoning for the Project site is M-2, "General Manufacturing." Consistent with the requested "General Commercial" General Plan Land Use designation for the site, a corollary Zone Change is requested, designating the Project site for "Heavy Commercial" (C-4) development. Uses proposed by the Project are permitted (or conditionally permitted) under this zoning, as listed at Municipal Code Chapter 17.56, C-4 Zone District, §17.56.010 Uses Permitted.

Under the requested Heavy Commercial Zoning designation, the Project would comply with the requirements stated at Municipal Code Chapter 17.56, C-4 Zone District, §17.56.020 Regulations (please refer to previous Table 4.1-2).

Summary

No established communities are present within the Project site, and the Project would not otherwise divide an established community. Recognizing the retail commercial uses proposed by the Project, the Applicant has requested a GPA (Land Use), re-designating the Project site as a "General Commercial" General Plan Land Use. Consistent with the requested General Commercial General Plan Land Use designation, the Applicant has requested a Zone Change for the Project site, re-designating it for Heavy Commercial (C-4) development. Correlating requested actions would realign the General Northwest Industrial District Boundaries to exclude the Project site and adjacent properties. As substantiated herein, the Project would be consistent with and support applicable General Plan Land Use Goals and Policies, and would conform to requirements and standards of the C-4 Zone District. Conformance and consistency in this regard will, in part, avoid or reduce potential environmental effects of the Project.

Level of Significance: Less-Than-Significant.

Potential Impact: *Result in adverse physical changes or impacts due to the Project's economic effects.*

Impact Analysis: CEQA specifically states that economic or social effects of a project shall not be treated as significant impacts on the environment. However, adverse physical changes that could indirectly result from economic or social effects of projects are within the scope of CEQA considerations. Although CEQA does not define what should be considered a significant adverse physical change due to economic forces, case law indicates that a project may have a significant impact if it results in a condition commonly referred to as urban decay.

An economic analysis is used to determine, in accordance with CEQA, a project's potential to create urban decay. CEQA does not trigger an automatic presumption that urban decay will occur as a result of other businesses being closed. However, store closures can lead to conditions of urban decay. For the purpose of this analysis, urban decay is defined as physical deterioration due to store closures and long-term vacancies in existing shopping centers that is so prevalent and substantial that it impairs the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abandoned buildings and commercial sites in disrepair, boarded doors and windows, long-term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, extensive litter, uncontrolled weed growth, and homeless encampments.

A project may result in a significant urban decay impact if:

- Any diversion of sales from existing retail facilities would be severe enough to result in business closings; and

- The business closures would be significant enough in scale (i.e., in terms of the total square footage affected and/or the loss of key "anchor" tenants) to affect the long-

term viability of existing shopping centers or districts, subsequently resulting in urban decay. Urban decay may be described as a downward spiral of store closures and long-term vacancies. While the phenomenon of urban decay is not defined under CEQA, it is assumed to be indicated by significant deterioration of structures and/or their surroundings. Such deterioration occurs when property owners reduce property maintenance activities below that required to keep their properties in good condition. A store closure, in and of itself, does not constitute urban decay. While the closure of a business is clearly a severe impact to the owners and employees of the firm, within the context of CEQA it is only significant if it results in sustained vacancies and related deterioration of the physical condition of the vacant building(s).

Project Study Background

A Project-specific urban decay analysis, entitled *Urban Decay Study for El Monte Walmart* (September 4, 2013), was prepared by The Natelson Dale Group. The Project Urban Decay Study was prepared to assess the Project's potential to result in urban decay as defined in the preceding paragraph. In addition to addressing the potential impacts of the proposed Project itself, the study also considers cumulative impacts, taking into account the impacts from other planned or proposed retail projects in the area. The Urban Decay Study is presented in its entirety at Draft EIR Appendix B.

As noted above, the purpose of the Project Urban Decay Study is to determine whether the Project, when considered in connection with past, present and future probable competitive retail projects, may result in a significant urban decay impact due to its secondary economic effects. The Project Urban Decay Study provides quantified data to determine whether there will be sufficient consumer demand within the Project's market area to support the Project's sales of apparel, general merchandise, groceries, home furnishings and appliances, and "other" retail merchandise, along with restaurant uses, without resulting in the significant impacts described above. The findings of the Project Urban Decay Study's cumulative analysis are discussed in greater detail in Draft EIR Section 5.1, "Cumulative Impact Analysis."

Market Area Boundaries

The Project Urban Decay Study notes that a community center similar in scale and scope to the proposed Project would typically have a trade area radius of three to six miles. It is acknowledged that although the Project involves one standalone retailer, and does not propose any outparcel tenants, it would still function as a community retail center, given its grocery and retail components. On this basis, a regional trade area (RTA) appropriate for a community retail center was identified, as shown in Figure 4.1-4. The boundaries of the Project's RTA are defined as 7th Avenue/Sunset Avenue/Irwindale Avenue to the east; Interstate 710/Fremont Avenue to the west; State Route 60 to the south; and Huntington Drive/Interstate 210 to the north.

In order to provide a more conservative analysis that concentrates the Project's potential competitive impacts within a smaller area, the Project Urban Decay Study also defines and analyzes a smaller, primary trade area (PTA). The PTA for the Project was initially outlined using a three-mile radius as an initial reference point, then refined to reflect natural traffic barriers (such as major highways and roads) and the locations of existing competitive shopping centers. The PTA boundaries are illustrated in Figure 4.1-5, and defined as follows:

- The eastern boundary is represented by Interstate 605, which is approximately 2.75 miles from the proposed Project site.

- The western boundary is represented by South Atlantic Boulevard, which is approximately 5.0 miles from the proposed Project site.

- The southern boundary is represented by Interstate 10, which is located approximately 0.7 miles south of the proposed Project site.

- The northern boundary is represented by Las Tunas Drive and East Live Oak Avenue, which is approximately 2.0 miles from the proposed Project site.

Source: BRR Architecture

appliedplanning inc

Figure 4.1-5
Trade Area Map

Retail Demand Summary

This summary uses the Urban Decay Study's projection of total retail demand as the basis for determining the extent to which the proposed Project could be supported in the market area. The Project Urban Decay Study examines anticipated population growth along with historic per capita income levels of residents within the PTA and RTA. Although it is acknowledged that the portion of total income spent on retail purchases varies by the income level of the individual household and also varies depending on the strength of the overall economy, this data was used to calculate the average amount of spending (total retail sales) as a percentage of aggregate personal income that occurred in the region between 2000 and 2011 (i.e., the "retail expenditure ratio"). The historic data used clearly show the effects of a strong economy until approximately 2006, followed by the severe recession beginning in 2008.

In order to provide a conservative analysis, the Urban Decay Study presumes that the retail expenditure ratio within the RTA will remain at the 12-year average level (2000-2011) within the trade area. For the PTA, this 12-year average has been calculated as 27.4 percent. The RTA reflects a slightly lower average of 26.2 percent. Increased demand is thus due to anticipated increases in area population. Additional detail and methodology information is included in Draft EIR Appendix B. Extended total retail demand forecasts through year 2026 are presented at Table 4.1-3.

Table 4.1-3
Income and Retail Demand for the El Monte Retail Trade Area

Market Area	2013	2016	2018	2020	2022	2024	2026
PTA	$5,370,267	$5,451,225	$5,505,873	$5,561,070	$5,616,820	$5,673,128	$5,730,001
RTA	$14,626,206	$14,848,728	$14,997,587	$15,147,937	$15,391,274	$15,638,519	$15,889,736
Total Income	$19,998,473	$20,299,953	$20,503,460	$20,709,007	$21,008,093	$21,311,647	$21,619,738
PTA	$1,473,467	$1,495,680	$1,510,674	$1,525,819	$1,541,115	$1,556,565	$1,572,169
RTA	$3,827,416	$3,885,114	$3,924,063	$3,963,401	$4,027,070	$4,091,760	$4,157,490
Total Retail Demand[1]	$5,300,883	$5,380,794	$5,434,737	$5,489,220	$5,568,185	$5,648,325	$5,729,660

Source: *Urban Decay Study for El Monte Walmart* (The Natelson Dale Group, Inc.), September 4, 2013.

Notes:

[1] Total retail demand is calculated by applying the percent of income spent on retail goods (33.4%) by estimated income. Please refer to Draft EIR Appendix B, Section III, for additional details and methodology information.

The Project Urban Decay Study uses generalized Board of Equalization (BOE) sales categories to quantify its retail sales estimates. Five of these categories are relevant to the anticipated sales of the Project, specifically: clothing and clothing accessories; general merchandise; home furnishings and appliances; specialty/other goods; food and beverage (grocery sales).

Trade Area "Capture Rates"

The portion of sales from trade area residents that take place within the trade area is referred to as the area's "capture rate." The capture rates of resident demand are projected to be relatively high within the Project's Trade Area due to the tendency of residents to shop relatively close to their homes, especially for convenience goods. Generally, it is reasonable to expect that residents will make the majority of their retail purchases locally, provided that a competitive mix of retail stores reflective of consumer needs is available.

This type of analysis typically assumes that given an adequate supply of retail stores, residents of the market area will make all of their retail purchases somewhere in the trade area. However, to be analytically conservative, the Project's Urban Decay Study has adjusted capture rates downward to account for the fact that the area does not contain a super-regional shopping center[3]. It is assumed that the area will always experience some level of retail sales "leakage" to other areas of Los Angeles County with a larger array of retail facilities. The Study utilizes a capture rate of 85 percent of the Project's PTA retail demand in the shopper goods categories (clothing and clothing accessories, general merchandise, home furnishings and appliances, and specialty/other goods), and 100 percent for the food and beverage category, due to the strong propensity of consumers to purchase grocery goods as close as possible to their residences. Table 4.1-4 summarizes the potential capture of sales in the RCRTA relative to the Project's BOE sales categories.

[3] Defined as centers with 800,000 square feet or more of gross leasable area.

Table 4.1-4
Potential Capture of Sales within the PTA for Selected Retail Categories
(In Thousands of Constant Dollars)[1]

Retail Category	Capture Rate	2013	2016	2018	2020	2022	2024	2026
"Shopper" Goods								
Clothing and Clothing Accessories	85%	$158,820	$161,214	$162,830	$164,463	$166,243	$168,043	$169,864
General Merchandise	85%	$115,505	$117,247	$118,422	$119,609	$120,904	$122,213	$123,537
Home Furnishings and Appliances	85%	$86,629	$87,935	$88,817	$89,707	$90,678	$91,660	$92,653
Specialty/Other Goods	85%	$158,820	$161,214	$162,830	$164,463	$166,243	$168,043	$169,864
Subtotal		**$519,774**	**$527,610**	**$532,899**	**$538,242**	**$544,068**	**$549,960**	**$555,919**
Convenience Goods								
Food and Beverage (grocery)	100%	$294,693	$299,136	$302,135	$305,164	$308,223	$311,313	$314,434
TOTAL		**$814,468**	**$826,746**	**$835,034**	**$843,405**	**$852,291**	**$861,273**	**$870,352**

Source: *Urban Decay Study for El Monte Walmart* (The Natelson Dale Group, Inc.), September 4, 2013.

Notes: Totals may not sum due to rounding.

[1] Estimates are shown for retail categories within the El Monte Primary Trade Area. Please refer to Draft EIR Appendix B, Section III, Tables III-1 through III-8 for additional details and methodology information.

Potential Sales Impacts within the Trade Area

"GAFO" Sales Category Impacts

"GAFO" is a retail industry acronym for the General Merchandise, Apparel, Furniture, and Other/Specialty sales categories. These categories correspond to the typical merchandise mix of a general merchandise department store, and also match the "Shopper" goods category used in the preceding Table 4.1-4.

As seen in Table 4.1-4, the Urban Decay Study's analysis of retail demand indicates existing (year 2013) market support for approximately $519.8 million in GAFO retail sales within the trade area. Using a typical sales standard of $250 per square foot for GAFO goods, the estimated $519.8 million in market demand translates into approximately 2.08 million square feet of GAFO retail space that could be currently supported in the trade area.

Based on estimates from the field survey prepared for the Project's Urban Decay Study, there is approximately 1.69 million square feet of existing GAFO space in the trade area. Thus, the trade area could support approximately 386,388 square feet of additional GAFO space over and above the existing inventory. Due to anticipated population growth, potential demand for new GAFO retail space in the Primary Trade Area could grow to approximately 417,730 square feet by 2016 (the Project's anticipated opening date), and could increase to 530,964 square feet of GAFO retail space, over and above existing levels, by 2026, as discussed in greater detail within Draft EIR Appendix B.

The Project would include 141,856 square feet of space devoted to tenants in the GAFO retail categories.[4] Given that this space is within the level of residual market support for GAFO space in the primary trade area, the GAFO components of the proposed Project are not anticipated to have significant competitive impacts on existing stores in the primary trade area.

Grocery Sales Category Impacts

The Project Urban Decay Study estimates that the grocery component within the Project's Walmart store would total a maximum of 45,442 square feet, including sales floor area and support/stockroom space. The trade area currently has 17 supermarkets totaling approximately 505,233 square feet (these stores are listed, with square footage and distance to the proposed Project, in Draft EIR Appendix B). By evaluating the typical portion of household income spent on supermarket goods, the Project Urban Decay Study estimates that the current sales potential (year 2013) for existing supermarkets within the trade area is approximately $449 per square foot. In comparison, the industry's median rate for supermarket sales is approximately $473 per square foot nationally, and $418 per square foot in the western United States. Thus, on average, supermarkets within the trade area currently have potential sales volumes which are above the Western regional median and approximately 95 percent of the national median.

[4] This total reflects the non-grocery portion of the proposed Walmart store.

It may be worthwhile to note that grocery stores with a minimum of 10,000 square feet of building area are considered supermarkets for the purposes of this analysis. The Project Urban Decay Study (on p. 9) notes that "… non-traditional markets, including convenience stores, ethnic or specialty markets, and smaller neighborhood grocery stores (which are often below this 10,000 square foot threshold) … do not tend to compete with traditional supermarkets, and therefore are unlikely to experience lost sales to the Project."

Total demand for supermarket sales in the trade area is expected to increase from approximately $226.9 million in 2013 to approximately $230.3 million in 2016 (the Project's anticipated opening year). By 2026, total demand for supermarket sales in the trade area is expected to reach approximately $242.1 million. Table 4.1-5 summarizes the projected potential sales of existing supermarkets, and reflects the effect of the Project's grocery component beginning in year 2016.

Table 4.1-5
Potential Sales Impacts to Existing Supermarkets in the Primary Trade Area
(In Thousands of Constant Dollars)[1]

Description	2013	2016	2018	2020	2022	2024	2026
Total Food Sales Demand	$294,693	$299,136	$302,135	$305,164	$308,223	$311,313	$314,434
Supermarket Share (77% capture rate)	$226,914	$230,335	$232,644	$234,976	$237,332	$239,711	$242,114
Walmart Store Sales	$0	($19,813)	($19,813)	($19,813)	($19,813)	($19,813)	($19,813)
Net Demand Available to Support Existing Supermarkets	$226,914	$210,522	$212,831	$215,163	$217,519	$219,898	$222,301
Existing Supermarket square footage	505,233	505,233	505,233	505,233	505,233	505,233	505,233
Potential Sales per Square Foot for Existing Supermarkets	**$449**	**$417**	**$421**	**$426**	**$431**	**$435**	**$440**

Source: *Urban Decay Study for El Monte Walmart* (The Natelson Dale Group, Inc.), September 4, 2013.

Notes:

[1] Please refer to Draft EIR Appendix B, Section II, for additional details and methodology information.

As shown in Table 4.1-5, the Project would initially cause average sales volumes of existing supermarkets within the trade area to decrease from the current level of $449 per square foot to approximately $417 per square foot. The existing supermarkets' sales volumes would still essentially be at the previously cited Western regional median

($418 per square foot), and at approximately 88 percent of the national median ($473 per square foot). It is noted that new retail stores typically operate below average sales volumes upon opening, and then reach stabilized sales volumes after being open for a few years. The Project Urban Decay Study conservatively assumes that the Project's grocery sales would reach their full sales potential in year one (2016). The Project Urban Decay Study identifies two additional reasons why it would be unlikely for existing supermarkets to close as a result of the proposed Project. These include the inclusion of specialty grocers within the analysis; and anticipated population growth over time within the PTA.

Specifically, the Project Urban Decay Study has classified all grocery stores over 10,000 square feet as supermarkets so as not to potentially underestimate competitive impacts. However, in the following two respects many of the trade area supermarkets will serve different market segments than the grocery component of the proposed Walmart. This suggests that these specific markets would potentially be less vulnerable to competitive impacts.

- Of the trade area's 17 supermarkets, 13 of them target Hispanic or Asian ethnic groups, suggesting that these stores would be less vulnerable to competitive impacts given their focused market niches. In addition to carrying conventional grocery products, these grocery stores offer large selections of specialty items not available at traditional supermarkets.

- Some of the trade area grocers classified as supermarkets are not direct competitors with full-scale supermarkets given the specific market segments they serve (e.g., convenience and prepared foods in the case of a Fresh & Easy store, and bulk goods in the case of a warehouse grocer such as Smart & Final).

Additionally, although the primary trade area is not projected to experience rapid population growth over the study period (as discussed in greater detail in Draft EIR Appendix B, Section III-B), continued growth in the market would offset a portion of the projected sales impacts. For example, in 2020, four years after anticipated opening of the

Project, potential sales volumes would reach $426 per square foot, which is above the regional benchmark figure.

On the basis of the preceding discussion, it is unlikely that the Project would cause any existing supermarkets within the trade area to close.

Potential Urban Decay Findings

Before considering how the proposed Project might affect the trade area and its environs, it is useful to focus on what constitutes the environmental impact known as urban decay. The leading court case on the subject, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) described the phenomenon as "a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake." The court also discussed prior case law that addressed the potential for large retail projects to cause "physical deterioration of [a] downtown area" or "a general deterioration of [a] downtown area."

While urban decay does not automatically occur as a result of other businesses being closed, it is acknowledged that store closures can lead to conditions of urban decay. For the purpose of this analysis, urban decay is defined as physical deterioration due to store closures and long-term vacancies in existing shopping centers that is so prevalent and substantial that it impairs the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abandoned buildings and commercial sites in disrepair, boarded doors and windows, long-term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, extensive litter, uncontrolled weed growth, and homeless encampments.

Overview of Existing Retail Market in Trade Area

As detailed in the Project's Urban Decay Study, the total inventory of non-grocery retail space in the primary trade area is estimated at approximately 4.95 million square feet. The inventory of existing retailers provides no indication of current urban decay in the trade area. The overall retail vacancy in the primary trade area is estimated at 8.6

percent, which is within the range (five to ten percent) generally considered to be reflective of a healthy retail market. Retail development within the PTA is generally characterized by a number of neighborhood and community-scale shopping centers near key intersections, along with a significant base of free-standing retail buildings located throughout the trade area. In addition, a significant portion of the retail inventory in the trade area is targeted toward specific market niches, primarily consisting of Asian- and Latino-focused retail markets. The specific target markets of these retail spaces suggest that they are less likely to be vulnerable to competitive impacts from the Project, which would target the general population, as opposed to a specific market niche.

The following two shopping centers with relatively high vacancy rate were identified as part of the Project Urban Decay Study's field review[5].

- The Alhambra Place Shopping Center (approximately 148,800 square feet), located at the East Main Street/South Garfield Avenue intersection in Alhambra, has an estimated 94 percent vacancy rate. However, approvals have been obtained for the redevelopment of this center as a mixed-use property that will include 140,000 square feet of retail space and 114 residential units (please refer to the list of cumulative development projects included in Draft EIR Section 5.1, "Potential Cumulative Impacts."

- An unnamed neighborhood center (approximately 73,500 square feet), located on the south side of East Live Oak Avenue between Santa Anita Avenue and Tyler Avenue in Arcadia, has a 52 percent vacancy rate, due to the recent closing of the Ralph's supermarket anchor. However, it is reported that Ralph's will continue to own the property and will attempt to lease it to a thrift store, so as to blend in

[5] These uses represent the shopping centers with the highest vacancy rates within the Study Area. For a complete listing of all shopping centers and vacancy rates, please refer to Appendix B of the Urban Decay Study.

with the other existing thrift stores along that particular stretch of Live Oak Avenue.

As of January 2013, as documented by photographs included in the Project Urban Decay Study (Draft EIR Appendix B), neither of these centers exhibited visible signs of significant deterioration of structures or surroundings; none had significant indications of deferred maintenance; none had graffiti or boarded-up windows; and there were no indications of landscape neglect.

The Project Urban Decay Study findings indicate that the underlying, long-term strength of the trade area market is such that no store closures are likely to occur. In the unlikely event that one supermarket would close, such a closure would be unlikely to result in urban decay given the City's existing Municipal Code requirements, which limit the potential for vacant commercial buildings to deteriorate physically and ultimately result in urban decay. Specifically, the City's "Property Maintenance Ordinance" (Municipal Code Chapter 8.44.030) is designed to "to protect its citizens and their property from conditions which are offensive or annoying to the senses, detrimental to property values and community appearance, or hazardous or injurious to the health, safety, or welfare of the general public." Further, the ordinance states that it is unlawful for buildings to remain "damaged, abandoned, boarded up, [or] dilapidated." Violations could result in penalties and administrative citations.

The Project Urban Decay Study documents that even after accounting for all of the planned and pending retail space, the primary trade area would be able to support an additional 68,379 square feet of GAFO retail space by 2020. Due to continued growth within the PTA and RTA, residual demand in the non-grocery sales categories would reach 139,086 square feet by 2026. In addition, the PTA's relatively low existing vacancy rate of 8.6%, along with the pending renovation of the Alhambra Place center (discussed previously within this Section) provides further evidence of the relative market strength in the primary trade area, and the strong re-tenanting potential of any vacated supermarket. Along with single-tenant retail reuse options, many of the existing supermarket sites could potentially be subdivided for multiple smaller tenants in the non-grocery categories. A vacant supermarket would also be a candidate for some type

of adaptive reuse, including uses ranging from a recreational facility (e.g., bowling alley, ice rink, fitness center) to institutional uses (e.g., government office facility, library, church) to office/service type uses (e.g., call centers).

Urban Decay Determination

As supported by the findings of the Project Urban Decay Study, urban decay is unlikely to occur at any of the potentially competitive existing shopping centers or stores within the trade area as the result of implementing the El Monte Walmart Project. This conclusion regarding the potential for urban decay is based on consideration of current market conditions, including the effects of the recession, which are independent of the Project; findings regarding diverted sales related to the Project and cumulative retail developments (discussed in Draft EIR Section 5.1, Cumulative Impact Analysis); and the potential re-tenanting of the existing retail vacancies, as summarized in the preceding paragraphs.

Summary

The Project Urban Decay Study's findings conclude that while some existing stores may experience negative impacts following the addition of the Project (and other cumulative retail projects), no store closures are predicted to occur as the result of the Project's implementation. It is important to note that store closures alone would not result in urban decay. Urban decay is defined as physical deterioration due to store closures and long-term vacancies in existing shopping centers that is so prevalent and substantial that it impairs the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abandoned buildings and commercial sites in disrepair, boarded doors and windows, long-term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, extensive litter, uncontrolled weed growth, and homeless encampments. Based on the preceding analysis, the Project's potential to result in adverse physical change (urban decay) is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

4.2 TRAFFIC AND CIRCULATION

4.2 TRAFFIC AND CIRCULATION

Abstract

This Section addresses the Project's potential to increase traffic and congestion on roadways within the Traffic Impact Analysis Study Area (Study Area). Potential impacts are addressed for Existing (2012) conditions, Opening Year (2016) conditions, and Horizon Year (2035) conditions. Site access and on-site circulation considerations and recommendations are also presented. More specifically, this Section of the EIR examines whether the Project could:

- *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;*

- *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;*

- *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or*

- *Result in inadequate emergency access.*

Potentially significant impacts to intersections under each of the considered analysis scenarios (Existing, Opening Year, and Horizon Year) are summarized below. Intersection identification

numbers, as defined by the Project Traffic Impact Analysis (Project TIA), and jurisdictional authorities are parenthetically indicated.

Existing (2012) Intersection Conditions

Although the Project would not be physically constructed against conditions as they currently exist in 2012, the Existing-plus-Project analysis scenario provides an indication of the incremental effects of the Project without the addition of assumed future cumulative traffic growth reflected under the Opening Year (2016) and Horizon Year (2035) analysis scenarios. In this manner, impacts that are Project-specific can be identified. The City requires that all Project-specific impacts to City facilities be mitigated to levels that are less-than-significant.

Absent improvements or mitigation, addition of Project traffic would contribute to unacceptable peak hour level-of-service (LOS) conditions by increasing delay by two percent (0.02) or more at the following intersections:

- *Lower Azusa Road at Arden Way (Intersection 16, City of El Monte/Temple City);*
- *Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31, City of El Monte/Caltrans).*

Both of these intersections currently operate at levels below their respective jurisdiction's minimum standards under one or more peak-hour periods. Neither the Lead Agency, nor the Project Applicant can autonomously construct improvements within areas or at locations under shared jurisdiction. Thus, while physical improvements may be capable of mitigating potentially significant impacts at these intersections, needed improvements cannot be feasibly implemented by the Project Applicant or the Lead Agency. Mitigation has been identified to ensure that the Project Applicant pays its fair-share toward the costs of improvements at these locations. However, due to the inter-jurisdictional nature of these off-site improvements, neither the City nor the Project Applicant can ensure their timely implementation. As such, ***the Project's contribution of traffic to the existing deficiencies at these intersections is considered a significant and unavoidable Project impact.***

Opening Year (2016) Intersection Conditions

Absent improvements or mitigation, Project traffic in combination with traffic generated by ambient growth and traffic from other known or probable related projects would contribute to unacceptable peak hour LOS conditions at the same intersections affected under Existing-plus-Project conditions. As such, ***the addition of Project traffic under Opening Year conditions at these intersections is considered cumulatively significant and unavoidable.***

Horizon Year (2035) Intersection Conditions

Absent improvements or additional mitigation beyond those required under Existing and Opening Year conditions, Project traffic in combination with traffic generated by unspecified ambient growth and traffic from other known or probable related projects would contribute to unacceptable peak hour LOS conditions at the following intersections:

- *Valley Boulevard at Santa Anita Avenue (Intersection 4, City of El Monte)*
- *Lower Azusa Road at Arden Way (Intersection 16, City of El Monte/Temple City);*
- *Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31, City of El Monte/Caltrans); and*
- *Arden Drive at Arden Way (Intersection 34, City of El Monte).*

To mitigate the Project's contributions to cumulative traffic impacts affecting off-site intersections within the Study Area, the Project Applicant will pay requisite fair-share fees toward the construction of the improvements identified in Mitigation Measures 4.2.1 through 4.2.4. Notwithstanding, payment of traffic impact fees does not ensure timely completion of those traffic improvements necessary to mitigate potentially significant cumulative traffic impacts affecting the study area. Further, improvements at the intersections of Lower Azusa Road at Arden Way and Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps are subject to extra-jurisdictional coordination, as discussed in the preceding examinations of Existing-plus-Project and Opening Year conditions. As such, ***the addition of Project traffic under Horizon Year conditions at these intersections is considered cumulatively significant and unavoidable.***

The Project does not create a significant impact based on respective jurisdictions' standards at any other intersections within the Study Area under Existing, Opening Year or Horizon Year conditions.

Freeway Segment Deficiencies

All Study Area mainline freeway segments were found to operate acceptably under Existing conditions, and the additional trips generated by the Project on the freeway will not create a significant impact under Existing, Opening Year, or Horizon Year conditions.

Freeway Ramp Queuing Deficiencies

Absent improvements or mitigation beyond those required under Opening Year Conditions, Project traffic in combination with traffic generated by unspecified ambient growth and traffic from other known or probable related projects would contribute to unacceptable morning peak hour traffic queues at:

- *I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street*

Although conditions at this ramp location were identified as deficient (i.e., queues exceed storage capacity) under Existing conditions, the Project would add up to 10 additional trips during the morning peak-hour period, contributing to a potentially significant impact at this on-ramp location.

Consistent with the El Monte's Circulation Element Policy C-1.7 (which states that if mitigation is required for "regionally significant projects, developers shall pay a fee to help fund a project-specific report") the Project Applicant will pay requisite fair-share fees toward the preparation of the comprehensive plan for freeway access improvements to/from I-10. Notwithstanding, payment of fees does not ensure timely completion of the report, nor would it ensure the construction of those traffic improvements necessary to mitigate the Project's impacts at this on-ramp. As such, pending completion of the required improvements, ***the Project's contributions to existing deficiencies at the I-10 Westbound On-Ramp at Temple City***

Boulevard/Olney Street during the morning peak-hour period are considered to be cumulatively significant and unavoidable.

All other freeway on-ramps and off-ramps within the Study Area were found to perform acceptably with the addition of Project-related traffic.

Additionally, the Project was not found to conflict with an applicable congestion management program; or to substantially increase hazards or reduce emergency access due to a design feature. No incompatible uses or inadequate vehicular access and internal circulation issues would result from Project implementation.

4.2.1 INTRODUCTION

The detailed evaluation of potential Project-related traffic and circulation impacts is documented in the *Traffic Impact Analysis for the Walmart on Arden Drive*, *City of El Monte, California* (Mountain Pacific, Inc.) April 2014 (Project TIA). The TIA and supporting data are presented at EIR Appendix C. The traffic issues related to the Project have been evaluated within the TIA in the context of the California Environmental Quality Act (CEQA) and as directed by the City of El Monte, the Lead Agency responsible for preparation of the traffic impact analysis.

4.2.2 STUDY AREA AND METHODOLOGY

The Scope of Work and Methodology for the Project TIA was developed based on discussions with the City of El Monte, and is consistent with the requirements of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Congestion Management Program (CMP).

The Project is expected to be built in one phase, with anticipated completion by 2016. Pursuant to the TIA Scope of Work and applicable requirements, the TIA evaluates 35 intersections, the locations and jurisdictions of which are identified in Table 4.2-1, and subsequently illustrated in Figure 4.2-1, "Study Area Intersections." Each intersection location has been analyzed during weekday morning and evening peak periods, and the Saturday mid-day peak period under the following scenarios:

- Existing traffic conditions (2012);
- Opening Year (2016) No-Project traffic conditions;
- Opening Year (2016) With-Project traffic conditions;
- Horizon Year (2035) No-Project traffic conditions; and
- Horizon Year (2035) With-Project traffic conditions.

In addition, two Project driveways (Intersections 32 and 33) were analyzed under With-Project conditions.

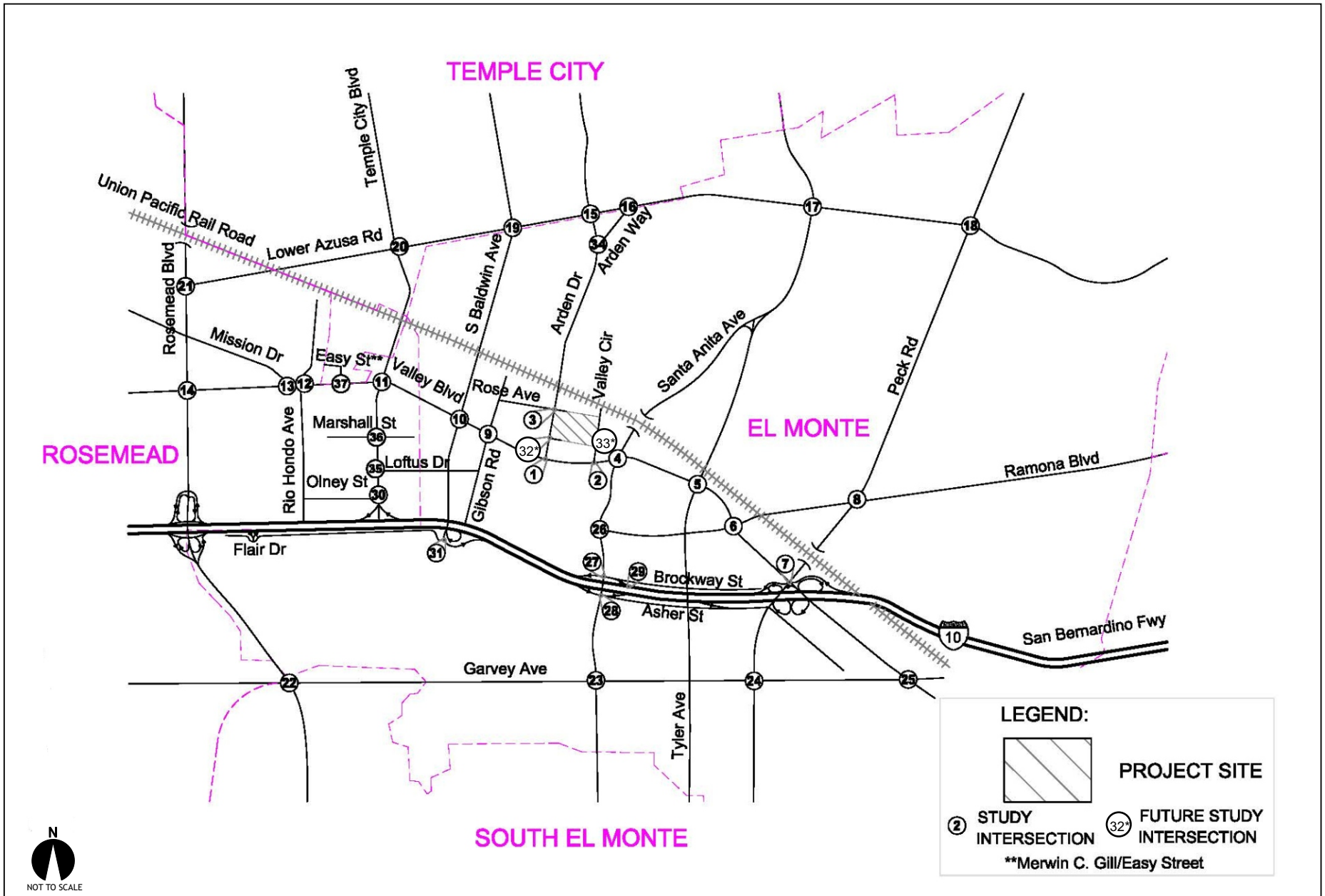
Table 4.2-1
Study Area Intersections

ID	Description	Jurisdiction(s)
1	Valley Boulevard at Arden Drive	El Monte
2	Valley Boulevard at Valley Circle	El Monte
3	Arden Drive at Rose Avenue (also future Project Driveway)	El Monte
4	Valley Boulevard at Santa Anita Avenue	El Monte
5	Valley Boulevard at Tyler Avenue	El Monte
6	Valley Boulevard at Ramona Boulevard	El Monte
7	Valley Boulevard at Peck Road	El Monte
8	Ramona Boulevard at Peck Road	El Monte
9	Valley Boulevard at Gibson Road	El Monte
10	Valley Boulevard at Baldwin Avenue	El Monte
11	Valley Boulevard at Temple City Boulevard	Rosemead
12	Valley Boulevard at Rio Hondo Avenue	Rosemead
13	Valley Boulevard at Mission Boulevard	Rosemead
14	Valley Boulevard at Rosemead Boulevard (SR-164,[1] CMP Intersection)	Rosemead, Caltrans, CMP
15	Lower Azusa Road at Arden Drive	El Monte, Temple City
16	Lower Azusa Road at Arden Way	El Monte, Temple City
17	Lower Azusa Road at Santa Anita Avenue	El Monte

Table 4.2-1
Study Area Intersections

ID	Description	Jurisdiction(s)
18	Lower Azusa Road at Peck Road	El Monte
19	Lower Azusa Road at Baldwin Avenue	El Monte, Temple City
20	Lower Azusa Road at Temple City Boulevard	Temple City
21	Lower Azusa Road at Rosemead Boulevard (SR-164[1])	Rosemead, Caltrans
22	Garvey Avenue at Rosemead Boulevard (SR-164,[1] CMP Intersection)	South El Monte, Caltrans, CMP
23	Garvey Avenue at Santa Anita Avenue	El Monte
24	Garvey Avenue at Peck Road	El Monte
25	Garvey Avenue at Valley Boulevard	El Monte
26	Santa Anita Avenue at Ramona Boulevard	El Monte
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	El Monte, Caltrans
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	El Monte, Caltrans
29	I-10 Westbound Off-Ramp at Brockway Street	El Monte, Caltrans
30	Temple City Boulevard at Olney Street/I-10 Westbound	Rosemead, Caltrans
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	El Monte, Caltrans
32	Arden Drive at Southerly Project Driveway (future intersection)	El Monte
33	Valley Circle at Project Driveway (future intersection)	El Monte
34	Arden Drive at Arden Way	El Monte
35	Temple City Boulevard at Loftus Drive	Rosemead
36	Temple City Boulevard at Marshall Street	Rosemead
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Rosemead

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Note: [1] Rosemead Boulevard (SR-164) is signed as SR-19 in the area.



Source: Mountain Pacific, April 2014.

applied planning inc

Figure 4.2-1
Study Area Intersections

It may be noted that traffic counts were collected for each of these Study Area intersections in the fall of 2012, when schools were in session, prior to the beginning of construction work on the Baldwin Avenue overcrossing of the Union Pacific Railroad (UPRR) Line. The Project is expected to open following the completion of the currently ongoing construction on the overcrossing; hence, all traffic counts represent typical conditions in the City of El Monte and surrounding communities.

4.2.3 LEVEL OF SERVICE CRITERIA

4.2.3.1 Overview

Level of Service (LOS) is defined as a quantitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service is a measure of "quality-of-flow." There are six levels of service, A through F, which relate to traffic congestion from least impacted to most impacted, respectively. In general, Level A represents free-flow conditions with no congestion. Conversely, Level F represents severe congestion with stop-and-go conditions. Level F typically is considered to be unsatisfactory.

The Project TIA has conducted a LOS analysis to determine Existing traffic conditions using the Intersection Capacity Utilization (ICU) methodology for signalized intersections in the cities of El Monte, Temple City, Rosemead and South El Monte. LOS definitions used under the ICU methodology are provided in Table 4.2-2. The 2010 Highway Capacity Manual (HCM) methodology was used to determine levels of service for all unsignalized intersections in those cities. In addition, in accordance with California Department of Transportation (Caltrans) guidelines, 2010 HCM methodology was used for all Study Area intersections under State jurisdiction, as well as freeway facilities. LOS definitions used under HCM methodology are provided in Table 4.2-3. Additional detail on traffic modeling software is provided in the Project TIA (please refer to EIR Appendix C, p. ii*).*

Table 4.2-2
Intersection Capacity Utilization (ICU) Level of Service Definitions

Level of Service	Definition	Nominal Range of ICU or V/C (volume-to-capacity ratio)
A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.	0.00 to 0.60
B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.	0.61 to 0.70
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with other vehicles in the traffic stream.	0.71 to 0.80
D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.	0.81 to 0.90
E	Represents operating conditions at or near the level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdown in traffic movement.	0.91 to 1.00
F	Is used to define forced or breakdown flow (stop-and-go gridlock). This condition exists when the amount of traffic approaches a point that exceeds the amount that can travel to a destination. Operations within the queues are characterized by stop and go waves, and they are extremely unstable.	Not Meaningful

Source: 2010 Los Angeles County Metropolitan Transportation Authority Congestion Management Program (CMP).

Table 4.2-3
Highway Capacity Manual (HCM) Intersection Level of Service Criteria

Level of Service	Average Stopped Delay per Vehicle (seconds) Signalized	Average Control Delay per Vehicle (seconds) Unsignalized
A	0 to 10.0	0 to 10.0
B	10.01 to 20.0	10.01 to 15.0
C	20.01 to 35.0	15.01 to 25.0
D	35.01 to 55.0	25.01 to 35.0
E	55.01 to 80.0	35.01 to 50.0
F	80.01 and up	50.01 and up

Source: 2010 Highway Capacity Manual.

The following discussions present the minimum LOS criteria and thresholds of significance for jurisdictions within the Study Area (the cities of El Monte, Temple City, Rosemead and South El Monte, Los Angeles County, and Caltrans), and their applications for various transportation network elements.

4.2.3.2 City of El Monte

The City of El Monte General Plan 2011 (Vision El Monte) identifies roadway performance standards as follows:

> The City desires to maintain a minimum LOS D throughout the City, except that LOS E may occur in the following circumstances:
> - Intersections/roadways at, or adjacent to, freeway ramps;
> - Intersections/roadways on major corridors and transit routes;
> - Intersections/roadways on truck routes; and
> - Intersections/roadways in or adjacent to commercial districts.

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

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00) for all intersections on major corridors, truck routes, commercial corridors or adjacent to freeway ramps.

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

The following threshold of significance is utilized for unsignalized intersections, for which levels of service are typically defined in terms of delay for the controlled intersection approach.

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

4.2.3.3 Temple City

The following thresholds of significance are utilized at intersections in Temple City.

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection causing the ICU to reach LOS E, or degrading a LOS E under No-Project conditions to an LOS F under With-Project conditions.

4.2.3.4 City of Rosemead

The City of Rosemead Circulation Element Goal and Policy 1.3 is to "make every effort to provide LOS D operations or better on arterial roadways and collector roadways if a nexus to the project exists," and utilizes the following threshold of significance.

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90).

4.2.3.5 City of South El Monte

South El Monte utilizes the following threshold of significance for intersections where a project adds 50 or more peak-hour trips.

- A significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (V/C > 0.90).

4.2.3.6 Los Angeles County Metropolitan Transportation Authority CMP Intersections

The LACMTA has established LOS E as the minimum LOS standard for CMP intersections where a Project adds 50 or more peak-hour trips. LACMTA utilizes the following threshold of significance.

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS F (V/C > 1.00).

4.2.3.7 Caltrans Facilities

The following thresholds of significance are utilized by Caltrans.

- A significant Project impact occurs at a State Highway study intersection when the addition of Project-generated trips causes the peak-hour level of service of the study intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F).

- A significant Project impact occurs at a State Highway study freeway segment if at least 50 Project-generated peak hour trips are added and has the result of creating an unacceptable condition (LOS E or worse) on the freeway segment.

- A significant Project impact occurs at a State Highway ramp with the addition of at least 10 Project-generated peak hour trips when the ramp is operating at an unacceptable condition (meaning ramp queuing exceeds ramp storage capacity).

4.2.4 EXISTING TRAFFIC CONDITIONS

4.2.4.1 Overview

This section notes the basis for existing traffic volumes presented in the TIA and reflected in subsequent analyses; describes the existing Study Area circulation network within the context of the City's General Plan Circulation Element (Circulation Element); reviews existing operational conditions for transportation elements within the Study Area and notes existing deficiencies; and describes other transportation modes that exist within, or are available to, the Study Area.

4.2.4.2 Existing Traffic Volumes

An extensive traffic count effort was conducted as part of the Project TIA. Intersection turning movement counts were collected at Study Area intersections in September 2012 during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m. peak hour periods, corresponding to the hours of highest commuter traffic volumes, and during the Saturday midday (12:00 noon to 2:00 p.m.) peak-hour period corresponding to the hours of highest hourly volumes on a typical Saturday. All weekday traffic counts were conducted while schools were in session. In addition, counts were collected before any closures associated with the Baldwin Avenue Grade Separation project were implemented, and thus represent typical non-construction conditions. Construction of the grade separation project is expected to be completed by May 2015.

4.2.4.3 Existing Roadway System

The major regional route that would provide access to the Project site is Interstate 10 (I-10), which is located approximately one-half mile to the south of the Project site. I-10 is a ten- to 12-lane freeway that runs through Los Angeles County and connects to San Bernardino and Riverside counties to the east.

The High Occupancy Vehicle (HOV) lanes along I-10 were operated as High Occupancy Toll (HOT) lanes for a 14-mile stretch between Alameda Street and Interstate 605 by LACMTA and Caltrans as a one-year demonstration project from February 2013 to 2014.

The Project TIA notes that, as of April 2014, the Express Lanes were still in operation. LACMTA was in the process of receiving public comments and holding a series of public meetings before determining whether to continue the HOT-lane operation or revert to the pre-project HOV-only operation. The El Monte Busway operates within these HOV/HOT lanes west of Baldwin Avenue, and connects the El Monte Transit Station to Downtown Los Angeles.

The physical characteristics of roadways within the Study Area serving the Project site are detailed within the Project TIA. Please refer to EIR Appendix C, Section 2.

Existing Intersection Operations

As noted previously in this Section, the Study Area includes a total of 37 existing intersections (please refer to Table 4.2-1 and/or Figure 4.2-1). Of these intersections, thirty-five (35) intersections currently exist. The remaining two intersections are driveways that are proposed as part of the Project.

City of El Monte Intersections Analysis

The following Table 4.2-4 summarizes the Existing levels of service during the weekday morning, weekday evening, and Saturday mid-day peak hour periods for Study Area intersections located within the City of El Monte. Table 4.2-5 provides a similar summary for intersections located in adjacent jurisdictions, including Temple City, the City of Rosemead, and the City of South El Monte. Potential impacts to Caltrans facilities are presented in Table 4.2-6; while CMP impacts are discussed subsequently within this Section. Please refer to EIR Appendix C for additional detail regarding this LOS analysis of existing intersections (Project TIA Appendix C).

© 2014 Applied Planning, Inc.

Table 4.2-4
Existing Morning, Evening, and Saturday Peak-Hour Levels of Service at El Monte Intersections

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
					ICU	Delay[2]	LOS	ICU	Delay[2]	LOS	ICU	Delay[2]	LOS
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.756	--	C	0.564	--	A	0.481	--	A
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.578	--	A	0.562	--	A	0.364	--	A
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.448	--	A	0.363	--	A	0.230	--	A
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.898	--	D	0.731	--	C	0.639	--	B
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.635	--	B	0.606	--	B	0.504	--	A
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.704	--	C	0.713	--	C	0.732	--	C
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.862	--	D	0.878	--	D	0.830	--	D
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.639	--	B	0.829	--	D	0.759	--	C
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.690	--	B	0.613	--	B	0.451	--	A
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.789	--	C	0.800	--	C	0.634	--	B
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.673	--	B	0.629	--	B	0.496	--	A
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	35.3	E	--	**63.8**	**F***	--	39.0	E
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.917	--	E	0.915	--	E	0.809	--	D
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.863	--	D	0.865	--	D	0.751	--	C
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.773	--	C	0.797	--	C	0.707	--	C
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	**1.082**	--	**F**	0.911	--	E	0.735	--	C
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.919	--	E	0.791	--	C	0.706	--	C
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.736	--	C	0.843	--	D	0.661	--	B
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.492	--	A	0.568	--	A	0.416	--	A
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.709	--	C	0.703	--	C	0.641	--	B

© 2014 Applied Planning, Inc.

Table 4.2-4
Existing Morning, Evening, and Saturday Peak-Hour Levels of Service at El Monte Intersections

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
					ICU	Delay[2]	LOS	ICU	Delay[2]	LOS	ICU	Delay[2]	LOS
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.611	--	B	0.724	--	C	0.563	--	A
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[3]	E	HCM-U	--	22.2	C	--	10.4	B	--	10.6	B
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**98.9**	**F***	--	**>100.0**	**F***	--	**>100.0**	**F***
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Future Intersection*								
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Future Intersection*								
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	23.5	C	--	24.3	C	--	13.8	B

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] All-Way Stop Control.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C)..**

Table 4.2-5
Existing Morning, Evening, and Saturday Peak-Hour Levels of Service at Intersections in Adjacent Jurisdictions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
					ICU	Delay[2]	LOS	ICU	Delay[2]	LOS	ICU	Delay[2]	LOS
Temple City													
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.673	--	B	0.629	--	B	0.496	--	A
16	Lower Azusa Road at Arden Way	Signal	D	ICU	--	**35.3**	**E**	--	**63.8**	**F***	--	**39.0**	**E**
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.773	--	C	0.797	--	C	0.707	--	C

© 2014 Applied Planning, Inc.

Table 4.2-5
Existing Morning, Evening, and Saturday Peak-Hour Levels of Service at Intersections in Adjacent Jurisdictions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
					ICU	Delay[2]	LOS	ICU	Delay[2]	LOS	ICU	Delay[2]	LOS
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.736	--	C	0.867	--	D	0.742	--	C
City of Rosemead													
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	**0.943**	--	**E**	0.773	--	C	0.641	--	B
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.605	--	B	0.779	--	C	0.598	--	A
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.577	--	A	0.462	--	A	0.382	--	A
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.978**	--	**E**	0.884	--	D	**0.904**	--	**E**
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.642	--	B	0.807	--	D	0.648	--	B
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	13.6	B	--	15.2	C	--	15.4	C
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.692	--	B	0.798	--	C	0.587	--	A
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.450	--	A	0.459	--	A	0.411	--	A
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.517	--	A	0.471	--	A	0.425	--	A
City of South El Monte													
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.965**	--	**E**	**0.901**	--	**E**	**0.957**	--	**E**

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Provided here for comparison purposes**

As seen in the preceding Tables 4.2-4 and 4.2-5, the majority of intersections within the Study Area currently operate under acceptable LOS conditions. The following exceptions occur within the City of El Monte:

- Lower Azusa Road at Arden Way (Intersection 16) -- this intersection is unsignalized and operates at LOS F in the weekday evening peak hour period;

- Garvey Avenue at Santa Anita Avenue (Intersection 23) -- this intersection is signalized and operates at LOS F during the weekday morning peak hour period; and

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) -- this intersection is signalized and operates at LOS F during the weekday morning, weekday evening, and Saturday mid-day peak hour periods.

Adjacent Jurisdictions' Intersections Analysis

Within neighboring jurisdictions, several additional intersections currently operate below their respective jurisdictions' minimum LOS standards:

- Lower Azusa Road at Arden Way (Intersection 16) -- this intersection is unsignalized and operates below Temple City's minimum standard of LOS D during the weekday morning, weekday evening, and Saturday mid-day peak hour periods;

- Valley Boulevard at Temple City Boulevard (Intersection 11) -- this intersection is signalized and operates below the City of Rosemead's minimum standard of LOS D during the weekday morning peak hour period;

- Valley Boulevard at Rosemead Boulevard (Intersection 14) -- this intersection is signalized and currently operates below the City of Rosemead's minimum standard of LOS D during the weekday morning and Saturday mid-day peak hour periods; and

- Garvey Avenue at Rosemead Boulevard (Intersection 22) -- this intersection is signalized and operates below the City of South El Monte's minimum standard of LOS D during the weekday morning, weekday evening, and Saturday mid-day peak hour periods.

Caltrans Intersections Analysis

Table 4.2-6 summarizes the Existing morning and evening peak hour operations of intersections under Caltrans jurisdiction. Caltrans *Guide to Preparation of Traffic Impact Studies* (December 2002) does not call for the evaluation of Caltrans facilities during other (i.e., Saturday) peak hour periods. Please refer to EIR Appendix C for additional detail regarding this HCM analysis (Project TIA Appendix D).

Table 4.2-6
Existing Levels of Service for Intersections Under Caltrans Jurisdiction

ID	Intersection	Traffic Control	Minimum LOS	LOS Methodology[1]	AM Peak Hour		PM Peak Hour	
					Delay[2]	LOS	Delay[2]	LOS
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	50.5	D	44.7	D
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	26.5	C	34.4	C
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	46.9	D	45.6	D
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	22.8	C	21.8	C
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	25.1	C	24.5	C
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC	D	HCM-U	22.2	C	10.4	B
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	13.6	B	15.2	C
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**98.9**	**F***	**>100.0**	**F***

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] Please refer to Tables 4.2-3 for definitions of LOS for signalized (HCM-S) and unsignalized (HCM-U) intersections.
[2] Delay is presented in seconds.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

As seen in Table 4.2-6, the following intersection exceeds Caltrans minimum LOS standard:

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak hour periods.

All other Study Area intersections under Caltrans jurisdiction operate acceptably, at LOS D or better, under Existing conditions.

Freeway Ramp Operations

Caltrans defines a significant Project impact as occurring at a State Highway ramp if the Project adds at least ten weekday peak-hour trips when the ramp is operating in a deficient condition (i.e., queuing exceeds storage capacity). The Project adds at least ten weekday peak-hour trips at the following locations, which were included in the TIA's evaluation:

- I-10 Westbound Off-Ramp at northbound Valley Boulevard;
- I-10 Westbound Off-Ramp at Brockway Street to Santa Anita Avenue;
- I-10 Eastbound Off-Ramp at Baldwin Avenue/Flair Drive;
- I-10 Eastbound On-Ramp at Valley Boulevard;
- I-10 Eastbound On-Ramp at Santa Anita Avenue/Asher Street; and
- I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street.

Of the locations listed above, all freeway ramps currently operate acceptably under Existing conditions with the exception of the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street. The queue of vehicles at this ramp location may exceed available ramp capacity, potentially resulting in the spillback of vehicles onto adjacent streets.

Freeway Segment Operations

As seen in Table 4.2-7, freeway segments currently operate acceptably based on the demand-density relationship under Existing conditions. However, field observations conducted as part of the Project TIA indicate that due to constrained capacity (fewer lanes) west of the Temple City Boulevard, there are occasions when queues build up in the westbound direction during the morning peak hour and this queue-build-up affects operations within the study segment. Additionally, field observations indicate that, due to constrained capacity (fewer lanes) east of Valley Boulevard, there are occasions when queues build up in the eastbound direction during the evening peak hour and this queue-build-up affects operations in the study segment.

Table 4.2-7
Existing Levels of Service for Freeway Mainline Segments and Merge/Diverge Locations

Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Mainline Volume	Ramp Volume	Density (pc/mi/ln)[1]	LOS
Westbound Morning Peak Hour						
East of Valley	Basic	6	8,379	--	28.8	D
Valley Off	Diverge	6/1	8,379	237	22.1	C
Valley Off to Valley On	Basic	6	8,142	--	21.3	C
Valley On to Peck Off	Weave	6/1	8,418	276/108	25.9	C
Peck Off to Peck On	Basic	6	8,310	--	22.8	C
Peck On to I-10 West	Merge	6/1	8,760	450	25.8	C
Peck to Santa Anita Off	Basic	6	8,760	--	23.1	C
Santa Anita/Brockway Off	Diverge	5/1	8,760	759	29.0	D
Santa Anita Off to Santa Anita On	Basic	5	8,001	--	25.4	C
Santa Anita On	Merge	5/1	8,822	821	30.4	D
Santa Anita to Temple City	Basic	5	8,822	--	28.6	D
Temple City Off	Diverge	5/1	8,822	940	29.4	D
Temple City On to Temple City Off	Basic	5	7,882	--	25.0	C
Temple City On	Merge	5/1	8,599	717	29.5	D
West of Temple City	Basic	5	8,599	717	27.7	D

Table 4.2-7
Existing Levels of Service for Freeway Mainline Segments and Merge/Diverge Locations

Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Mainline Volume	Ramp Volume	Density (pc/mi/ln)[1]	LOS
Westbound Evening Peak Hour						
East of Valley	Basic	6	5,486	--	17.9	B
Valley Off	Diverge	6/1	5,486	123	14.4	B
Valley Off to Valley On	Basic	6	5,363	--	14.0	B
Valley On to Peck Off	Weave	6/1	5,685	322/126	16.9	B
Peck Off to Peck On	Basic	6	5,559	--	15.1	B
Peck On to I-10 West	Merge	6/1	6,193	634	18.2	B
Peck to Santa Anita Off	Basic	6	6,193	--	16.3	B
Santa Anita/Brockway Off	Diverge	5/1	6,193	847	20.1	C
Santa Anita Off to Santa Anita On	Basic	5	5,732	--	18.0	B
Santa Anita On	Merge	5/1	6,579	893	22.2	C
Santa Anita to Temple City	Basic	5	6,579	--	20.6	C
Temple City Off	Diverge	5/1	6,579	940	21.7	C
Temple City On to Temple City Off	Basic	5	5,686	--	18.0	B
Temple City On	Merge	5/1	6,548	862	22.1	C
West of Temple City	Basic	5	6,548	717	20.5	C
Eastbound Morning Peak Hour						
West of Baldwin/Flair	Basic	6/0	6,357	--	17.2	B
Baldwin Off	Diverge	5/1	6,357	692	20.9	C
Baldwin Off to Baldwin On	Basic	5/0	5,665	--	17.9	B
Baldwin On to Santa Anita/Asher Off	Weave	5/1	6,478	813/844	22.4	C
Santa Anita/Asher Off to Santa Anita/Asher On	Basic	5/0	5,634	--	17.9	B
Santa Anita On to Peck Off SB	Weave	5/1	6,242	608/234	19.6	B
Peck Off SB to Peck Off NB	Basic	6/0	6,008	--	16.0	B
Peck Off NB	Diverge	6/1	6,008	504	19.3	B
Peck Off NB to Valley On	Basic	5/0	5,504	--	18.0	B
Valley On	Merge	5/1	5,750	246	19.3	B
East of Valley	Basic	5/0	5,750	--	18.1	C

Table 4.2-7
Existing Levels of Service for Freeway Mainline Segments and Merge/Diverge Locations

Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Mainline Volume	Ramp Volume	Density (pc/mi/ln)[1]	LOS
Eastbound Evening Peak Hour						
West of Baldwin/Flair	Basic	6/0	8,831	--	24.7	C
Baldwin Off	Diverge	5/1	8,831	946	29.4	D
Baldwin Off to Baldwin On	Basic	5/0	7,885	--	25.1	C
Baldwin On to Santa Anita/Asher Off	Weave	5/1	8,721	836/1175	32.8	D
Santa Anita/Asher Off to Santa Anita/Asher On	Basic	5/0	7,546	--	24.1	C
Santa Anita On to Peck Off SB	Weave	5/1	7,983	437/273	25.4	C
Peck Off SB to Peck Off NB	Basic	6/0	7,710	--	20.5	C
Peck Off NB	Diverge	6/1	7,710	588	25.1	C
Peck Off NB to Valley On	Basic	5/0	7,122	--	24.0	C
Valley On	Merge	5/1	7,409	287	25.3	C
East of Valley	Basic	5/0	7,409	--	23.4	C

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] Density is measured in passenger cars, per mile, per lane (pc/mi/ln).

4.2.4.4 Other Transportation Modes

Other transportation modes available to, or existing within, the Study Area include bus and rail transit services, and pedestrian and bicycle facilities. These transportation modes are summarized below.

Bus Transit Services

According to the El Monte General Plan, the El Monte Transit Station in downtown El Monte is the busiest bus terminal west of Chicago. This regional bus hub has direct access to the El Monte Bus-way on I-10, with dedicated HOV lanes linking El Monte to downtown Los Angeles. The El Monte Transit Center also interconnects local and regional bus service with Metrolink service which has a station just west of Tyler Avenue.

Both the LACMTA and Foothill Transit operate bus routes that converge at the El Monte Transit Station and provide connectivity throughout the San Gabriel Valley and

the Los Angeles metropolitan region. In addition, El Monte operates fixed-route bus service that residents can use to visit shopping areas, entertainment, schools, parks and recreational facilities.

The Project vicinity is specifically served by LA Metro Line 76 which runs a 24-hour service along Valley Boulevard from the El Monte Transit Center to/from downtown Los Angeles with 15 to 20 minute headways (the time between vehicle arrivals). A bus stop and shelter is currently located at Valley Boulevard and Arden Avenue.

El Monte also operates three Express Shuttle routes: the Express Flair Park Shuttle, the Civic Center/MTA Bus Station Shuttle, and Express Mid-Day Flair/MTA Business Park Shuttle. Dial-A-Ride services for seniors and disabled people are also available in El Monte.

Train Service

Metrolink, operated by the Southern California Regional Rail Authority, is a regional rail system that provides commuter rail transportation for the region. The Los Angeles to San Bernardino Metrolink commuter rail line runs east–west through El Monte, with a station on the northeast part of downtown El Monte, between Santa Anita Avenue and Tyler Avenue.

There are 20 daily westbound departures from the El Monte station towards Los Angeles Union Station during the weekdays, with four during the morning peak-hour period (7:00 a.m. to 9:00 a.m.) and two during the evening peak-hour period (4:00 p.m. to 6:00 p.m.). There are 10 daily departures from the El Monte station towards downtown Los Angeles (Union Station) on Saturdays.

There are 20 daily eastbound departures from the El Monte station towards downtown Riverside and/or San Bernardino during the weekdays, with one during the morning peak-hour period (7:00 a.m. to 9:00 a.m.) and five during the evening peak-hour period (4:00 p.m. to 6:00 p.m.). There are 10 daily departures from the El Monte station towards downtown Riverside and/or San Bernardino on Saturdays. Amtrak also has two trains

that run through El Monte (the Sunset Limited and the Texas Eagle), but these do not stop at the El Monte transit station.

Pedestrian and Bicycle Facilities

Pedestrian traffic is accommodated by sidewalks, which generally exist on one or both sides of streets within the Study Area. There are also designated crosswalks on the primary approaches to the Project site. The existing pedestrian walkway network provides connectivity between Study Area land uses and allows for access to area bus stops. The Project would provide bicycle amenities consistent with applicable City requirements, including those of the California Green Building Code Section 5.106.4, "Bicycle Parking."

Within the Study Area, bicycle traffic predominantly shares roadways with auto traffic. The City's General Plan Circulation Policy Plan (included subsequently within this Section as Figure 4.2-4) has identified a number of local streets, including Arden Drive and Lower Azusa Road, as designated "bike lane/streets." The Circulation Element's Bicycle Network Plan (El Monte General Plan, Figure C-6, p. C-41) further identifies a Class II Bike Lane on Arden Drive. The Circulation Element defines a Class II Bike lane as follows:

> A Class II bike lane is an on-street, striped path designated for the exclusive or semiexclusive use of bicycles, with through travel by motorized vehicles prohibited. Cross-flows by motor vehicles and pedestrians are permitted. Class II bike lanes are proposed along a number of collection and secondary arterials, subject to a determination of feasibility.

The Project site is also located near a designated multi-purpose (i.e., bicycle, pedestrian and equestrian) trail that runs along the eastern bank of the Rio Hondo Channel. The City's General Plan describes this trail as part of the region's "Emerald Necklace," a 17-mile loop of parks, greenways, and trails along the Rio Hondo Channel and San Gabriel Rivers that connect sixteen cities.

Although the Project does not propose the implementation of a Class II bike lane on Arden Drive, the inclusion of sufficient space provided for bicycle travel accommodates both the goal of the Circulation Element related to bike lanes and the goal of the Circulation Element related to Arden Drive's classification as a Secondary Arterial roadway. Currently, Arden Drive is striped for two northbound and two southbound vehicular traffic lanes, with street parking along the western side of the street along the frontage of the existing residences that are located there. As a Secondary Arterial roadway under the City's General Plan Circulation Element, Arden Drive is required to maintain an ultimate right-of-way of 64-feet in width from curb to curb.

In order to maintain parking on the west side of the street, and provide left- and right-turn access into the Project site, the following lane configurations have been developed in coordination with the City of El Monte under With-Project conditions:

- Two through lanes in the southbound direction with a 19-foot outside lane accommodating on-street parking on the west side and one 11-foot inside lane would be provided;
- Two 11-foot northbound through lanes (with no on-street parking on the east side of the street) would be provided;
- A center left-turn lane would be added at 12 feet in width; and
- A right-turn lane would be added in the northbound direction at the intersection of Arden Drive at Rose Avenue/Project Driveway (Intersection 3).

These modifications are consistent with the City's General Plan Circulation Element cross-section for Arden Drive as a secondary Arterial.

Although the Project's proposed roadway cross section does not provide sufficient right-of-way to accommodate a designated Class II bicycle lane on Arden Drive, bicycle travel would be accommodated either within the 19-foot outside lane and/or within the proposed eight-foot sidewalk along the entirety of the Project's Arden Drive frontage. This oversized path would accommodate and encourage pedestrian and bicycle travel within the Project vicinity. Further, the Project design includes a five-foot sidewalk

connection along the southern property line between Arden Drive and Valley Circle. This pathway would provide access for cyclists traveling to the Project area on the Rio Hondo Multi-Use Trail via Valley Boulevard.

4.2.5 FUTURE TRAFFIC CONDITIONS

4.2.5.1 Overview

The following discussions summarize traffic conditions within the Study Area reflecting implementation of the Project under Existing (2012), Opening Year (2016), and Horizon Year (2035) conditions. For each of the considered scenarios, potentially significant traffic impacts (deficient conditions) are identified. Topics evaluated under each analysis scenario include:

- Intersection Operations;
- Freeway Segment Capacity; and
- Freeway Ramp Operations (Queuing).

Existing, Opening Year, and Horizon Year traffic conditions discussed here are restated subsequently under Section 4.2.7, "Impacts and Mitigation Measures" within the context of applicable *CEQA Guidelines* Appendix G topical issues. Less-than-significant impacts are noted, mitigation measures are proposed for potentially significant impacts, and any impacts that cannot be mitigated to levels that are less-than-significant (i.e., significant and unavoidable impacts) are identified.

4.2.5.2 Project Trip Generation

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Trip generation rates and equations for different land uses are typically found in publications by the Institute of Transportation Engineers (ITE) and by local agencies. Using ITE data, trip generation rates for this Project were identified as shown in Table 4.2-8.

© 2014 Applied Planning, Inc.

Table 4.2-8
Project Trip Generation

Description	Size[1] (sq. ft.)	AM Peak Hour			PM Peak Hour			Weekday Daily Rate	Saturday Peak Hour			Saturday Daily Rate
		In	Out	Total	In	Out	Total		In	Out	Total	
Average Trip Generation Rate per 1,000 square feet												
Free Standing Discount Superstore (ITE Land Use Code 813)	--	1.04	0.81	1.85	2.13	2.22	4.35	50.75	2.82	2.82	5.64	64.07
Project Trip Generation												
Walmart Store (Gross Project Trips)	182,500	189	149	338	389	405	794	9,262	515	515	1,029	11,693
Pass-By Reductions[2] (18% AM peak; 28% PM peak; 23% Saturday peak, and 18% daily trip reductions applied)		(34)	(26)	(61)	(109)	(113)	(222)	(1,667)	(118)	(118)	(237)	(2,105)
Net Total Trips		***155***	***122***	***277***	***280***	***292***	***572***	***7,595***	***396***	***396***	***793***	***9,588***

Sources: *Traffic Impact Analysis for the Walmart on Arden Drive, El Monte, California* (Mountain Pacific, Inc.), April 2014; ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition, 2010.

Notes:

[1] From site plan by Tait Engineering, April 12, 2013. Building size rounded up to nearest 500 square feet.

[2] Pass-by reduction percentages from *ITE Trip Generation Guide Manual, 9th Edition, Users Guide and Handbook.* Table 5.2 (Average Pass-By Trip Percentage for Free-Standing Discount SuperStore, Weekday PM Peak Period, 10% less assumed for AM and Daily); and Table 5.4 (Average Pass-By Trip Generation for Free Standing Discount Store for Saturday Midday Peak Period.

As indicated in Table 4.2-8, it is estimated that the Project would generate 277 net new trips (155 inbound, 122 outbound) during the weekday morning peak hour; 572 net new trips (280 inbound, 292 outbound) during the weekday evening peak hour; and 793 new trips (396 inbound, 396 outbound) during the Saturday midday peak hour. During a typical weekday, the Project would generate 7,595 daily trips, and during a typical weekend day, the Project would generate 9,588 daily trips.

4.2.5.3 Project Trip Distribution

The Project TIA trip distribution analysis establishes the directional orientation of approaching and departing traffic, and in so doing, reflects anticipated travel patterns to and from the Project site. Trip distribution is influenced by nearby land uses, roadway features and/or constraints, and existing travel patterns

Based upon the trip distribution patterns, peak hour trips were assigned at Study Area intersections, and estimated daily traffic volumes were assigned to Study Area roadway segments. Please refer also to the Project TIA (EIR Appendix C, Section 3) for greater detail regarding trip distribution and assignment processes.

4.2.5.4 Existing (2012) With-Project Traffic Analysis

The Existing (2012) With-Project Traffic analysis scenario presents circulation system conditions that would occur if the Project were implemented under Existing (2012) conditions. Although the Project would not be physically constructed against conditions as they existed in 2012, the Existing With-Project analysis provides an indication of the incremental effects of the Project in the context of current traffic conditions, and without the addition of assumed future cumulative traffic growth reflected under the Opening Year (2016) and Horizon Year (2035) analysis scenarios. In this manner, impacts that are Project-specific can be identified.

Existing-plus-Project Intersection Operations

Existing-plus-Project levels of service were based upon Existing intersection conditions, with the exception of the following Project driveway intersections:

- Intersection of Arden Drive at Rose Avenue (Intersection 3), which will be improved under Project conditions as follows:
  - Northbound – one left-turn lane, two through lanes and one right-turn lane;
  - Southbound – one left-turn lane, one through lane and one optional through-or right-turn lane;
  - Westbound – one left-turn lane and one optional through-or-right-turn lane; and
  - Eastbound – one optional left-through-or-right-turn lane.

There will be two new Project driveway intersections:

- Arden Drive at the Project's southerly driveway (Intersection 32), which will have stop-sign control on the driveway approach. It will have two lanes outbound on the driveway approach (one lane inbound); additionally, a southbound left-turn lane on Arden Drive will be provided at this location; and

- Valley Circle at the Project's southerly driveway (Intersection 33), which will have stop-sign control and will have one lane outbound, one lane inbound.

City of El Monte Intersection Operations

The following Tables 4.2-9, 4.2-10 and 4.2-11, summarize and provide a comparison of Existing and Existing-plus-Project conditions during weekday morning, weekday evening, and Saturday mid-day peak hour conditions, respectively. Additional detail regarding the Existing-plus-Project analysis is provided in EIR Appendix C (Project TIA, Section 3).

© 2014 Applied Planning, Inc.

Table 4.2-9
Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.756	--	C	0.799	--	C	0.043	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.578	--	A	0.607	--	B	0.029	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.448	--	A	0.500	--	A	0.052	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.898	--	D	0.923	--	E	0.025	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.635	--	B	0.657	--	B	0.022	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.704	--	C	0.726	--	C	0.022	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.862	--	D	0.869	--	D	0.007	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.639	--	B	0.648	--	B	0.009	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.690	--	B	0.702	--	C	0.012	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.789	--	C	0.794	--	C	0.005	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.673	--	B	0.686	--	B	0.013	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	35.3	E	--	36.4	E	1.1	No
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.917	--	E	0.919	--	E	0.002	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.863	--	D	0.863	--	D	0.000	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.773	--	C	0.777	--	C	0.004	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	**1.082**	--	**F**	**1.086**	--	**F**	0.004	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.919	--	E	0.921	--	E	0.002	No

© 2014 Applied Planning, Inc.

Table 4.2-9
Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.736	--	C	0.738	--	C	0.002	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.492	--	A	0.496	--	A	0.004	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.709	--	C	0.715	--	C	0.006	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.611	--	B	0.613	--	B	0.002	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	22.2	C	--	22.7	B	0.5	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**98.9**	**F***	--	**>100.0**	**F***	2.7	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	18.0	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.1	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	23.5	C	--	26.2	D	2.7	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

© 2014 Applied Planning, Inc.

Table 4.2-10
Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.564	--	A	0.709	--	C	0.145	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.562	--	A	0.610	--	B	0.048	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.363	--	A	0.570	--	A	0.207	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.731	--	C	0.779	--	C	0.048	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.606	--	B	0.648	--	B	0.042	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.713	--	C	0.746	--	C	0.033	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.878	--	D	0.888	--	D	0.010	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.829	--	D	0.837	--	D	0.008	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.613	--	B	0.647	--	B	0.034	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.800	--	C	0.818	--	D	0.018	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.629	--	B	0.661	--	B	0.032	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	**63.8**	**F***	--	**69.6**	**F***	**5.8**	**C-to-I**
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.915	--	E	0.922	--	E	0.007	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.865	--	D	0.870	--	D	0.005	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.797	--	C	0.808	--	D	0.011	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	0.911	--	E	0.921	--	E	0.010	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.791	--	C	0.794	--	C	0.003	No

Table 4.2-10
Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.843	--	D	0.846	--	D	0.003	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.568	--	A	0.574	--	A	0.006	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.703	--	C	0.715	--	C	0.012	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.724	--	C	0.734	--	C	0.010	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	10.4	B	--	10.5	B	0.1	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	21.8	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.2	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	24.3	C	--	29.8	D	5.5	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

© 2014 Applied Planning, Inc.

Table 4.2-11
Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.481	--	A	0.658	--	B	0.177	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.364	--	A	0.437	--	A	0.073	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.230	--	A	0.498	--	A	0.268	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.639	--	B	0.706	--	B	0.067	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.504	--	A	0.562	--	A	0.058	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.732	--	C	0.745	--	C	0.013	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.830	--	D	0.849	--	D	0.019	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.759	--	C	0.784	--	C	0.025	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.451	--	A	0.498	--	A	0.047	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.634	--	B	0.660	--	B	0.026	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.496	--	A	0.545	--	A	0.049	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	39.0	E	--	43.1	E	4.1	No
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.809	--	D	0.813	--	D	0.004	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.751	--	C	0.756	--	C	0.005	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.707	--	C	0.723	--	C	0.016	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	0.735	--	C	0.749	--	C	0.014	No

© 2014 Applied Planning, Inc.

Table 4.2-11
Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Existing-plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.706	--	C	0.711	--	C	0.005	No
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.661	--	B	0.665	--	B	0.004	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.416	--	A	0.425	--	A	0.009	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.641	--	B	0.648	--	B	0.007	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.563	--	A	0.571	--	A	0.008	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	10.6	B	--	10.8	B	0.2	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	19.9	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.3	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	13.8	B	--	16.2	B	2.4	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

As seen in the preceding Tables 4.2-9, 4.2-10 and 4.2-11, the addition of Project traffic does not directly cause any intersections within the City of El Monte to operate deficiently. However, the Project contributes to existing deficient conditions at the following locations:

- Lower Azusa Road at Arden Way (Intersection 16) operates at LOS F during the evening peak-hour period under Existing conditions, and the addition of Project traffic would increase delay at this unsignalized location. It may be noted that once LOS F is reached, the intersection may no longer be operating as designed. The projected delay/increases in delay are provided for comparison purposes only.

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) operates at LOS F during the morning, evening peak-hour and Saturday midday peak-hour periods under Existing conditions. The addition of Project traffic would increase delay at this unsignalized location. As with Intersection 16, above, the projected delay/increases in delay are provided for comparison purposes only.

As described in the preceding discussion of Existing conditions, one additional intersection (Garvey Ave/Santa Anita Avenue) operates below the City of El Monte's minimum LOS standards. However, the Project only contributes an increase in ICU of 0.004 at this location, which is below the significance threshold of 0.02 or more. Hence, this intersection is not significantly impacted by the addition of Project traffic during any peak hour period.

Adjacent Jurisdictions' Intersections Analysis

The following Tables 4.2-12, 4.2-13, and 4.2-14 provide a comparison of the Existing and Existing-plus-Project traffic conditions at Study Area intersections located in adjacent jurisdictions for the weekday morning, weekday evening, and Saturday mid-day peak hour periods, respectively.

© 2014 Applied Planning, Inc.

Table 4.2-12
Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.673	--	B	0.686	--	B	0.013	No
16	Lower Azusa Road at Arden Way	Signal	D	ICU	--	**35.3**	**E**	--	**36.4**	**E**	1.1	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.773	--	C	0.777	--	C	0.004	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.736	--	C	0.741	--	C	0.005	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	**0.943**	--	**E**	**0.945**	--	**E**	0.002	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.605	--	B	0.610	--	B	0.005	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.577	--	A	0.578	--	A	0.001	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.978**	--	**E**	**0.979**	**--**	**E**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.642	--	B	0.649	--	B	0.007	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	13.6	B	--	13.7	B	0.1	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.692	--	B	0.695	--	B	0.003	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.450	--	A	0.450	--	A	0.000	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.517	--	A	0.519	--	A	0.002	No

Table 4.2-12
Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.965**	--	**E**	**0.965**	--	**E**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.

© 2014 Applied Planning, Inc.

Table 4.2-13
Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.629	--	B	0.661	--	B	0.032	No
16	Lower Azusa Road at Arden Way	Signal	D	ICU	--	**63.8**	**F***	--	**69.6**	**F***	5.8	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.797	--	C	0.808	--	D	0.011	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.867	--	D	0.875	--	D	0.008	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	0.773	--	C	0.788	--	C	0.015	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.779	--	C	0.791	--	C	0.012	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.462	--	A	0.465	--	A	0.003	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	0.884	--	D	0.885	--	D	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.807	--	D	0.820	--	D	0.013	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	15.2	C	--	15.5	C	0.3	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.798	--	C	0.807	--	D	0.009	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.459	--	A	0.461	--	A	0.002	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.471	--	A	0.481	--	A	0.010	No

© 2014 Applied Planning, Inc.

Table 4.2-13
Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.901**	--	**E**	**0.901**	--	**E**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Provided here for comparison purposes**

© 2014 Applied Planning, Inc.

Table 4.2-14
Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.496	--	A	0.545	--	A	0.049	No
16	Lower Azusa Road at Arden Way	Signal	D	ICU	--	**39.0**	**E**	--	**43.1**	**E**	4.1	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.707	--	C	0.723	--	C	0.016	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.742	--	C	0.753	--	C	0.011	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	0.641	--	B	0.649	--	B	0.008	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.598	--	A	0.614	--	B	0.016	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.382	--	A	0.386	--	A	0.004	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.904**	--	**E**	**0.905**	--	**E**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.648	--	B	0.667	--	B	0.019	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	15.4	C	--	15.8	C	0.4	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.587	--	A	0.598	--	A	0.011	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.411	--	A	0.412	--	A	0.001	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.425	--	A	0.439	--	A	0.014	No

© 2014 Applied Planning, Inc.

Table 4.2-14
Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Existing-Plus-Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					Existing			Existing-plus-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.957**	--	**E**	**0.957**	--	**E**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.

As seen in Tables 4.2-12, 4.2-13, and 4.2-14, the Project does not directly cause a change of any intersections below the applicable jurisdictional LOS standards. As described in the preceding discussion of Existing conditions, three signalized intersections currently operate below their respective jurisdictions' minimum LOS standards. However, the addition of Project traffic does not contribute an increase in ICU of 0.02 (two percent) or more at these locations. Hence, these intersections are not significantly adversely impacted by the addition of Project traffic during any peak hour period.

One unsignalized intersection, Lower Azusa Road at Arden Way (Intersection 16), currently operates below Temple City's minimum standard of LOS D during the weekday morning and evening peak-hour period and during the Saturday midday peak-hour period. However, the Project does not create a worsening of LOS from D to E or from E to F under any peak-hour period, and therefore there is no Project-related traffic impact per Temple City standards. Because this intersection is "shared" between the City of El Monte and Temple City, and will be impacted per City of El Monte standards, improvements have been recommended to achieve LOS D or better.

Caltrans Intersections Analysis

Table 4.2-15 summarizes Existing and Existing-plus-Project conditions for intersections under Caltrans jurisdiction. Additional detail is provided in EIR Appendix C (Project TIA, Appendix D). As seen in Table 4.2-15, Caltrans intersections operate acceptably (LOS D or better) with the addition of Project traffic, with the exception of:

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak-hour periods under both No-Project and With-Project traffic conditions.

The Project does not cause any intersection under Caltrans jurisdiction to change from an acceptable operation (LOS D or better) to a deficient operation (LOS E or LOS F). As a result, there is no significant Project-related impact at this location.

© 2014 Applied Planning, Inc.

Table 4.2-15
Weekday Peak Hour Levels of Service at Caltrans Intersections, under Existing Plus Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Existing		Existing-plus-Project		Change in Delay[4]	Impact (Yes/No)[5]
					Delay[2]	LOS[3]	Delay[2]	LOS[3]		
WEEKDAY MORNING PEAK HOUR PERIOD										
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	50.5	D	50.5	D	0.0	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	26.5	C	27.8	C	1.3	No
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	46.9	D	46.9	D	0.0	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	22.8	C	22.9	C	0.01	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	25.1	C	25.2	C	0.01	No
29	I-10 Westbound off-ramp at Brockway Street	AWSC[3]	D	HCM-U	22.2	C	22.7	C	0.05	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	13.6	B	13.7	B	0.01	No
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**98.9**	**F***	**>100.0**	**F***	--*	No
WEEKDAY EVENING PEAK HOUR PERIOD										
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	44.7	D	44.7	D	0.0	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	34.4	C	36.6	D	2.2	No
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	45.6	D	45.6	D	0.0	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	21.8	C	22.0	C	0.2	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	24.5	C	24.7	C	0.2	No
29	I-10 Westbound off-ramp at Brockway Street	AWSC[3]	D	HCM-U	10.4	B	10.5	B	0.1	No

© 2014 Applied Planning, Inc.

Table 4.2-15
Weekday Peak Hour Levels of Service at Caltrans Intersections, under Existing Plus Project Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Existing		Existing-plus-Project		Change in Delay[4]	Impact (Yes/No)[5]
					Delay[2]	LOS[3]	Delay[2]	LOS[3]		
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	15.2	C	15.5	C	0.3	No
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**>100.0**	**F***	**>100.0**	**F***	--*	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] HCM-S = signalized intersections; HCM-U = unsignalized intersections. Please refer to Table 4.2-3 for HCM LOS criteria.
[2] Delay shown in seconds.
[3] All-Way Stop Control.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact is YES when Project causes an intersection to degrade from LOS D or better to LOS E/F, per Caltrans thresholds of significance.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

4.2.5.5 Opening Year (2016) No-Project and With-Project Traffic Analysis

Opening Year traffic volumes and levels of service reflect conditions which could be expected based on Project completion and opening in the year 2016. The "No-Project" Opening Year condition reflects Existing (2012) traffic volumes, plus additional background traffic that would be generated by generalized ambient growth within the region, and traffic that would be generated by known or probable related projects. Based on growth factors provided in the LACMTA CMP, a traffic growth factor of 1.0328 percent (0.0082 per year for the four years from 2012 to 2016) was used to account for non-specific ambient traffic growth.

A list of known or probable related projects contributing to Study Area traffic impacts to be considered in the analysis was also developed in consultation and coordination with the City of El Monte. Known or probable related projects from El Monte and the nearby cities of Temple City, Arcadia, and Rosemead are listed in Table 4.2-16. No related projects were identified in the cities of South El Monte or Baldwin Park. Locations of related projects are indicated in Figure 4.2-2.

Table 4.2-16
TIA Related Projects

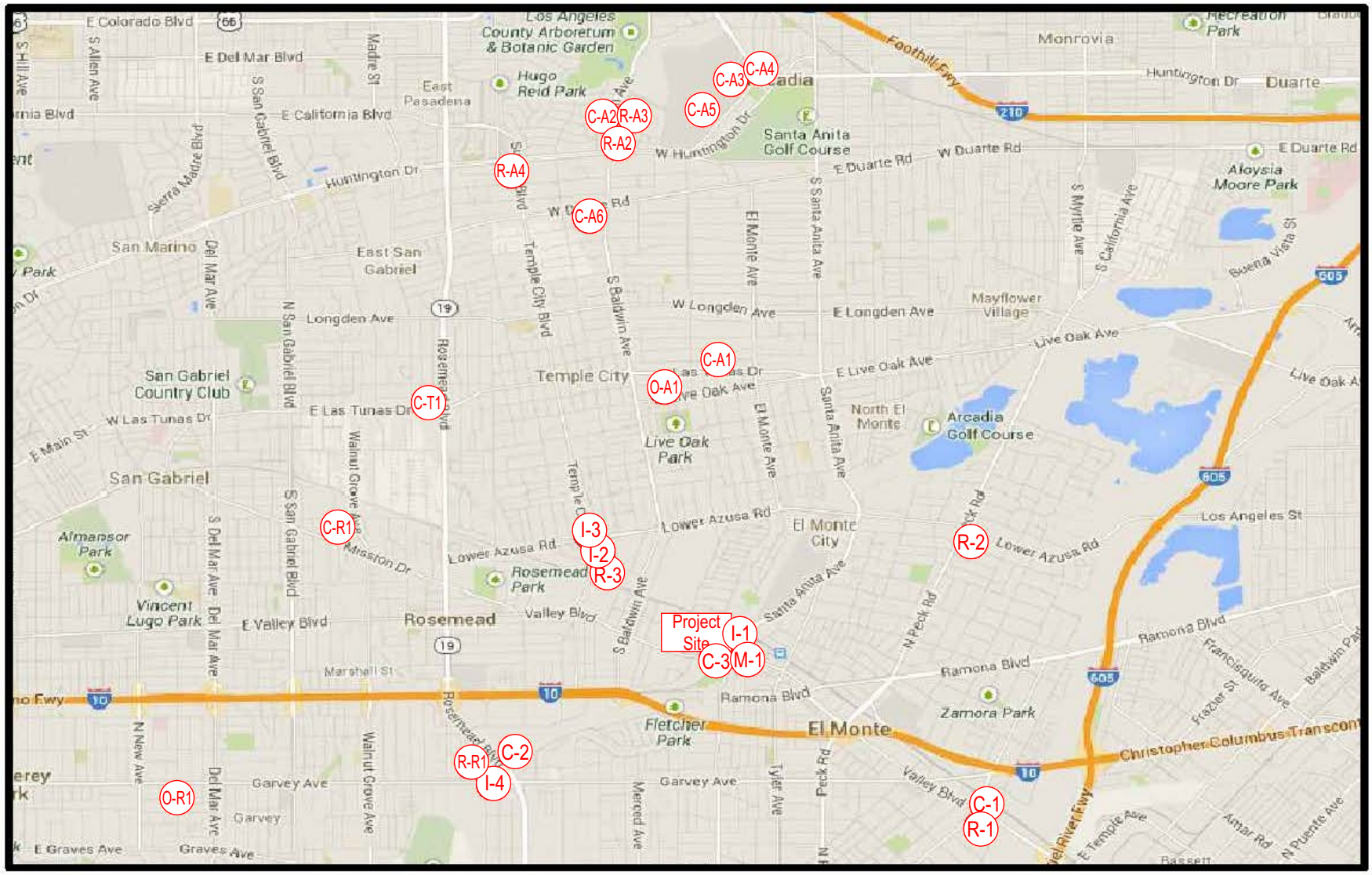
ID		Address	Description	Quantity	Units[1]
City of El Monte					
Residential					
R-1	TTM 71784	12417-12467 Denholm Drive	Single Family Homes	62	DU
R-2	TTM 71583	4610 Peck Road	Condominiums	23	DU
R-3	--	4127-4123 Rowland Drive	Condominiums	69	DU
Commercial					
C-1	DR 07-12	12346 Valley Boulevard	Flex-Space	27.280	TSF
C-2	DR 01-12	9235 Whitmore	Office	60.0	TSF
C-3	--	9920 Valley Boulevard	Hotel	133	Rooms
Industrial					
I-1	--	10525 Valley Boulevard	Light Industrial/Warehouse	24.4	TSF
I-2	--	4097 Temple City Boulevard	Business Park	502.39	TSF
I-3	--	4304 Temple City Boulevard	Light Industrial	24.95	TSF
I-4	--	9133 Garvey Avenue	Light Industrial	96.66	TSF
Mixed Use					
M-1	El Monte Bus Station Redevelopment	Between I-10 and Valley Boulevard, and Rio Hondo Channel and Santa Anita Ave.	Apartments/condominiums Retail	480 25.0	DU TSF

Table 4.2-16
TIA Related Projects

ID		Address	Description	Quantity	Units[1]
Temple City					
Commercial					
C-T1	The Gateway Project	Las Tunas Drive at Rosemead Boulevard	Shopping Center	75.0	TSF
City of Arcadia					
Residential					
R-A2	--	715 S. Old Ranch Road	Condominiums	11	DU
R-A3	--	650 W. Huntington Drive	Condominiums	34	DU
R-A4	--	948-950 Arcadia Avenue	Condominiums	18	DU
Commercial					
C-A1	--	168 W. Las Tunas Drive	Retail	9.148	TSF
C-A2	--	400 S. Baldwin Avenue	Restaurant	30.0	TSF
C-A3	--	289 W. Huntington Drive	Medical Office	72.0	TSF
C-A4	--	161 Colorado Place/ 125 W. Huntington Drive	Medical Office (includes ancillary restaurant)	64.26	TSF
C-A5	--	301 W. Huntington Drive	Medical Office	62.54	TSF
C-A6	--	1271 S. Baldwin Avenue	Restaurant	15.0	TSF
Other					
O-A1		630 West Live Oak Avenue	Church	24.46	TSF
City of Rosemead					
Residential					
R-R1	--	8929 Emerson Place	Single Family Homes	2	DU
Commercial					
C-R1	San Gabriel County Water District Office Expansion	8366 Grand Avenue	Office	0.25	TSF
Other					
O-R1	--	--	Buddhist Temple	2.0	TSF

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] DU = Dwelling Units; TSF = Thousand Square Feet

No related projects were identified in the cities of Baldwin Park or South El Monte.



N

NOT TO SCALE

Note: Please refer to EIR Table 4.2-16 for additional detail in regard to related projects.

Source: Mountain Pacific, April 2014.

applied planning inc

Figure 4.2-2
Related Project Locations

Opening Year (2016) Roadway System

The analysis of Opening Year No-Project intersection LOS is based upon the peak hour traffic volumes, and the existing intersection geometrics exhibited in the Project TIA's Figure 6 (please refer to EIR Appendix C). The analysis of Opening Year With-Project intersection LOS was based on the same intersection geometrics, with the exception of the addition of Project driveway intersections.

Opening Year Intersection Operations

The following discussions summarize Opening Year (2016) intersection operations without and with the addition of Project traffic ("No-Project" and "With-Project" conditions) during weekday morning and evening and Saturday mid-day peak hour periods. Intersections under the jurisdiction of the City of El Monte are examined first, followed by intersections within adjacent jurisdictions, and intersections under Caltrans jurisdiction.

City of El Monte Intersections Analysis

The following Tables 4.2-17, 4.2-18 and 4.2-19, summarize and provide a comparison of Opening Year (2016) conditions during weekday morning, weekday evening, and Saturday mid-day peak hour conditions, respectively. Additional detail regarding the Existing-plus-Project analysis is provided in EIR Appendix C (Project TIA, Section 4).

As seen in the following tables, the addition of Project traffic does not directly cause any intersections within the City of El Monte that operate acceptably under No-Project conditions to operate below the City's LOS standards under With-Project conditions. However, the Project would contribute to existing deficient conditions at the following locations:

- Lower Azusa Road at Arden Way (Intersection 16), which operates at LOS F during the evening peak-hour period under Existing and Opening Year No-Project conditions. The addition of Project traffic would contribute to a (worst case) significant impact in side-street control delay at this unsignalized location. It may be noted that once LOS F is reached, the intersection becomes unstable. The projected delay/increases in delay are provided for comparison purposes only.

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning, evening peak-hour and Saturday midday peak-hour periods under Existing and Opening Year No-Project conditions. The addition of Project traffic would contribute to a (worst case) significant impact in side-street control delay at this unsignalized location.

As described in the preceding discussions of Existing and Existing-plus-Project conditions, one additional intersection operates below the City of El Monte's minimum LOS standards. However, the Project does not contribute an increase in ICU of 0.02 or more at this location. As a result, this intersection is not significantly impacted by the addition of Project traffic during any peak hour period.

© 2014 Applied Planning, Inc.

Table 4.2-17
Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.809	--	D	0.852	--	D	0.043	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.626	--	B	0.653	--	B	0.027	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.460	--	A	0.513	--	A	0.053	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.962	--	E	0.988	--	E	0.026	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.661	--	B	0.684	--	B	0.023	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.738	--	C	0.760	--	C	0.022	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.890	--	D	0.897	--	D	0.007	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.660	--	B	0.669	--	B	0.009	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.740	--	C	0.752	--	C	0.012	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.855	--	D	0.860	--	D	0.005	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.726	--	C	0.738	--	C	0.012	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	40.8	E	--	42.2	E	1.4	No
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.968	--	E	0.970	--	E	0.002	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.906	--	E	0.907	--	E	0.001	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.815	--	D	0.819	--	D	0.004	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	**1.137**	--	**F**	**1.141**	--	**F**	0.004	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.947	--	E	0.949	--	E	0.002	No

Table 4.2-17
Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.765	--	C	0.766	--	C	0.001	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.525	--	A	0.528	--	A	0.003	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.752	--	C	0.754	--	C	0.002	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.651	--	B	0.653	--	B	0.002	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	24.6	C	--	25.2	D	0.6	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	18.6	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.2	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	25.3	D	--	28.5	D	3.2	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

Table 4.2-18
Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.613	--	B	0.725	--	C	0.112	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.609	--	B	0.657	--	B	0.048	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.372	--	A	0.580	--	A	0.208	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.800	--	C	0.852	--	D	0.052	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.632	--	B	0.674	--	B	0.042	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.748	--	C	0.781	--	C	0.033	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.908	--	E	0.916	--	E	0.008	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.857	--	D	0.865	--	D	0.008	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.666	--	B	0.699	--	B	0.033	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.873	--	D	0.890	--	D	0.017	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.674	--	B	0.709	--	C	0.035	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	**82.1**	**F***	--	**90.6**	**F***	**8.5**	**C-to-I**
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.973	--	E	0.979	--	E	0.006	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.908	--	E	0.913	--	E	0.005	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.844	--	D	0.855	--	D	0.011	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	0.960	--	E	0.970	--	E	0.010	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.815	--	D	0.818	--	D	0.003	No

Table 4.2-18
Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.881	--	D	0.884	--	D	0.003	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.611	--	B	0.618	--	B	0.007	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.761	--	C	0.773	--	C	0.012	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.775	--	C	0.785	--	C	0.010	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	10.5	B	--	10.7	B	0.2	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	22.7	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.2	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	26.1	D	--	32.5	D	6.5	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

© 2014 Applied Planning, Inc.

Table 4.2-19
Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.507	--	A	0.670	--	B	0.163	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.384	--	A	0.457	--	A	0.073	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.236	--	A	0.503	--	A	0.267	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.681	--	B	0.748	--	C	0.067	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.526	--	A	0.583	--	A	0.057	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.760	--	C	0.770	--	C	0.010	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.858	--	D	0.876	--	D	0.018	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.780	--	C	0.805	--	D	0.025	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.478	--	A	0.525	--	A	0.047	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.669	--	B	0.695	--	B	0.026	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.517	--	A	0.565	--	A	0.048	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	43.3	E	--	47.9	E	4.6	No
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.848	--	D	0.852	--	D	0.004	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.789	--	C	0.794	--	C	0.005	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.736	--	C	0.752	--	C	0.016	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	0.767	--	C	0.781	--	C	0.014	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.728	--	C	0.733	--	C	0.005	No

© 2014 Applied Planning, Inc.

Table 4.2-19
Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.688	--	B	0.692	--	B	0.004	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.444	--	A	0.453	--	A	0.009	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.694	--	B	0.701	--	C	0.007	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.605	--	B	0.613	--	A	0.008	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	10.7	B	--	10.9	B	0.2	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	20.4	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.3	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	14.1	B	--	16.6	B	2.6	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

Adjacent Jurisdictions' Intersections Analysis

The following Tables 4.2-20, 4.2-21, and 4.2-22 provide a comparison of the Opening Year traffic conditions at Study Area intersections located in adjacent jurisdictions for the weekday morning, weekday evening, and Saturday mid-day peak hour periods, respectively.

As seen in these tables, no intersections are significantly impacted by Project traffic pursuant to the applicable jurisdictional LOS standards. As described in the preceding discussion of Existing-plus-Project conditions, three signalized intersections operate below their respective jurisdictions' minimum LOS standards. However, the addition of Project traffic does not contribute an increase in ICU of 0.02 (two percent) or more at these locations. Therefore, these intersections are not significantly adversely impacted by the addition of Project traffic during any peak hour period.

One unsignalized intersection, Lower Azusa Road at Arden Way (Intersection 16), currently operates below Temple City's minimum standard of LOS D during the weekday morning and evening peak-hour period and during the Saturday midday peak-hour period. However, the Project does not create a worsening of LOS from D to E or from E to F under any peak-hour period, and therefore there is no Project-related traffic impact per Temple City standards. Because this intersection is "shared" between the City of El Monte and Temple City, and will be impacted pursuant to City of El Monte standards, improvements have been recommended to achieve LOS D or better.

© 2014 Applied Planning, Inc.

Table 4.2-20
Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.726	--	C	0.738	--	C	0.012	No
16	Lower Azusa Road at Arden Way	Stop Sign	D	HCM-U	--	**40.8**	**E**	--	**42.2**	**E**	1.4	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.815	--	D	0.819	--	D	0.004	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.803	--	D	0.808	--	D	0.005	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	**0.997**	--	**E**	**0.999**	--	**E**	0.002	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.637	--	B	0.641	--	B	0.004	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.606	--	B	0.607	--	B	0.001	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.024**	--	**F**	**1.024**	**--**	**F**	0.000	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.684	--	B	0.691	--	B	0.007	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	14.2	B	--	14.3	B	0.1	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.770	--	C	0.773	--	C	0.003	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.478	--	A	0.479	--	A	0.001	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.536	--	A	0.538	--	A	0.002	No

© 2014 Applied Planning, Inc.

Table 4.2-20
Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.006**	--	**F**	**1.006**	--	**F**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.

© 2014 Applied Planning, Inc.

Table 4.2-21
Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.674	--	B	0.709	--	C	0.035	No
16	Lower Azusa Road at Arden Way	Stop Sign	D	HCM-U	--	**82.1**	**F***	--	**90.6**	**F***	8.5	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.844	--	D	0.855	--	D	0.011	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.904	--	E	0.912	--	E	0.008	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	0.832	--	D	0.848	--	D	0.016	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.818	--	D	0.830	--	D	0.012	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.488	--	A	0.491	--	A	0.003	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.933**	**--**	**E**	**0.934**	**--**	**E**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.862	--	D	0.867	--	D	0.005	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	17.3	C	--	17.7	C	0.4	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.835	--	D	0.843	--	D	0.008	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.505	--	A	0.506	--	A	0.001	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.491	--	A	0.500	--	A	0.009	No

© 2014 Applied Planning, Inc.

Table 4.2-21
Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.933**	--	**E**	**0.933**	--	**E**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Provided here for comparison purposes**

© 2014 Applied Planning, Inc.

Table 4.2-22
Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.517	--	A	0.565	--	A	0.048	No
16	Lower Azusa Road at Arden Way	Stop Sign	D	HCM-U	--	**43.3**	**E**	--	**47.9**	**E**	4.6	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.736	--	C	0.752	--	C	0.016	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.768	--	C	0.779	--	C	0.011	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	0.674	--	B	0.682	--	B	0.008	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.631	--	B	0.647	--	B	0.016	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.401	--	A	0.405	--	A	0.004	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.945**	--	**E**	**0.946**	--	**E**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.683	--	B	0.702	--	C	0.019	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	16.2	C	--	16.7	C	0.5	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.617	--	B	0.628	--	B	0.011	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.434	--	A	0.436	--	A	0.002	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.442	--	A	0.455	--	A	0.013	No

© 2014 Applied Planning, Inc.

Table 4.2-22
Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**0.991**	--	**E**	**0.991**	--	**E**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.

Caltrans Intersections Analysis

Table 4.2-23 summarizes Opening Year (2016) No-Project and With-Project conditions for intersections under Caltrans jurisdiction. Additional detail is provided in EIR Appendix C (Project TIA, Appendix D). As seen in Table 4.2-23, Caltrans intersections operate acceptably (LOS D or better) under Opening Year (2016) conditions with the addition of Project traffic, with the exception of:

- Valley Boulevard at Rosemead Boulevard (Intersection 14), which operates at LOS E during the morning peak-hour period under both No-Project and With-Project traffic conditions.

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak-hour periods under both No-Project and With-Project traffic conditions.

The Project does not cause any Caltrans intersection that is already operating at acceptable conditions, (LOS D or better) to change to deficient conditions (LOS E or LOS F). Accordingly, there is no significant Project-related impact at these locations.

© 2014 Applied Planning, Inc.

Table 4.2-23
Weekday Peak Hour Levels of Service at Caltrans Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	No Project		With Project		Change in Delay[4]	Impact (Yes/No)[5]
					Delay[2]	LOS[3]	Delay[2]	LOS[3]		
WEEKDAY MORNING PEAK HOUR PERIOD										
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	**57.2**	**E**	**57.2**	**E**	0.0	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	28.7	C	28.9	C	0.2	No
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	49.1	D	49.1	D	0.0	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	23.3	C	23.4	C	0.01	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	26.0	C	26.4	C	0.04	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[3]	D	HCM-U	24.6	C	25.2	D	0.06	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	14.2	B	14.3	B	0.01	No
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**>100.0**	**F***	**>100.0**	**F***	--*	No
WEEKDAY EVENING PEAK HOUR PERIOD										
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	48.1	D	48.1	D	0.0	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	39.9	D	40.0	D	0.1	No
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	46.9	D	46.9	D	0.0	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	23.2	C	23.8	C	0.6	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	25.7	C	26.0	C	0.3	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[3]	D	HCM-U	10.5	B	10.7	B	0.2	No

© 2014 Applied Planning, Inc.

Table 4.2-23
Weekday Peak Hour Levels of Service at Caltrans Intersections, under Opening Year (2016) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	No Project		With Project		Change in Delay[4]	Impact (Yes/No)[5]
					Delay[2]	LOS[3]	Delay[2]	LOS[3]		
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	17.3	C	17.7	C	0.4	No
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**>100.0**	**F***	**>100.0**	**F***	--*	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] HCM-S = signalized intersections; HCM-U = unsignalized intersections. Please refer to Table 4.2-3 for HCM LOS criteria.
[2] Delay shown in seconds.
[3] All-Way Stop Control.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact is YES when Project causes an intersection to degrade from LOS D or better to LOS E/F, per Caltrans thresholds of significance.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

4.2.5.6 Horizon Year (2035) No-Project and With-Project Traffic Analysis

Based on discussions with the City of El Monte, the Project TIA evaluated traffic volumes and levels of service for Horizon Year 2035, under both "No-Project" and "With-Project" conditions. Ambient traffic growth (i.e., regional traffic growth from development outside the Study Area as well as any unspecified development not explicitly included as a "related project in the vicinity) was calculated using a growth factor provided in the LACMTA CMP. Per the CMP factor, Horizon Year ambient traffic growth was calculated at 1.120 percent (0.0052 per year for the twenty-three years from 2012 to 2035).

Traffic that would be generated by specific cumulative, or "related" projects (as listed in the preceding Table 4.2-16) were added to the 2035 existing-plus-ambient traffic volumes to determine the total No-Project traffic volumes under Horizon Year (2035) conditions for each peak-hour analysis period. It may be noted that Horizon Year conditions considering specific "related" projects would be higher than the growth projected by the LACMTA CMP for the area. As such, the Project TIA conservatively analyzes the maximum potential impact scenario anticipated for Horizon Year conditions.

Horizon Year Roadway System

The analysis of Horizon Year No-Project intersection LOS is based upon the peak hour traffic volumes, and the existing intersection geometrics exhibited in the Project TIA's Figure 6 (please refer to EIR Appendix C). The analysis of Horizon Year With-Project intersection LOS was based on the same intersection geometrics, with the exception of the addition of Project driveway intersections.

Horizon Year Intersection Operations

The following discussions summarize Horizon Year (2035) intersection operations without and with the addition of Project traffic, during weekday morning and evening and Saturday mid-day peak hour periods. Intersections under the jurisdiction of the City of El Monte are examined first, followed by intersections within adjacent jurisdictions, and intersections under Caltrans jurisdiction.

City of El Monte Intersections Analysis

The following Tables 4.2-24, 4.2-25 and 4.2-26 summarize and provide a comparison of Horizon Year (2035) conditions during weekday morning, weekday evening, and Saturday mid-day peak hour conditions, respectively. Additional detail regarding the Horizon Year analysis is provided in EIR Appendix C (Project TIA, Section 4).

As seen in the following tables, the addition of Project traffic results in one intersection operating at less-than-minimum acceptable standard LOS:

- Arden Drive at Arden Way (Intersection 34) – this unsignalized intersection is projected to operate at LOS D under No-Project conditions and LOS E under With Project conditions during the morning and evening peak hour periods in the Horizon Year (2035). The Project contributes to an increase in delay of just over five seconds during the morning peak hour period, and just less than ten seconds during the evening peak hour period at this location. This is considered a significant impact under the City of El Monte thresholds of significance. Mitigation to address this impact is provided subsequently in EIR Section 4.2.7, "Impacts and Mitigation Measures."

Additionally, the Project contributes to deficiencies that exist under No-Project conditions at the following locations:

- Valley Boulevard at Santa Anita Avenue (Intersection 4) is projected to operate at LOS F under Horizon Year (2035) No-Project and With-Project conditions during the morning peak hour period. The ICU increase due to the Project is 0.026.

- Lower Azusa Road at Arden Way (Intersection 16) was found to operate at LOS F under Existing conditions, and is anticipated to continue to do so in the future without improvements. This intersection is projected to operate at LOS F under With-Project conditions during the morning peak hour period, and at LOS F during the Saturday mid-day peak hour period under both No-Project and With-Project conditions. The addition of Project traffic would contribute to increases in

delay at this unsignalized location during all three Horizon Year (2035) peak hour periods.

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) was found to operate at LOS F under Existing conditions, and would continue to do so in the future without improvements. The Project contributes to an increase in delay at this unsignalized location during the Horizon Year (2035) morning, evening, and Saturday peak-hour periods.

Mitigation to address the Project's impacts at the intersections identified above (where the Project contributes to an increase in ICU of 0.02 or more) has been identified in EIR Section 4.2.7, "Impacts and Mitigation Measures," discussed below.

Tables 4.2-24, 4.2-25 and 4.2-26 identify several additional intersections that operate below the City of El Monte's minimum LOS standards. Because the Project does not contribute an increase in ICU of 0.02 or more at these locations, these intersections would not be significantly impacted by the addition of Project traffic during any peak hour period.

© 2014 Applied Planning, Inc.

Table 4.2-24
Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.867	--	D	0.909	--	E	0.042	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.668	--	B	0.696	--	B	0.028	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.491	--	A	0.543	--	A	0.054	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	**1.032**	**--**	**F**	**1.058**	**--**	**F**	**0.026**	**C-to-I**
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.708	--	C	0.731	--	C	0.023	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.792	--	C	0.813	--	D	0.021	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.956	--	E	0.963	--	E	0.007	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.708	--	C	0.717	--	C	0.009	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.791	--	C	0.803	--	D	0.012	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.916	--	E	0.921	--	E	0.005	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.777	--	C	0.789	--	C	0.012	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	49.0	E	**--**	**50.9**	**F***	**1.9**	**I**
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	**1.039**	**--**	**F**	**1.041**	**--**	**F**	0.002	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.973	--	E	0.974	--	E	0.001	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.874	--	D	0.878	--	D	0.004	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	**1.221**	--	**F**	**1.226**	--	**F**	0.005	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	**1.018**	**--**	**F**	**1.020**	**--**	**F**	0.002	No
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.820	--	D	0.822	--	D	0.002	No

Table 4.2-24
Weekday Morning Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.559	--	A	0.562	--	A	0.003	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.804	--	D	0.807	--	D	0.003	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.696	--	B	0.698	--	B	0.002	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	34.0	D	--	34.9	D	0.9	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	20.0	C	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.2	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	31.5	D	**--**	**36.7**	**E**	**5.2**	**I**

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

© 2014 Applied Planning, Inc.

Table 4.2-25
Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.654	--	B	0.758	--	C	0.104	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.651	--	B	0.698	--	B	0.047	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.395	--	A	0.602	--	B	0.207	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.853	--	D	0.905	--	E	0.052	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.676	--	B	0.719	--	C	0.043	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.802	--	D	0.835	--	D	0.033	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.977	--	E	0.983	--	E	0.006	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.922	--	E	0.930	--	E	0.008	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.711	--	C	0.745	--	C	0.034	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.934	--	E	0.952	--	E	0.018	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.721	--	C	0.755	--	C	0.034	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	--	**92.9**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	**1.044**	**--**	**F**	**1.050**	**--**	**F**	0.006	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.974	--	E	0.979	--	E	0.005	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.904	--	E	0.915	--	E	0.011	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	**1.030**	**--**	**F**	**1.040**	**--**	**F**	0.010	No
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.876	--	D	0.878	--	D	0.002	No
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.946	--	E	0.949	--	E	0.003	No

Table 4.2-25
Weekday Evening Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.652	--	B	0.652	--	B	0.000	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.814	--	D	0.826	--	D	0.012	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.830	--	D	0.840	--	D	0.010	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	11.2	B	--	11.3	B	0.1	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	24.6	D	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.3	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	31.4	D	**--**	**41.0**	**E**	**9.6**	**C-to-I**

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

© 2014 Applied Planning, Inc.

Table 4.2-26
Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
1	Valley Boulevard at Arden Drive	Signal	E	ICU	0.540	--	A	0.694	--	B	0.154	No
2	Valley Boulevard at Valley Circle	Signal	E	ICU	0.407	--	A	0.480	--	A	0.073	No
3	Arden Drive at Rose Avenue	Signal	D	ICU	0.247	--	A	0.513	--	A	0.266	No
4	Valley Boulevard at Santa Anita Avenue	Signal	E	ICU	0.728	--	C	0.795	--	C	0.067	No
5	Valley Boulevard at Tyler Avenue	Signal	E	ICU	0.562	--	A	0.618	--	B	0.056	No
6	Valley Boulevard at Ramona Boulevard	Signal	E	ICU	0.814	--	D	0.824	--	D	0.010	No
7	Valley Boulevard at Peck Road	Signal	E	ICU	0.921	--	E	0.940	--	E	0.019	No
8	Ramona Boulevard at Peck Road	Signal	E	ICU	0.840	--	D	0.864	--	D	0.024	No
9	Valley Boulevard at Gibson Road	Signal	E	ICU	0.508	--	A	0.554	--	A	0.046	No
10	Valley Boulevard at Baldwin Avenue	Signal	E	ICU	0.716	--	C	0.734	--	C	0.018	No
15	Lower Azusa Road at Arden Drive	Signal	E	ICU	0.551	--	A	0.599	--	A	0.048	No
16	Lower Azusa Road at Arden Way	Stop Sign	E	HCM-U	**--**	**55.0**	**F***	**--**	**62.1**	**F***	**7.1**	**C-to-I**
17	Lower Azusa Road at Santa Anita Avenue	Signal	E	ICU	0.910	--	E	0.914	--	E	0.004	No
18	Lower Azusa Road at Peck Road	Signal	E	ICU	0.846	--	D	0.851	--	D	0.005	No
19	Lower Azusa Road at Baldwin Avenue	Signal	E	ICU	0.788	--	C	0.805	--	D	0.017	No
23	Garvey Avenue at Santa Anita Avenue	Signal	E	ICU	0.822	--	D	0.836	--	D	0.014	No

© 2014 Applied Planning, Inc.

Table 4.2-26
Saturday Mid-Day Peak Hour Levels of Service at El Monte Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
24	Garvey Avenue at Peck Road	Signal	E	ICU	0.780	--	C	0.785	--	C	0.005	No
25	Garvey Avenue at Valley Boulevard	Signal	E	ICU	0.737	--	C	0.741	--	C	0.004	No
26	Santa Anita Avenue at Ramona Boulevard	Signal	E	ICU	0.471	--	A	0.480	--	A	0.009	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	E	ICU	0.741	--	C	0.748	--	C	0.007	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	E	ICU	0.646	--	B	0.653	--	B	0.007	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[6]	E	HCM-U	--	11.4	B	--	11.7	B	0.3	No
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps	Stop Sign	E	HCM-U	--	**>100.0**	**F***	--	**>100.0**	**F***	**--***	**C-to-I**
32	Arden Drive at Southerly Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	21.5	D	NA[7]	No
33	Valley Circle at Project Driveway	Stop Sign	D	HCM-U	*Does not exist*			--	9.3	A	NA[7]	No
34	Arden Drive at Arden Way	Stop Sign	D	HCM-U	--	15.0	B	--	17.9	C	2.9	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

Adjacent Jurisdictions' Intersections Analysis

The following Tables 4.2-27, 4.2-28, and 4.2-29 provide a comparison of the No-Project and With-Project traffic conditions at Study Area intersections located in adjacent jurisdictions for the Horizon Year (2035) weekday morning, weekday evening, and Saturday mid-day peak hour periods, respectively.

As seen in these tables, the only intersection impacted by Project traffic pursuant to the adjacent jurisdictions' LOS standards is the following.

- Lower Azusa Road at Arden Way (Intersection 16) – this intersection is unsignalized and operates below Temple City's minimum standard of LOS D during weekday morning and evening and Saturday mid-day peak hour periods under Existing conditions, and will continue to do so in the Horizon Year (2035) without improvements. However, the Project creates a significant impact at this location during the morning peak-hour period because the addition of Project traffic would degrade the No-Project LOS E to LOS F under With-Project conditions. Mitigation to address this impact subject to Temple City and El Monte standards (since the intersection is "shared" by both cities) is provided subsequently in EIR Section 4.2.7, "Impacts and Mitigation Measures."

Several additional intersections are identified in Tables 4.2-27, 4.2-28, and 4.2-29 as operating below their respective jurisdiction's minimum LOS standards. However, because the Project does not contribute an increase in ICU of 0.02 or more at these locations, these intersections would not be significantly impacted by the addition of Project traffic during any peak hour period.

© 2014 Applied Planning, Inc.

Table 4.2-27
Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.777	--	C	0.789	--	C	0.012	No
16	Lower Azusa Road at Arden Way	Stop Sign	D	HCM-U	--	**49.0**	**E**	--	**50.9**	**F**	**1.9**	**C-to-I**
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.874	--	D	0.878	--	D	0.004	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.855	--	D	0.859	--	D	0.004	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	**1.070**	--	**F**	**1.073**	--	**F**	0.003	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.682	--	B	0.686	--	B	0.004	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.647	--	B	0.648	--	B	0.001	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.100**	--	**F**	**1.101**	**--**	**F**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.728	--	C	0.734	--	C	0.006	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	15.1	C	--	15.3	C	0.2	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.822	--	D	0.826	--	D	0.004	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.508	--	A	0.508	--	A	0.000	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.574	--	A	0.576	--	A	0.002	No

© 2014 Applied Planning, Inc.

Table 4.2-27
Morning Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday AM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.081**	--	**F**	**1.081**	--	**F**	0.000	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.

© 2014 Applied Planning, Inc.

Table 4.2-28
Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.721	--	C	0.755	--	C	0.034	No
16	Lower Azusa Road at Arden Way	Stop Sign	D	HCM-U	--	**92.9**	**F***	--	**>100.0**	**F***	52.0	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	**0.904**	**--**	**E**	**0.915**	**--**	**E**	0.011	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	**0.973**	**--**	**E**	**0.981**	**--**	**E**	0.008	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	0.891	--	D	**0.907**	**--**	**E**	0.016	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.878	--	D	0.889	--	D	0.011	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.519	--	A	0.522	--	A	0.003	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.001**	**--**	**F**	**1.002**	**--**	**F**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	**0.916**	**--**	**E**	**0.929**	**--**	**E**	0.003	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	18.6	C	--	19.1	C	0.5	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.898	--	D	**0.906**	**--**	**E**	0.008	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.536	--	A	0.537	--	A	0.001	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.523	--	A	0.533	--	A	0.010	No

© 2014 Applied Planning, Inc.

Table 4.2-28
Evening Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Weekday PM Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.003**	--	**F**	**1.003**	--	**F**	0.000	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

© 2014 Applied Planning, Inc.

Table 4.2-29
Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
Temple City												
15	Lower Azusa Road at Arden Drive	Signal	D	ICU	0.551	--	A	0.599	--	A	0.048	No
16	Lower Azusa Road at Arden Way	Stop Sign	D	HCM-U	--	**55.0**	**F**	--	**62.1**	**F***	7.1	No
19	Lower Azusa Road at Baldwin Avenue	Signal	D	ICU	0.788	--	C	0.805	--	D	0.017	No
20	Lower Azusa Road at Temple City Boulevard	Signal	D	ICU	0.825	--	D	0.836	--	D	0.011	No
City of Rosemead												
11	Valley Boulevard at Temple City Boulevard	Signal	D	ICU	0.722	--	C	0.729	--	C	0.007	No
12	Valley Boulevard at Rio Hondo Avenue	Signal	D	ICU	0.673	--	B	0.690	--	B	0.017	No
13	Valley Boulevard at Mission Boulevard	Signal	D	ICU	0.426	--	A	0.430	--	A	0.004	No
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.015**	--	**F**	**1.016**	--	**F**	0.001	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	ICU	0.732	--	C	0.750	--	C	0.018	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	--	17.5	C	--	18.1	C	0.6	No
35	Temple City Boulevard at Loftus Drive	Signal	D	ICU	0.660	--	B	0.671	--	B	0.011	No
36	Temple City Boulevard at Marshall Street	Signal	D	ICU	0.462	--	A	0.463	--	A	0.001	No
37	Valley Boulevard at Easy Street/Merwin C. Gill Way	Signal	D	ICU	0.470	--	A	0.484	--	A	0.014	No

© 2014 Applied Planning, Inc.

Table 4.2-29
Saturday Peak Hour Levels of Service at Intersections in Adjacent Jurisdictions, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Saturday Mid-Day Peak Hour						Change in ICU or Delay[4]	Direct Impact (I) or Contribution to Impact (C-to-I)[5]
					No-Project			With-Project				
					ICU	Delay[2]	LOS[3]	ICU	Delay[2]	LOS[3]		
City of South El Monte												
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	ICU	**1.065**	--	**F**	**1.065**	--	**F**	0.0	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization for signalized intersections; HCM-U = Highway Capacity Manual LOS criteria for unsignalized intersections.
[2] Average control delay (in seconds) for worst-case movement.
[3] Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact/Contribution-to-Impact based on each jurisdictions' thresholds of significance. Both direct impacts and contributions to impacts are considered potentially significant impacts.
[6] All-Way Stop Control.
[7] NA = Not applicable; these Project driveway intersections are only analyzed under With-Project conditions.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

Caltrans Intersections Analysis

Table 4.2-30 summarizes Horizon Year (2035) No-Project and With-Project conditions for intersections under Caltrans jurisdiction. Additional detail is provided in EIR Appendix C (Project TIA, Appendix D). As seen in Table 4.2-30, Caltrans intersections operate acceptably (LOS D or better) under Horizon Year (2035) conditions with the addition of Project traffic, with the exception of:

- Valley Boulevard at Rosemead Boulevard (Intersection 14), which operates at LOS E during the morning and evening peak-hour period under both No-Project and With-Project traffic conditions;

- Garvey Avenue at Rosemead Boulevard (Intersection 22), which operates at LOS E during the morning peak hour period under both No-Project and With-Project conditions.

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31), which operates at LOS F during the morning and evening peak-hour periods under both No-Project and With-Project traffic conditions.

The Project does not cause any Caltrans intersection to change from an acceptable condition (LOS D or better) to a deficient condition (LOS E or LOS F). As a result, there is no significant Project-related impact at these locations.

© 2014 Applied Planning, Inc.

Table 4.2-30
Weekday Peak Hour Levels of Service at Caltrans Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Existing		Existing-plus-Project		Change in Delay[4]	Impact (Yes/No)[5]
					Delay[2]	LOS[3]	Delay[2]	LOS[3]		
WEEKDAY MORNING PEAK HOUR PERIOD										
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	**71.9**	**E**	**71.9**	**E**	0.0	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	33.4	C	33.7	C	0.3	No
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	**55.5**	**E**	**55.5**	**E**	0.0	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	24.5	C	24.7	C	0.02	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	27.6	C	28.0	C	0.04	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[3]	D	HCM-U	34.0	D	34.9	D	0.09	No
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	15.1	C	15.3	C	0.02	No
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**>100.0**	**F***	**>100.0**	**F***	--*	No
WEEKDAY EVENING PEAK HOUR PERIOD										
14	Valley Boulevard at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	**56.4**	**E**	**56.4**	**E**	0.0	No
21	Lower Azusa Road at Rosemead Boulevard	Signal	D	HCM-S	48.3	D	48.4	D	0.1	No
22	Garvey Avenue at Rosemead Boulevard (CMP Intersection)	Signal	D	HCM-S	50.9	D	50.9	D	0.0	No
27	Santa Anita Avenue at Brockway Street/I-10 Westbound Ramps	Signal	D	HCM-S	24.7	C	25.6	C	0.9	No
28	Santa Anita Avenue at Asher Street/I-10 Eastbound Ramps	Signal	D	HCM-S	27.5	C	27.8	C	0.3	No
29	I-10 Westbound Off-Ramp at Brockway Street	AWSC[3]	D	HCM-U	11.2	B	11.3	B	0.2	No

© 2014 Applied Planning, Inc.

Table 4.2-30
Weekday Peak Hour Levels of Service at Caltrans Intersections, under Horizon Year (2035) Conditions

ID	Intersection Location	Traffic Control	Minimum LOS	LOS Methodology[1]	Existing		Existing-plus-Project		Change in Delay[4]	Impact (Yes/No)[5]
					Delay[2]	LOS[3]	Delay[2]	LOS[3]		
30	Temple City Boulevard at Olney Street/I-10 Westbound	Stop Sign	D	HCM-U	18.6	C	19.1	C	0.5	No
31	Baldwin Avenue at Flair Drive/ I-10 Eastbound Ramps	Stop Sign	D	HCM-U	**>100.0**	**F***	**>100.0**	**F***	--*	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] HCM-S = signalized intersections; HCM-U = unsignalized intersections. Please refer to Table 4.2-3 for HCM LOS criteria.
[2] Delay shown in seconds.
[3] All-Way Stop Control.
[4] Compares Existing to Existing-plus-Project conditions.
[5] Impact is YES when Project causes an intersection to degrade from LOS D or better to LOS E/F, per Caltrans thresholds of significance.
Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.
*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

4.2.5.7 Freeway Segment Analysis Summary

The Project TIA examined all Study Area freeway segments and ramps, located from immediately west of Temple City Boulevard to immediately east of Valley Boulevard. All freeway facilities are under Caltrans jurisdiction. Caltrans performance standards apply to freeway segments where a Project would add 50 or more peak hour trips. As seen in Table 4.2-31, which identifies "basic" segments as well as ramp locations, the Project is not anticipated to add 50 peak-hour trips to any freeway segment.

Table 4.2-31
Project Volumes for Freeway Mainline Segments and Merge/Diverge Locations

Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Mainline Volume	Ramp Volume	Impact?
Westbound Morning Peak Hour					
East of Valley	Basic	6	11	--	No
Valley Off	Diverge	6/1	5	6	No
Valley Off to Valley On	Basic	6	5	--	No
Valley On to Peck Off	Weave	6/1	5	0/0	No
Peck Off to Peck On	Basic	6	5	--	No
Peck On to I-10 West	Merge	6/1	5	0	No
Peck to Santa Anita Off	Basic	6	5	--	No
Santa Anita/Brockway Off	Diverge	5/1	0	5	No
Santa Anita Off to Santa Anita On	Basic	5	0	--	No
Santa Anita On	Merge	5/1	0	0	No
Santa Anita to Temple City	Basic	5	0	--	No
Temple City Off	Diverge	5/1	0	0	No
Temple City On to Temple City Off	Basic	5	0	--	No
Temple City On	Merge	5/1	0	10	No
West of Temple City	Basic	5	10	--	No
Westbound Evening Peak Hour					
East of Valley	Basic	6	20	--	No
Valley Off	Diverge	6/1	8	12	No
Valley Off to Valley On	Basic	6	8	--	No
Valley On to Peck Off	Weave	6/1	8	0/0	No
Peck Off to Peck On	Basic	6	8	--	No
Peck On	Merge	6/1	8	0	No
Peck to Santa Anita Off	Basic	6	8	--	No
I-10 to Santa Anita Off	Diverge	5/1	0	8	No
Santa Anita Off to Santa Anita On	Basic	5	0	--	No
Santa Anita On	Merge	5/1	0	0	No

Table 4.2-31
Project Volumes for Freeway Mainline Segments and Merge/Diverge Locations

Freeway Segment	Type	Mainline Lanes/ Ramp Lanes	Mainline Volume	Ramp Volume	Impact?
Westbound Evening Peak Hour (cont'd)					
Santa Anita to Temple City	Basic	5	0	--	No
Temple City Off	Diverge	5/1	0	0	No
Temple City On to Temple City Off	Basic	5	0	--	No
Temple City On	Merge	5/1	0	23	No
West of Temple City	Basic	5	23	--	No
Eastbound Morning Peak Hour					
West of Baldwin/Flair	Basic	6/0	12	--	No
Baldwin Off	Diverge	5/1	0	12	No
Baldwin Off to Baldwin On	Basic	5/0	0	--	No
Baldwin On to Santa Anita/Asher Off	Weave	5/1	0	0/0	No
Santa Anita/Asher Off to Santa Anita/Asher On	Basic	5/0	0	--	No
Santa Anita On to Peck Off SB	Weave	5/1	0	4/0	No
Peck Off SB to Peck Off NB	Basic	6/0	4	--	No
Peck Off NB	Diverge	6/1	4	0	No
Peck Off NB to Valley On	Basic	5/0	4	--	No
Valley On	Merge	5/1	4	4	No
East of Valley	Basic	5/0	8	--	No
Eastbound Evening Peak Hour					
West of Baldwin/Flair	Basic	6/0	22	--	No
Baldwin Off	Diverge	5/1	0	22	No
Baldwin Off to Baldwin On	Basic	5/0	0	--	No
Baldwin On to Santa Anita/Asher Off	Weave	5/1	0	0/0	No
Santa Anita/Asher Off to Santa Anita/Asher On	Basic	5/0	0	--	No
Santa Anita On to Peck Off SB	Weave	5/1	0	9/0	No
Peck Off SB to Peck Off NB	Basic	6/0	9	--	No
Peck Off NB	Diverge	6/1	9	0	No
Peck Off NB to Valley On	Basic	5/0	9	--	No
Valley On	Merge	5/1	9	12	No
East of Valley	Basic	5/0	21	--	No

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] Density is measured in passenger cars, per mile, per lane (pc/mi/ln).

Because the number of peak-hour Project-related trips added to any freeway segment in the Study Area would be lower than the threshold of impact defined by Caltrans, Project traffic would not significantly impact any Study Area freeway segments under Existing or future year conditions.

4.2.5.8 Freeway Ramp Operation (Queuing) Analysis Summary

Caltrans has determined that a significant project impact occurs at a State Highway ramp in this area if the project adds at least 10 weekday peak-hour trips when the ramp is operating at a deficient condition (queuing exceeds storage capacity) during the peak period of operation. This threshold was used for the analysis of potential Project impacts at on- and off-ramps that would be utilized by the Project. Peak period of operation on I-10 occurs in the peak direction of travel, which is the westbound direction in the morning peak-hour period, and the eastbound direction in the evening peak-hour period.

Freeway Off-Ramp Queuing

Additional trips due to Project traffic at freeway off-ramps in the Study Area, as seen in Table 4.2-31, are as follows:

- I-10 Westbound Off-Ramp at northbound Valley Boulevard: six morning peak-hour trips, which falls below the Caltrans threshold for ramp queuing analysis, and 11 evening peak-hour trips, which is in the non-peak direction of travel flow.

- I-10 Westbound Off-Ramp at Brockway Street to Santa Anita Avenue: five morning peak hour trips, which falls below the Caltrans threshold for ramp queuing analysis, and eight evening peak-hour trips, which also falls below the Caltrans threshold for ramp queuing analysis, which is in the non-peak direction of travel flow.

- I-10 Eastbound Off-Ramp at Baldwin Avenue/Flair Drive: 12 morning peak-hour trips (in the non-peak direction of travel flow) and 22 evening peak-hour trips (in the peak direction of traffic flow).

As seen in Table 4.2-31, the Project would contribute no additional trips at any other off-ramps in the study area; thus, only the off-ramps identified above were included in the Project TIA's off-ramp analysis. Off-ramp storage capacities were obtained from aerial photographs and verified in the field as part of the Project TIA. Observations were made at the three Study Area ramps where the Project would add traffic to verify existing operations during the morning and evening peak-hour periods at all three locations. No back-ups onto I-10 were observed at these three ramps during either the weekday morning or evening peak hour periods, and ramp storage accommodated ramp queues at each location, as seen in Table 4.2-32.

Table 4.2-32
Project-Related Trips at Study Area Freeway Off-Ramps

Ramp Locations[1]	Peak Period of Operation[2]	Peak-Hour Volumes Added by Project[3]	Significant Impact?
I-10 Westbound Off-Ramp at Valley Boulevard	Morning Peak Hour	6	No[4]
I-10 Westbound Off-Ramp at Brockway Street to Santa Anita Ave.	Morning Peak Hour	5	No[4]
I-10 Eastbound Off-Ramp at Baldwin Avenue/Flair Drive	Evening Peak Hour	22	No[5]

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] Only ramps where the Project adds traffic during the peak period of operation are listed.
[2] I-10 peak direction is westbound in the morning peak hour and eastbound in the evening peak hour.
[3] Project trips during peak period of operation.
[4] No impact – fewer than ten Project trips added to off-ramp.
[5] No impact – ramp operation acceptable since storage is greater than maximum queue observed.

Freeway On-Ramp Queuing

Additional trips due to the Project at freeway on-ramps in the Study Area, as seen in Table 4.2-31, are as follows:

- I-10 Eastbound On-Ramp from southbound Valley Boulevard: five morning peak-hour trips, which falls below the Caltrans threshold for ramp queuing analysis and significant impact, and twelve evening peak-hour trips.

- I-10 Eastbound On-Ramp from Santa Anita Avenue at Asher Street: four morning peak-hour trips, and nine evening peak-hour trips, which both fall below the Caltrans threshold for ramp queuing analysis and significant impact.

- I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street: ten morning peak-hour trips and 23 evening peak-hour trips.

As seen in Table 4.2-31, the Project would contribute no additional trips at any other on-ramps in the study area. Thus, only the on-ramps identified above were included in the Project TIA's on-ramp analysis. On-ramp storage capacities were obtained from aerial photographs, Caltrans' real-life web camera, and verified in the field as part of the Project TIA. Peak-hour on-ramp queuing observations were used to identify whether the vehicle queue exceeded the queuing capacity provided during peak hours of travel, which was the evening peak hour for the eastbound ramps and morning peak hour for the westbound ramps.

Each of the Study Area on-ramps is subject to a ramp meter, which dispenses vehicles entering I-10 gradually rather than in a group. The ramp meter typically turns green to release a vehicle with a frequency between four and six seconds. During actual operations, the frequency of the ramp meter is dynamic and subject to loop detectors in the mainline freeway measuring roadway speeds and congestions.

Data collection at the Study Area on-ramps included the following information:

- Identification of the number of vehicles entering the on-ramp mixed-flow lane on a one minute frequency (traffic using the ramp HOV lane were not included in the analysis, since they do not stop at the meter); and

- Identification at the end of each minute whether the on-ramp storage is exceeded by queuing vehicles.

On-ramp queuing varies for each ramp but is generally described as the area between the ramp meter stop line and the adjacent arterial. Based on aerial photography, the State Highway study on-ramp storage area for the study on-ramps is identified as follows:

- I-10 Eastbound On-Ramp at Valley Boulevard – 600 feet;
- I-10 Eastbound On-Ramp at Santa Anita Avenue/Asher Street – 600 feet; and
- I-10 Westbound On-Ramp at Temple City Avenue/Olney Street – 500 feet,

On-ramp storage was not exceeded at the I-10 Eastbound On-Ramps at Valley Boulevard and Santa Anita Avenue/Asher Street at any time during the peak hours of travel. However, on-ramp storage was exceeded at the I-10 Westbound On-Ramp at Temple City Avenue/Olney Street with vehicles queuing back to Loftus Street for a period during the morning peak hour period. Table 4.2-33 provides a summary of impacts at the three I-10 on-ramps which would be used by the Project.

Table 4.2-33
Project-Related Trips at Study Area Freeway On-Ramps

Ramp Locations[1]	Peak Period of Operation[2]	Peak-Hour Volumes Added by Project[3]	Significant Impact?
I-10 Eastbound On-Ramp at Valley Boulevard	Evening Peak Hour	12	No[4]
I-10 Eastbound On-Ramp at Santa Anita Avenue/Asher Street	Evening Peak Hour	9	No[5]
I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street	Morning Peak Hour	10	YES – ramp is deficient[6]

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] Only ramps where the Project adds traffic are listed.
[2] I-10 peak direction is westbound in the morning peak hour and eastbound in the evening peak hour.
[3] Project trips during peak period of operation.
[4] No impact – fewer than ten Project trips added to off-ramp.
[5] No impact – ramp operation acceptable since storage is greater than maximum queue observed.
[6] Impact – ramp is deficient and Project adds ten trips to on-ramp.

Because, as seen in Table 4.2-33 and discussed above, one Study Area on-ramp is deficient, the addition of ten Project trips during the morning peak-hour period is considered a significant impact. Mitigation to address the Project's impact at this location is provided in EIR Section 4.2.7, "Impacts and Mitigation Measures."

4.2.6 OTHER POTENTIAL TRAFFIC IMPACTS

At the direction of the City of El Monte, the Project TIA examined the potential effects of Project traffic in regard to the at-grade rail crossing on Arden Drive near the Project site, as well as the Project's potential to affect school-related traffic based on the three elementary schools located within the Project vicinity. An assessment of potential truck circulation impacts that would be associated with the Project during its construction and operation is also provided. These discussions have been summarized below.

4.2.6.1 At-Grade Railroad Crossing at Arden Drive

An at-grade railroad crossing exists on Arden Drive approximately 530 feet north of the Project's proposed northerly driveway at Rose Avenue. The crossing includes flashers with a crossing gate and an overhead flashing light-structure on the right side of the road in each direction, a raised center median, and driveways located on all four quadrants of the crossing, all of which were recently installed as part of the Alameda Corridor East (ACE) safety program.

The *Final Report Alameda Corridor East Phase II Grade Separation Traffic Study and Concept Plans*, prepared by KOA Corporation in December 2011, evaluated the need for a grade separation at this location. No recommendations were made to grade separate this crossing, and no funding has been secured for a grade separation at this time.

This report provided analysis of 2009 train blockages of Arden Drive on a typical weekday. Eleven train blockages occurred over the entire day, with the average duration of the blockage being 75 seconds in duration. No trains passed during the morning peak hour of traffic (7:00 a.m. to 9:00 a.m.), and one train passed during the evening peak hour of traffic (4:00 p.m. to 6:00 p.m.). The maximum queue recorded on

southbound approach was seven vehicles, and the maximum queue on the northbound approach was eight vehicles. Queues of 160 feet (8 vehicles at 20 feet per vehicle) will not block or change operations at the northerly Project driveway, located at the intersection of Arden Drive and Rose Avenue (identified by the Project TIA as Intersection 3), which is 530 feet away.

ACE projects 54 trains per day at Arden Drive in Year 2020. Prorating this increase over 11 years, an annual increase of four train blockages per day (over the 11 observed blockages in 2009) could be expected, with an additional 28 trains per day passing Arden Drive in Opening Year (2016). ACE does not provide information on additional freight travel beyond year 2020. Therefore, 54 trains per day were assumed to pass Arden Drive in Horizon Year (2035).

Freight trains do not have predictable schedules. In an effort to be conservative, the following assumptions were made:

- One train blockage was assumed for Existing conditions during each of the peak-hour periods;
- Two train blockages were assumed for Opening Year (2016) conditions during each of the peak-hour periods; and
- Five train blockages were assumed for Horizon Year (2035) conditions during each of the peak-hour periods.

These blockages were used to determine potential impacts on operations at Arden Drive at Rose Avenue/northerly Project driveway (Intersection 3) which could be adversely impacted by at-grade train blockages.

Table 4.2-34 shows future ICU and LOS conditions assuming gate closures/train blockages on Arden Drive under all analysis conditions. Intersection 3 (Arden Drive at Rose Avenue/northerly Project driveway) will continue to operate acceptably regardless of gate closures on Arden Drive during all peak-hour periods for Existing-plus-Project

conditions, Opening Year With-Project (2016) conditions and Horizon Year (2035) conditions.

Table 4.2-34
Levels of Service at the Intersection of Arden Drive and Rose Avenue Under With-Project Conditions During Train Closures on Arden Drive

Existing-plus-Project (2012) Conditions		Opening Year (2016) With-Project Conditions		Horizon Year (2035) With-Project Conditions	
ICU[1]	LOS[2]	ICU[1]	LOS[2]	ICU[1]	LOS[2]
Weekday Morning Peak-Hour Period					
0.520	A	0.553	A	0.643	B
Weekday Evening Peak-Hour Period					
0.590	A	0.620	B	0.702	C
Saturday Mid-Day Peak-Hour Period					
0.518	A	0.543	A	0.613	B

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.
Notes:
[1] ICU = Intersection Capacity Utilization.
[2] LOS = Level of Service.

Under Existing-plus-Project conditions, the percentage of time that the gates would be closed over an hour ((one closure x 75 seconds per closure) / (3,600 seconds/hour) = two percent) was added to the ICU as lost time at this intersection. Under Opening Year With-Project conditions, the percentage of time that the gates would be closed ((two closures x 75 seconds per closure) / (3,600 seconds/hour) = four percent) was added to the ICU as lost time at this intersection. Under Horizon Year With-Project conditions, the percentage of time that the gates would be closed ((five closures x 75 seconds per closure)/ (3600 seconds/hour) = ten percent) was added to the ICU as lost time at this intersection.

It may be noted that under all three scenarios, since westbound left- and northbound right-turn movements would be able to pass at Intersection 3 while the gates are closed, the turn volumes for those movements could have been reduced by the same percentage to reflect the reduced volumes that would conflict with the eastbound left-through-right and southbound left- and through movements. However, in an effort to

be conservative, this reduction was not made, and the maximum potential "lost time" conditions were analyzed.

As seen in Table 4.2-34, the at-grade railroad crossing at Arden Drive will not affect access to and/or from Project site, and the Project would not create any additional traffic impacts at the at-grade railroad crossing at Arden Drive that were not already anticipated by the ACE study.

4.2.6.2 School Traffic

As illustrated at Figure 4.2-3, three elementary schools exist in the vicinity of the proposed Project:

- Shirpser Elementary School is located on the southeast corner of Gibson Road – Rose Avenue, approximately 850 feet from the Project site via Rose Avenue.
- Rio Vista Elementary School is located on Esto Avenue north of the UPRR tracks and one block (approximately 1,200 feet) to the east of Arden Drive, approximately 2,450 feet from the Project site via Arden Drive and Venita Street.
- Gidley Elementary School is located on the west side of Arden Drive, just south of Lower Azusa Road, approximately 3,800 feet from the Project site via Arden Drive.

School starts at 8:00 a.m. for all three schools and typically ends between 2:00 and 2:40 p.m., depending on the grade and school. As is typical at many schools, drop-off and pick-up periods occur approximately 15 to 30 minutes prior to school starting and from 15 minutes before to 15 minutes after school ends. The morning period of school drop-off corresponds with the peak hours of commuter traffic, while the afternoon period of school pick-up is dispersed, and occurs when background traffic is lower. Therefore, the school drop-off period during the morning peak hour-period of analysis represents the worst-case peak traffic conditions at all three schools.

N

NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

applied planning inc

Figure 4.2-3
Vicinity School Locations

Shirpser Elementary School

Vehicular and pedestrian access to Shirpser Elementary School is via Rose Avenue, Gibson Road, and other local streets. Traffic lights with pedestrian crossings are provided both at the intersection of Arden Drive at Rose Avenue and on Valley Boulevard at Gibson Road.

A maximum of two percent of the Project's trips would occur on Rose Avenue, and one percent of the Project's trips would occur on Gibson Road. The Project would add up to five trips at the time of school drop-off on Rose Avenue, and three trips would occur at the time of school drop-off on Gibson Road. Therefore, the Project-related impacts on access to Shirpser Elementary School are anticipated to be nominal.

Project improvements to the intersection of Arden Drive at Rose Avenue, and additional green time allocated to the east-west movements at this location will provide for improved pedestrian crossing of Arden Drive at this signalized location. In addition, the Project would reconstruct the sidewalk on the east side of Arden Drive, improving pedestrian access for school children and providing interconnectivity with the Walmart building for shoppers and employees.

Rio Vista Elementary School

Rio Vista Elementary School's service district is entirely bounded by Arden Drive on the west, Rio Hondo Channel on the east, Lower Azusa Road on the north and the Union Pacific Railroad on the south. Vehicles and pedestrians travel to Rio Vista Elementary School along local streets within those boundaries.

A maximum of one percent of Project trips would be generated on any of the local streets east of Arden Drive which will provide access to or from Rio Vista Elementary School. The Project would add fewer than three trips on-street east of Arden Drive at the time of school drop-off on Esto Avenue. Therefore, the Project-related traffic impacts on access to Rio Vista Elementary School are anticipated to be nominal.

Gidley Elementary School

Gidley Elementary School is located on the west side of Arden Drive and its drop-off/ pick-up area is accessed from Arden Drive and from Lower Azusa Road. Sidewalks exist on both sides of Arden Drive and Lower Azusa Road adjacent to and approaching the school. Signalized pedestrian crossings exist at the intersection of Lower Azusa Road and Arden Drive, and unsignalized pedestrian crossings exist on Arden Drive just north of Arden Way and on Arden Way just north of Arden Drive.

Approximately 15 percent of the Project's trips would occur along Arden Drive adjacent to the school. This means that up to 41 Project-generated trips would occur at the time of school drop-off on Arden Drive. Approximately nine percent of the Project's trips would be generated along Lower Azusa Road adjacent to the school. This means that up to 25 Project-generated trips would be added to Lower Azusa Road adjacent to the school at the time of morning drop-off.

The analysis of operations on Arden Drive and Lower Azusa Road near Gidley Elementary School indicates that the additional Project trips can be accommodated without adversely impacting operations on Arden Drive or at the intersection of Lower Azusa Road and Arden Drive, which will continue to operate at acceptable levels of service during the morning peak-hour period regardless of Project implementation.

The currently unsignalized intersection of Arden Drive and Arden Way (Intersection 34) would operate at acceptable levels of service regardless of Project implementation in Opening Year (2016); however, this intersection is projected to operate at LOS E during the morning peak-hour period in Horizon Year (2035) under With-Project conditions. The recommended improvements, which consist of the installation of a traffic signal, could improve pedestrian access for school children as pedestrian movements would be controlled by the traffic signal. Please refer to Mitigation Measure 4.2.4 within the "Impacts and Mitigation Measures" section.

4.2.6.3 Truck Access

The City of El Monte Circulation Policy Plan has a well-designated truck routing system, as seen in the following Figure 4.2-4. As supported by the recommendations of the Project TIA, trucks accessing the site would utilize Valley Boulevard and Santa Anita Avenue (both designated as truck routes) to and from I-10 Freeway.

Construction Phase

The highest number of truck trips will be generated during the construction phase. Based on information provided by Urban Crossroads and their air quality analysis (EIR Appendix D), the construction would take just under one year and the following construction phasing and number of employee, vendor and haul trips are anticipated:

Table 4.2-35
Construction Phasing

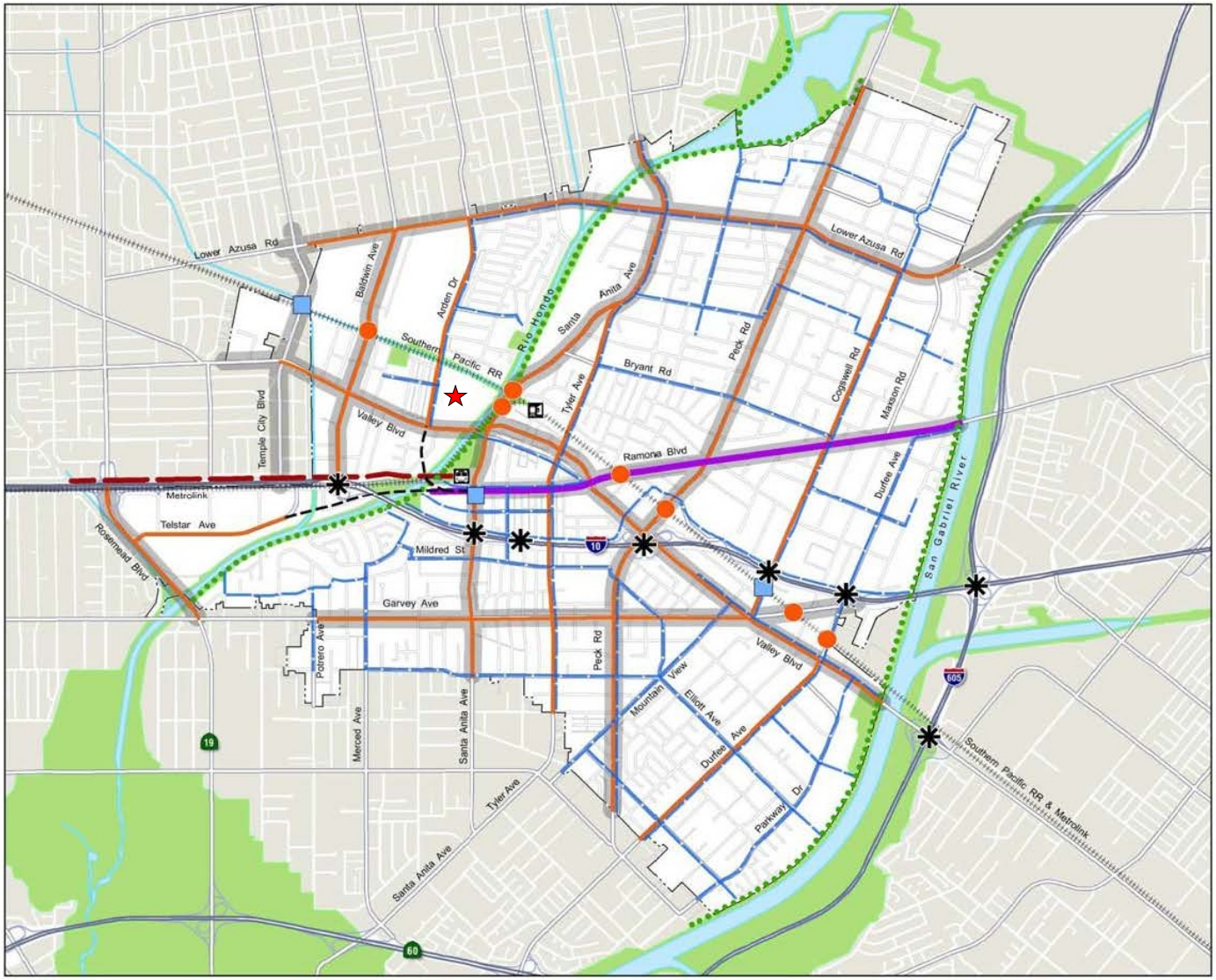
Description	Start Date	End Date	Days per Week	Total Days
Grading	6/29/2015	8/28/2015	5	45
Utilities and Underground	8/29/2015	10/9/2015	5	30
Building Construction	10/10/2015	3/11/2016	5	110
Paving	10/10/2015	11/27/2015	5	35
Architectural Coating	11/10/2015	3/14/2016	5	90

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.

Table 4.2-36
Construction Trips by Phase

Description	Number of Daily Worker Trips (two-way)	Number of Daily Vendor Trips (two-way)	Number of Daily Haul Trips (two-way)
Grading	25	10	11
Utilities and Underground	18	10	10
Building Construction	185	79	10
Paving	23	10	10
Architectural Coating	37	10	10

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.



City of El Monte General Plan
Figure C-1, Circulation Policy Plan

- Truck Routes
- Interchange Improvements
- Multipurpose Trail
- Bike Lane/Street
- Mid Valley Transit Corridor
- El Monte Bus Station
- El Monte Bus Line
- Transit Street
- Proposed Connection
- Metrolink Station
- Rail Corridor
- Grade-Separated Crossing
- Desired Grade-Separated Improvements
- **Project Location**

N
NOT TO SCALE

Source: El Monte General Plan; Applied Planning, Inc.

applied planning inc

Figure 4.2-4
El Monte Circulation Policy Plan

The peak trip generation during the construction period will be during the time of actual building construction, which is anticipated to last approximately six months. At all other times, truck activity will be 85 percent lower.

According to Urban Crossroads, the work day during the construction phase will be 8:00 a.m. to 5:00 p.m., and the worker trips will be composed of 50 percent light duty auto, 50 percent light-duty truck trips. The vendor trips and haul trips will arrive randomly throughout the day; however, for the purposes of this analysis, it is assumed that ten percent of all vendor and haul trips arrive or depart during the morning peak-hour period and ten percent of all vendor trips arrive or depart during the evening peak-hour period. The vendor trips will be composed of 50 percent medium heavy duty (3-axle) and 50 percent heavy duty (4-axle) trucks, while the haul trips are assumed to be heavy duty (4-axle) trucks.

Therefore, the following truck trips are anticipated during the peak construction activity when building construction is under way during the morning and evening peak hours:

- 47 light autos (employees)
- 46 light(2-axle) trucks (employees)
- 4 medium duty (3-axle) trucks (vendors)
- 5 heavy duty (4-axle) trucks (vendors and haul trucks)

Because trucks use more physical space as well as more intersection traffic signal cycle green time, factors are used to convert trucks, by type, to passenger-car-equivalents. Using an industry standard conversion factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4-axle trucks, the total passenger-car-equivalent peak-hour trips generated during the peak time of construction will be:

$$47 + 46 \times 1.5 + 4 \times 2.0 + 5 \times 3.0 = 139 \text{ passenger-car-equivalent peak-hour trips}$$

The Project would generate 277 morning peak-hour trips and 572 evening peak-hour trips when completed. The Existing-plus-Project LOS analysis at study intersections on

Santa Anita Avenue between I-10 and Valley Boulevard and on Valley Boulevard between Santa Anita Avenue and the Project site indicate that all intersections will operate acceptably. Since fewer passenger-car-equivalent trips will be added to study intersections during any construction phase than under With-Project conditions, all study intersections along Santa Anita Avenue and Valley Boulevard on approach to the Project site will operate acceptably during the construction phase and no changes to intersection lanes configurations or traffic signals will be required for the construction phase of this Project.

As stated previously, both Valley Boulevard and Santa Anita Avenue are designated truck routes by the City of El Monte in the General Plan Circulation Element. The intersection of Valley Boulevard at Valley Circle functions as the access to the City of El Monte Maintenance Facility from Valley Boulevard, and already accommodates heavy-duty trucks. Project plans show that the Project driveways at Valley Circle would be sized to accommodate truck turning radii both in and out of the Project site. The construction traffic management plan (as described in EIR Section 3.4.5.1) would ensure that all medium and heavy duty truck-related traffic enter and exit the Project site via Valley Circle from Valley Boulevard, allowing only employee and Walmart customer traffic to enter via Arden Drive.

Project Operations (Delivery Trucks)

A typical Walmart has five to nine heavy duty (3-axle plus) deliveries a day. These are spread throughout the entire day but generally do not occur during peak-hour periods of commuter traffic. In addition, there are two to ten deliveries per day from vendors using small and medium-duty trucks. These vendor trips typically occur between 5:00 a.m. and noon. It should be noted that these truck trips are already included in the overall Project trip generation estimates utilized by the Project TIA. As discussed in EIR Section 3.0, "Project Description," regional heavy-duty truck routing for Walmart deliveries would be limited to using Santa Anita Avenue or Valley Boulevard (from I-10) to the Valley Circle driveways described above.

4.2.7 IMPACTS AND MITIGATION MEASURES

The following discussions focus on those topical traffic/circulation issues areas where it has been determined that the Project may result in potentially significant impacts, based on the analysis included within the EIR Initial Study (EIR Appendix A). As substantiated in the Initial Study, the Project would not result in potentially significant impacts related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; nor will the Project result in conflicts with adopted policies, plans, or programs supporting alternative transportation. All other CEQA topics related to potential traffic/circulation impacts of the Project are discussed below. Please refer also to Initial Study Checklist Item XVI., "Transportation/Traffic."

Potential Impact: *Would the Project 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?*

Impact Analysis: The following discussions summarize the preceding Existing, Opening Year, and Horizon Year analysis scenarios, and provide an assessment of the Project's potential to cause or contribute to conflict(s) with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the Study Area circulation system. These potential impacts are evaluated in terms of the Project's calculated effects related to Study Area intersection operations, freeway segment capacity, and freeway ramp operations. Please refer also to preceding Section 4.2.5 discussions, and to the detailed Project TIA, EIR Appendix C.

Following this summary, a General Plan policy consistency analysis is provided in Table 4.2-38, which demonstrates that the Project does not propose elements or operations that would potentially conflict with an ordinance or policy establishing

measures of effectiveness for the performance of pedestrian and bicycle paths, or mass transit.

STUDY AREA INTERSECTION OPERATIONS

Existing (2012) Conditions

All study intersections in the City of El Monte currently operate acceptably during the weekday morning and evening peak-hour and Saturday midday peak-hour periods under No-Project and With-Project conditions with the exception of:

- Lower Azusa Road – Arden Way (Intersection 16). This intersection is unsignalized and operates at LOS F during the weekday evening peak-hour period, which is below El Monte's minimum standard of LOS E. This intersection is "shared" with Temple City, which defines LOS D as the minimum operating standard for intersections along Lower Azusa Road.

- Baldwin Avenue – Flair Drive - I-10 Eastbound Ramps (Intersection 31). This intersection is unsignalized and operates at LOS F during the weekday morning and evening and Saturday midday peak-hour periods, which is below El Monte's minimum standard of LOS E. This is also a State intersection (maintained by Caltrans) and falls below the minimum Caltrans standard of LOS D.

Level of Significance: Potentially Significant.

Mitigation Measures:

4.2.1 *Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvement at the intersection of Lower Azusa Road and Arden Way (Intersection 16):*

- *Installation of a traffic signal.*

4.2.2 Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvements at the intersection of Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31):

- *Installation of a traffic signal; and*
- *Addition of a southbound right-turn lane.*

Level of Significance After Mitigation: ***Significant and unavoidable.*** The improvements identified in Mitigation Measures 4.2.1 and 4.2.2 to mitigate potentially significant intersection impacts would be accomplished pursuant to the City's Traffic Impact Fee (TIF) Program (see: Municipal Code Chapter 15.08, "Public Facilities Impact Fees"), and would result in acceptable levels of service at the affected intersections, as demonstrated subsequently in Table 4.2-37. However, as discussed below, timely completion of the required improvements cannot be assured based on the Project's mandated participation in the City's TIF Program.

Notably, jurisdictional responsibility for these intersection locations is shared. The intersection of Lower Azusa Road and Arden Way (Intersection 16) is located on the shared jurisdictional boundary between the City of El Monte and Temple City, and coordination with Temple City would be required for implementation of the needed traffic signal. Because neither the Project Applicant nor the City of El Monte has plenary control over intersections that share a border with Temple City, the completion of the required improvements at Intersection 16 in a timely manner (i.e., prior to the opening of the Project) cannot be guaranteed.

Similarly, the intersection of Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) is under the shared jurisdiction of the City of El Monte and Caltrans, so coordination with Caltrans would be required prior to the implementation of improvements. Also, additional right-of-way may be required in the northwest quadrant of the intersection in order to construct the southbound right-turn lane. This off-site right-of-way is not owned by the Project Applicant, and does not appear to have been otherwise dedicated or assigned to the City of El Monte or Caltrans. Accordingly,

the Project Applicant has limited ability to influence the disposition of the right-of-way necessary to accomplish the widening required to accommodate the addition of a southbound right-turn lane.

Alternatively, the City and/or Caltrans would be required to initiate and complete right-of-way condemnation(s) for the affected off-site property, with ensuing completion of the required intersection improvements. Right-of-way acquisition under either scenario is subject to delay or derailment through legal processes, or could involve protracted negotiations extending beyond the Project Opening Year. Even if right-of-way acquisition is successful, there would remain the necessary completion of the required physical roadway segment improvements. Under these scenarios, timely acquisition of required right-of-way and completion of necessary roadway segment improvements prior to the Project Opening Year is considered unlikely, and in any case could not be assured.

Recognizing the above considerations, and in order to disclose anticipated intersection operational conditions, it is acknowledged that timely completion of the improvements identified in Mitigation Measures 4.2.1 and 4.2.2 cannot be definitively assured; and that the contribution of Project traffic resulting to LOS impacts affecting the intersections of Lower Azusa Road at Arden Way (Intersection 16) and Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) would be significant and unavoidable, notwithstanding that the Project has provided full mitigation of its impacts through its fair share fee payment.

Opening Year (2016) Conditions

Under Opening Year With-Project conditions, Project traffic would contribute to a worsening of an existing deficient condition by two percent or more in delay at the intersection of Lower Azusa Road at Arden Way (Intersection 16) during the weekday evening peak hour period; and at the intersection of Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) during the weekday morning and evening and mid-day Saturday peak hour periods. These intersection LOS deficiencies conflict with City

of El Monte, Temple City, and Caltrans measures of effectiveness for the performance of the circulation system, and are thus considered potentially significant cumulative impacts.

Level of Significance: Potentially Significant.

Mitigation Measures:
Please refer to Mitigation Measures 4.2.1 and 4.2.2.

Level of Significance After Mitigation: ***Significant and Unavoidable.*** As discussed in the preceding assessment of Existing-plus-Project intersection operations, it is acknowledged that timely completion of the improvements identified in Mitigation Measures 4.2.1 and 4.2.2 cannot be definitively assured; and that under Opening Year conditions, ***LOS impacts affecting the intersections of Lower Azusa Road at Arden Way (Intersection 16) and Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) would be significant and unavoidable.***

Horizon Year (2035) Conditions
The Project does not cause any intersection in the Study Area and within the City of El Monte to degrade from operating acceptably under No-Project conditions to operating deficiently under With-Project conditions under any peak-hour period in Horizon Year (2035) with the exception of:

- Arden Drive at Arden Way (Intersection 34). This unsignalized intersection is projected to operate at LOS D under No-Project conditions and LOS E under With-Project conditions during the morning and evening peak-hour periods in Horizon Year (2035).

The Project also contributes to a significant impact where an intersection operates deficiently under No-Project conditions at the following locations in Horizon Year (2035):

- Valley Boulevard at Santa Anita Avenue (Intersection 4). This intersection is projected to operate at LOS F under both No-Project conditions and With-Project conditions during the morning peak-hour period. The ICU increase of 0.026 due to the Project is considered significant under the City of El Monte thresholds of significance.

- Lower Azusa Road at Arden Way (Intersection 16). The Project contributes to increases in delay during weekday evening peak hour and Saturday midday peak hour at this unsignalized location which is deficient under both No-Project and With-Project conditions. It also degrades the pre-Project LOS from E to F during the morning peak-hour period. (As stated earlier, jurisdiction of this intersection is "shared" between the City of El Monte and Temple City. The improvements identified under the preceding Mitigation Measure 4.2.1 would also address Horizon Year deficiencies.)

- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31). The Project contributes to increases in delay during weekday morning and evening peak hours and during the Saturday midday peak hour at this unsignalized location which is deficient under both No-Project and With-Project conditions. (As previously noted, jurisdiction of this intersection is "shared" between the City of El Monte and Caltrans. The improvements identified under the preceding Mitigation Measure 4.2.1 would also address Horizon Year deficiencies.)

Level of Significance: Potentially Significant.

Mitigation Measures:

4.2.3 *Based on a determination of the City Public Works Director and prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of one of the following sets of improvements at the intersection of Valley Boulevard at Santa Anita Avenue (Intersection 4):*

- *Option 1*
  - *Restriping southbound approach to provide one left-turn lane, two through lanes, and one optional through-or-right-turn lane.*
  - *Removal of on-street parking on Santa Anita Avenue south of the intersection.*
- *Option 2*
  - *Widening of southbound approach to provide one left-turn lane, three through-lanes and one right-turn lane. This would require the widening of pavement to provide a 150-foot right-turn pocket with a 90-foot transition in the southbound direction with the relocation of sidewalk on the west side of Santa Anita Avenue along the widening, and would result in reducing the landscaping and park area on the northwest corner of this intersection.*
  - *Removal of on-street parking on the west side of Santa Anita Avenue south of the intersection.*

4.2.4 *Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvements at the intersection of Arden Drive at Arden Way (Intersection 34):*

- *Installation of a traffic signal.*
- *Striping of southbound approach with one left-turn lane and one through lane.*
- *Channelization of the northbound right-turn lane with a raised, landscaped median to provide for improved pedestrian refuge areas and crossings.*
- *Relocation of the pedestrian crossing of Arden Way to cross only the northbound channelized right-turn movement and install "Yield to Pedestrian" sign controls.*
- *Striping of a new northbound pedestrian crossing of Arden Way at the Arden Way approach to Arden Drive, and operate this crossing under signal control.*

Level of Significance After Mitigation: ***Significant and Unavoidable.*** To mitigate the Project's contributions to cumulative traffic impacts affecting off-site intersections within the Study Area, the Project Applicant will pay requisite fair-share fees toward the construction of the improvements identified in Mitigation Measures 4.2.1 through 4.2.4. Notwithstanding, payment of traffic impact fees does not ensure timely completion of those traffic improvements necessary to mitigate potentially significant cumulative traffic impacts affecting the study area. Further, improvements at the intersections of Lower Azusa Road at Arden Way (Intersection 16) and Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31) are subject to extra-jurisdictional coordination, as discussed in the preceding examinations of Existing-plus-Project and Opening Year With-Project conditions.

On this basis, pending completion of required improvements, the Project's contributions to Horizon Year (2035) traffic impacts at the following intersections considered cumulatively significant and unavoidable:

- ***Valley Boulevard at Santa Anita Avenue (Intersection 4);***
- ***Lower Azusa Road at Arden Way (Intersection 16);***
- ***Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Intersection 31); and***
- ***Arden Drive at Arden Way (Intersection 34).***

The following Table 4.2-37 provides a summary of the levels of service with mitigation. The Project's fair share fee contributions will be based on the Project's contributions to Opening Year and Horizon Year traffic volumes, and are provided as a percentage of total traffic.

© 2014 Applied Planning, Inc.

Table 4.2-37
Intersection Operations With Mitigation at Impacted Locations

ID	Intersection Location	Traffic Control	Existing-plus-Project Conditions			Opening Year (2016) With-Project Conditions			Project Contribution to New Volumes in Opening Year (2016)[4]	Horizon Year (2035) With-Project Conditions			Project Contribution to New Volumes in Horizon Year (2035)[4]
			ICU[1]	Delay[2]	LOS[3]	ICU[1]	Delay[2]	LOS[3]		ICU[1]	Delay[2]	LOS[3]	
WEEKDAY MORNING PEAK HOUR PERIOD													
	Without Mitigation												
4	Valley Boulevard at Santa Anita Avenue	Signal	0.923	--	E	0.988	--	E	--	**1.058**	--	**F**	--
16	Lower Azusa Road at Arden Way	Stop Sign	--	36.4	E	--	42.2	E	--	--	**50.9**	**F***	--
31	Baldwin Ave. at Flair Dr./I-10 EB Ramps	Stop Sign	--	**98.9**	**F***	--	**>100.0**	**F***	--	--	**>100.0**	**F***	--
34	Arden Drive at Arden Way	Stop Sign	--	26.2	D	--	28.5	D	--	--	**36.7**	**E**	--
	With Mitigation												
4	Valley Boulevard at Santa Anita Avenue	Signal	--	--	--	--	--	--	--	1.039[5]	--	F	17.0%
16	Lower Azusa Road at Arden Way	Signal	0.589	--	A	0.625	--	B	9.0%	0.659	--	B	4.0%
31	Baldwin Ave. at Flair Dr./I-10 EB Ramps	Signal	0.654	--	B	0.673	--	B	6.0%	0.721	--	C	3.0%
34	Arden Drive at Arden Way	Signal	--	--	--	--	--	--	--	0.548	--	A	29.0%
WEEKDAY EVENING PEAK HOUR PERIOD													
	Without Mitigation												
4	Valley Boulevard at Santa Anita Avenue	Signal	0.779	--	C	0.852	--	D	--	0.905	--	E	--
16	Lower Azusa Road at Arden Way	Stop Sign	--	**69.6**	**F***	--	**90.6**	**F***	--	--	**>100.0**	**F***	--
31	Baldwin Ave. at Flair Dr./I-10 EB Ramps	Stop Sign	--	**>100.0**	**F***	--	**>100.0**	**F***	--	--	**>100.0**	**F***	--
34	Arden Drive at Arden Way	Stop Sign	--	29.8	D	--	32.5	D	--	--	**41.0**	**E**	--
	With Mitigation												
4	Valley Boulevard at Santa Anita Avenue	Signal	--	--	--	--	--	--	--	0.862	--	E	29.0%
16	Lower Azusa Road at Arden Way	Signal	0.732	--	C	0.764	--	C	16.0%	0.823	--	D	7.0%
31	Baldwin Ave. at Flair Dr./I-10 EB Ramps	Signal	0.818	--	D	0.861	--	D	10.0%	0.923	--	E	5.0%
34	Arden Drive at Arden Way	Signal	--	--	--	--	--	--	--	0.482	--	A	43.0%

© 2014 Applied Planning, Inc.

Table 4.2-37
Intersection Operations With Mitigation at Impacted Locations

ID	Intersection Location	Traffic Control	Existing-plus-Project Conditions			Opening Year (2016) With-Project Conditions			Project Contribution to New Volumes in Opening Year (2016)[4]	Horizon Year (2035) With-Project Conditions			Project Contribution to New Volumes in Horizon Year (2035)[4]
			ICU[1]	Delay[2]	LOS[3]	ICU[1]	Delay[2]	LOS[3]		ICU[1]	Delay[2]	LOS[3]	
SATURDAY MID-DAY PEAK HOUR PERIOD													
	Without Mitigation												
4	Valley Boulevard at Santa Anita Avenue	Signal	0.706	--	B	0.748	--	C	--	0.795	--	C	--
16	Lower Azusa Road at Arden Way	Stop Sign	--	43.1	E	--	47.9	E	--	--	**62.1**	**F***	--
31	Baldwin Ave. at Flair Dr./I-10 EB Ramps	Stop Sign	--	**>100.0**	**F***	--	**>100.0**	**F***	--	--	**>100.0**	**F***	--
34	Arden Drive at Arden Way	Stop Sign	--	16.2	B	--	16.6	B	--	--	17.9	C	--
	With Mitigation												
4	Valley Boulevard at Santa Anita Avenue	Signal	--	--		--	--	--	--	0.759	--	C	43.0%
16	Lower Azusa Road at Arden Way	Signal	0.616	--	B	0.632	--	B	35.0%	0.670	--	B	14.0%
31	Baldwin Ave. at Flair Dr./I-10 EB Ramps	Signal	0.676	--	B	0.712	--	C	22.0%	0.760	--	C	11.0%
34	Arden Drive at Arden Way	Signal	--	--		--	--	--	--	0.380	--	A	63.0%

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.

Notes:

[1] ICU = Intersection Capacity Utilization.

[2] Delay (shown in seconds) represents average control delay for worst-case movement.

[3] LOS = Level of Service. Please refer to Tables 4.2-2 and 4.2-3 for definitions of LOS for signalized and unsignalized intersections.

[4] Project contributions to traffic volumes are shown only for "With Mitigation" conditions.

[5] ICU and LOS are shown for Mitigation Option A. Under Mitigation Option B, ICU of 1.003 is achieved, which is better than the No-Project condition. Please refer to Project TIA for additional detail.

Bold, shaded text = Intersections operating below their respective jurisdiction's minimum standard LOS.

*** Once LOS F is reached, intersection becomes unstable and calculated delay value becomes unreliable. Even small increases in volume result in large calculated increases in overall delay, which is not representative of real conditions. Therefore, where calculated delay is over 100 seconds, this has been noted accordingly in this table. Calculated delays are provided within the Project TIA (EIR Appendix C).**

STUDY AREA MAINLINE FREEWAY SEGMENT OPERATIONS

As discussed in the preceding EIR Section 4.2.5.7, based on performance standards established by Caltrans, Project-related traffic would not result in adverse effects on mainline freeway segment within the Study Area. Because no significant impacts are anticipated to freeway mainline segments, no mitigation is required.

STUDY AREA FREEWAY RAMP OPERATIONS

As seen in the preceding EIR Section 4.2.5.8, Project-related traffic will contribute to a significant impact at the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street during the morning peak-hour period. Although conditions at this ramp location were identified as deficient (i.e., queues exceed storage capacity) under Existing conditions, the Project would add up to 10 additional trips during the morning peak-hour period, thereby contributing to a significant impact at this on-ramp location.

All other on-ramps and off-ramps within the Study Area were found to perform acceptably with the addition of Project-related traffic.

Level of Significance: Potentially Significant.

Mitigation Measures:

4.2.5 Pursuant to City of El Monte General Plan's Circulation Element Policy C-1.7, prior to the issuance of building permits, the Project Applicant shall participate on a fair-share basis in funding a project-specific report for regionally significant projects.

Level of Significance After Mitigation: ***Significant and Unavoidable.*** Pursuant to the City of El Monte General Plan's Circulation Element Policy C-1.7, the Project Applicant would pay requisite fair-share fees towards the funding of the project-specific report for regionally significant projects. Nevertheless, the timing of the completion of this report is undetermined, as is the ultimate solution for the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street as one component of the regional transportation system.

Improvements affecting the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street are appropriately addressed within the context of regional freeway planning and construction, which are Caltrans responsibilities that are beyond the control of the Lead Agency or the Project Applicant. Further, any improvements to the ramp or the freeway system in general that may be identified in the report would also be Caltrans responsibilities, and could not be autonomously implemented by the Lead Agency or the Project Applicant. Lastly, substantive improvement of the ramp in its current location and alignment is considered infeasible due to right-of-way constraints. More specifically, field review indicates that necessary widening of the on-ramp to provide two lanes (one of which could be an HOV by-pass lane) is infeasible due to the need to purchase private right-of-way and could affect operations on I-10. As such, any improvements to this ramp should be implemented as part of a comprehensive plan for freeway access improvements to/from I-10 (TIA page 143).

As such, pending completion of the report for specific regional improvements and physical improvement of the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street ramp as one component of Caltrans's comprehensive plans for regional freeway improvements, the Project's contributions to existing deficiencies at the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street during the morning peak-hour period are determined cumulatively significant and unavoidable.

CONSISTENCY WITH CITY TRAFFIC AND CIRCULATION GOALS AND POLICIES

Applicable Goals and supporting Policies as excerpted from the City of El Monte General Plan Circulation Element are presented in Table 4.2-38. Text from the General Plan text is followed by a summary of the Project's consistency and/or supporting actions.

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
Goal C-1: *A regional freeway, rail, and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte's residential neighborhoods.*	
Policy C-1.1 Freeway Improvements. *Support implementation of the high occupancy toll lane and congestion pricing plan along I-10 to improve mobility, reduce traffic congestion, and improve air quality in and around El Monte.*	Not applicable. These regional transportation policies are intended to be implemented by the City of El Monte, rather than by new development within the City. The Project would not interfere with the implementation of these policies.
Policy C-1.2 Access to Downtown. *Support implementation of the Mid Valley Transit Corridor and associated improvements along Ramona Boulevard and across the San Gabriel River to the City of Baldwin Park and improve connection to the El Monte Transit Station to increase ridership and coordinate transit services.*	
Policy C-1.3 I-10 Access in the western portion of El Monte. *Work with Caltrans and support improvements to roadway and transit access to and/from Interstate 10 at Baldwin Avenue that will help serve the Northwest Industrial District and Flair Park.*	
Policy C-1.4 I-10 Access in the eastern portion of El Monte. *Work with Caltrans and support improvements to roadway and transit access to and from Interstate 10 (from the west) on the east side of the City in the vicinity of Durfee and Garvey.*	
Policy C-1.5 Freight Movement. *Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors. Coordinate with Alameda Corridor East Authority (ACE) to eliminate at-grade railroad crossings in El Monte, wherever feasible.*	
Policy C-1.6 Support Regional Improvements. *Coordinate with regional authorities and adjacent jurisdictions to address the impact of trips originating outside of and passing through the City.*	
Policy C.1-7 Traffic Mitigations. *Require cost of transportation mitigations and improvements needed for new development to be borne by applicants. For mitigation required for regionally significant projects, developers shall pay a fee to help fund a project-specific report.*	Consistent. The Project's potential to impact regional facilities has been analyzed, and mitigation has been identified requiring the payment of fees to address the Project's significant impacts. Please refer to the preceding Mitigation Measure 4.2.5.

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
Goal C-2: *Provide and maintain an efficient roadway system that supports multimodal transportation, serving all parts of El Monte.*	
Policy C-2.1 Balance the Roadway System and Land Uses. *Provide a safe and efficient street system to support the City's mobility goals for all transportation modes and the General Plan goals.*	Consistent. The Project would implement all improvements recommended as part of the Project TIA to ensure safe and efficient travel for vehicles, pedestrians and cyclists in the Project vicinity.
Policy C-2.2 Roadway Performance Standards. *The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:* - *Intersections/roadways at, or adjacent to, freeway ramps* - *Intersections/roadways on major corridors and transit routes* - *Intersections/roadways on truck routes* - *Intersections/roadways in or adjacent to commercial districts* *These standards may require, but are not intended to mandate, roadway and/or intersection widening. They are a policy goal and shall be used to monitor traffic conditions to assess the impacts of new development. As LOS standards apply only to vehicles and do not account for walkability or other modes, they shall not be the sole criteria for judging transportation system performance. Pedestrian walkability and convenience, livability, transit access, operability, and aesthetics shall also be performance criteria.*	Consistent. The analysis of Project traffic conducted in the Project TIA is based on the performance standards of the City of El Monte, as expressed in this policy, and on the standards of adjacent jurisdictions and agencies, including Caltrans and LACMTA. Where the addition of Project traffic would result in an exceedance of applicable performance standards, this EIR has identified a significant Project impact.
Policy C-2.3 Fully Developed Street System. *Fully develop the street system in the City by adding to the missing street grid or reconfiguring the existing street grid in the west-central part of the City, Study Area #1, to help ensure efficient traffic flow.*	Not applicable. This policy addresses areas that are outside the scope of the proposed Project. The Project would not, however, interfere with the implementation of this policy.
Policy C-2.5 Context-Sensitive Street Standards. *Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.*	Consistent. Roadway improvements to be incorporated by the Project would be sensitive to existing land uses within the Project vicinity. For example, the proposed improvements to the intersection of Arden Drive and Rose Avenue (the Project's northerly driveway) would allocate additional "green time" at this signalized intersection, improving pedestrian access for community residents, and providing interconnectivity with the Walmart building for shoppers and employees. Additionally, the proposed lane configuration on Arden Drive

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
	would allow continuation of on-street parking adjacent to residential development on the west side of the street.
Policy C-2.6 Roadway Sizing. *Provide appropriate roadway sizing in the City. Where roads are wider than traffic requires, consider converting surplus space to landscaped medians, bike lanes, and wider sidewalks, to make the road more pedestrian and bicycle friendly.*	Consistent. The Project would provide an eight-foot public sidewalk along the entirety of its Arden Drive frontage, in order to accommodate both pedestrians and cyclists.
Policy C-2.7 Maintain Infrastructure. *Develop and maintain adequate funding sources and maintenance programs for the ongoing maintenance and upkeep of City transportation [facilities].*	Consistent. Upon Project approval, income from mandated Street Facilities Fees, along with sales tax revenues collected from the Project, would be available at the City's discretion to support the maintenance and upkeep of City roadways.
Goal C-3: *A well-managed traffic management system that maximizes the operational efficiency of existing roadways, encourages a balance of transportation modes, and improves the safety and livability of neighborhoods.*	
Policy C-3.1 Operational Efficiency. *Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians.*	Consistent. The Project TIA has assessed operational efficiencies within the Study Area, and where applicable, recommended improvements that would ensure safe and efficient vehicular traffic operations, while concurrently improving connections and crossings for cyclists and pedestrians. Specific study of potential conflicts with school-related traffic has been incorporated. Further, as discussed in this EIR section, the Project would not adversely impact transit operations.
Policy C-3.2 Traffic Flow Management. *Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns.*	
Policy C-3.3 Neighborhood Traffic. *Work with community representatives, neighborhood groups, businesses, and residents to develop creative strategies to address traffic, congestion, and transportation issues unique to neighborhoods or districts.*	
Policy C-3.4 Safe Routes to Schools. *Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours.*	

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
Policy C-3.5 Through Traffic. *Work with adjacent cities, the County of Los Angeles, and other government entities to minimize the adverse traffic impacts on El Monte streets from traffic originating outside the City and passing through the City.*	Not applicable. These regional transportation policies are intended to be implemented by the City of El Monte, rather than by new development within the City. The Project would not interfere with the implementation of these policies.
Policy C-3.6 Traffic Signal Management. *Pursue development and implementation of a Traffic Management System, with a traffic management center in the City or a joint center with adjacent jurisdictions and/or the County of Los Angeles, to coordinate and manage the City's traffic signal system, integrate operations on City streets, and implement advanced traffic management technologies where appropriate.*	
Goal C-4: *A local and regional transit service that is accessible and safe; connects to homes, residences, parks, and other community destinations; and provides a viable alternative to the use of autos.*	
C-4.1 Transit Service Coverage. *Provide transit routes that more directly serve residential neighborhoods, and improve transit service to Flair Park that connects to the El Monte Transit Center. Seek to provide transit within a quarter mile of residents and activity nodes.*	Not applicable. These regional transportation policies are intended to be implemented by the City of El Monte, rather than by new development within the City. The Project would not interfere with the implementation of these policies. As further noted within this Section, the Project would not adversely impact transit operations. Further, as discussed within the EIR's Project Description (Section 3.0), the need for transit-related facilities would be coordinated between the City and the Project Applicant, with specific input from the City Transportation Services Division as part of the City's standard development review process.
C-4.2 Regional Bus Transit. *Work with LACMTA and Foothill Transit to enhance regional transit connections in the City through additional routes and increased service frequency. Support LACMTA expansion of rapid bus service in the region and particularly on routes serving the City.*	
C-4.3 Enhanced Local Bus Transit. *Continue to adjust and enhance the local transit circulator service in the community, particularly to serve local neighborhoods, schools and parks, key commercial districts, and the regional bus and rail transit stations.*	
C-4.4 Regional Transit Stations. *Support the efficient operation of the El Monte Transit Station and the Metrolink Station, and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to maximize potential for transit ridership.*	
C-4.5 Improved Bus Transit Amenities. *Improve amenities at bus stops, including attractive and convenient stops with shade/weather protection, seats, transit information, bus shelters, landscaping, etc., as appropriate.*	

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
C-4.6 Regional Transit Improvements. *Support the planning, design, and implementation of the Mid Valley Transportation Corridor along Ramona Boulevard and Badillo; coordinate with LACMTA regarding improvements to the El Monte Transit Station.*	
C-4.7 Metrolink Improvements. *Support improvement of connections from the Metrolink Station to the El Monte Gateway Project, Flair Park, and Northwest El Monte through improvements to transit and infrastructure systems as deemed appropriate.*	
Goal C-5: *A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that is accessible and safe and connects to homes, residences, parks, and other community destinations.*	
Policy C-5.1 Citywide Bicycle Network. *Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace.*	Consistent. As discussed in this EIR Section, a five-foot sidewalk would be provided along the Project's southerly boundary, between Arden Drive and Valley Circle. This sidewalk would provide a connection for cyclists and pedestrians who wish to access the area from the Multi-Use Trail on the eastern bank of the Rio Hondo, via Valley Boulevard.
Policy C-5.2 Regional Coordination. *Coordinate development of the City's bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity.*	
Policy C-5.3 Bicycle Hubs. *Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes.*	Consistent. The Project would provide bicycle amenities consistent with applicable City requirements, including those of the California Green Building Code Section 5.106.4, "Bicycle Parking." As discussed in this Section, the Project would provide an oversized eight-foot landscaped sidewalk on the site's Arden Drive frontage, and a five-foot sidewalk along its southern boundary to accommodate pedestrians and cyclists accessing the area from the Multi-Use Rio Hondo Trail. Traffic signals at Project driveways would provide additional "green time" protections for pedestrians and cyclists when compared to the existing condition. Additionally, as noted in EIR Section 3.0, "Project Description," the Project would provide pedestrian and bicycle amenities, including benches, bicycle lockers and bicycle racks for employee and customer use.
Policy C-5.4 Bicycle Amenities. *Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists.*	
Policy C-5.5 Citywide Pedestrian Network. *Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions.*	

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
Policy C-5.6 Pedestrian Amenities. *Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks.*	
Policy C-5.7 Equestrian Trails. *Provide equestrian trails and/or paths in the northeast and southeast areas of the City where feasible and where equestrian ownership, use, and demand warrant. Such improvements should facilitate access to the San Gabriel River.*	Not applicable. This policy addresses areas that are outside the scope of the proposed Project. The Project would not, however, interfere with the implementation of this policy.
Goal C-6: *Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.*	
Policy C-6.1 Transportation Demand Management. *Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase the vehicle occupancy rate, and better utilization of the circulation system through TDM.*	Consistent. The Project would be designed and operated in conformance with all applicable City requirements in regard to Transportation Demand Management (i.e., priority employee carpool parking, electric vehicle charging stations, and providing employees with information on alternative transit opportunities).
Policy C-6.2 New and Substantially Rehabilitated Development. *Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.*	Consistent. As discussed throughout this Policy Consistency Analysis, the Project would support and encourage the use of alternative modes of transportation by providing amenities to pedestrians and cyclists.
Policy C-6.3 Parking Districts. *Encourage parking districts in the downtown, Flair Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures.*	Not applicable. This policy addresses areas that are outside the scope of the proposed Project. The Project would not, however, interfere with the implementation of this policy.
Policy C-6.4 Parking Supply. *Require residential, commercial, industrial, and other land uses in the community to provide adequate onsite parking for their respective uses; allow for joint-use parking provided the parking needs of individual uses are satisfied.*	Consistent. The Project would provide adequate onsite parking, pursuant to City of El Monte Municipal Code Chapter 17.08, Parking Requirements. No joint use parking requirements are anticipated, since the Project proposes a single commercial use within the site.
Policy C-6.5 Land Use Strategies. *Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations.*	Consistent. The Project would provide commercial uses along a "Transit Street," as Arden Drive is designated in the City's General Plan Circulation Element.

Table 4.2-38
General Plan Objectives and Policies/Programs Consistency

Goal/Policy	Applicability/Consistency
Policy C-6.6 Project Mitigation. *Require appropriate mitigation measures to be implemented by projects that have a significant or potentially significant impact on the transportation network.*	Consistent. Mitigation measures have been identified in this Section to address the Project's significant traffic and circulation impacts.
Policy C-6.7 Transit Stops. *Consider the incorporation of turnouts along roadways that have access to larger existing or new commercial and/or residential projects to encourage the use of transit service.*	Consistent. As noted in the preceding response to Goal C-4, the need for transit-related facilities would be coordinated between the City and the Project Applicant, with specific input from the City Transportation Services Division as part of the City's standard development review process.

Source: *City of El Monte General Plan, June 2011*; Applied Planning, Inc.

Potential Impact: *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?*

Impact Analysis: The Los Angeles County Metropolitan Transportation Authority (LACMTA) includes the following local roadways as part of its Congestion Management Plan (CMP):

- Rosemead Boulevard (State Route 19); and
- Interstate 10 Freeway.

The CMP guidelines require the weekday peak-hour analysis of any intersections which may experience an increase of 50 two-way peak-hour trips as a result of the Project, and at freeway mainline monitoring locations where a Project would add 150 or more trips, in either direction, during either the morning or evening peak-hour periods. As detailed in the following paragraphs, the Project TIA identified no locations within the Study Area where the Project would meet or exceed the CMP's threshold for analysis.

CMP Intersections

There are two intersections within the Study Area that are on the CMP network, neither of which has the potential to experience a volume increase of 50 or more trips due to the addition of Project traffic. Additional Project trips at each location are as follows:

- Rosemead Boulevard (State Route 19) at Valley Boulevard. The Project would contribute four trips during the morning peak hour period, and six trips during the evening peak-hour period; and

- Rosemead Boulevard (State Route 19) at Garvey Boulevard. The Project would contribute no trips during the morning or evening peak-hour periods.

The Project adds substantially less than the threshold for CMP analysis or significant impact, and therefore there will be no CMP Project-related impacts on CMP intersections along Rosemead Boulevard (State Route 19).

CMP Mainline Freeway Locations

With regard to mainline freeway monitoring locations, the two monitoring locations in the Study Area are on I-10 at Rosemead Boulevard (PM 26.79)[1] and east of Peck Road (PM 30.3). The freeway segments on I-10 at these monitoring locations that have the potential to experience a volume increase due to Project traffic include the following:

- I-10 at Rosemead Boulevard eastbound: 12 morning peak-hour trips, 22 evening peak-hour trips;
- I-10 at Rosemead Boulevard westbound: 10 morning peak-hour trips, 23 evening peak-hour trips;
- I-10 east of Peck Road eastbound: 9 morning peak-hour trips, 20 evening peak-hour trips; and
- I-10 east of Peck Road westbound: 11 morning peak-hour trips, 20 evening peak-hour trips.

[1] "PM" location indicators refer to "Post Mile" markings provided for Caltrans facilities.

The Project adds substantially less than the threshold for CMP analysis or significant impact and therefore there will be no CMP Project-related impacts on I-10.

Summary

Based on the preceding discussions, the addition of Project-related traffic will not exceed CMP intersection or freeway level of service standards. Nor would the Project have adverse effects in regard to travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Potential impacts in this regard would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or inadequate vehicular access and internal circulation, or result in inadequate emergency access.*

Impact Analysis: Concept designs for the Project were reviewed, and detailed recommendations regarding Project access and on-site circulation were developed and are presented at TIA Section 5, "Access, On-Site Circulation and Parking." As noted in the Project TIA, Project access considerations address traffic volumes during weekday morning, weekday evening and Saturday mid-day peak-hour periods at the following proposed driveways:

- The existing signalized driveway on Arden Drive and Rose Avenue;
- A fully-directional driveway on Arden Drive at the Project's southerly boundary; and
- Two fully directional driveways on Valley Circle.

Based on peak-hour volumes, the Project Applicant will be required to implement the following recommendations from the TIA. These recommendations will become conditions of the Project's approval and as such, no additional mitigation is necessary.

1) Arden Drive at Rose Avenue/Northerly Project Driveway (Intersection 3)

- Modify traffic signal to accommodate street widening. Provide split-phase operation for the east-west movements and allow permissive left-turn movements in the north-south direction.
- Westbound approach:
  - Stripe westbound approach with one left and one optional left-through-or-right-turn lane (site plan shows one left and one right-turn lane);
  - Provide a minimum of 175 feet of storage for westbound movements. The site plan shows storage of approximately 225 feet for this approach, in excess of the minimum requirement.
- Northbound approach:
  - Provide one left-turn lane, two through lanes and one right-turn lane.
  - Provide a minimum of 100 feet of storage for the left-turn lane. The site plan shows over 225 feet for the northbound-to-westbound left-turn lane, which exceeds the minimum requirement.
  - Provide a minimum of 150 feet of storage for the right-turn lane. The site plan shows storage of over 250 feet for the northbound right-turn lane, in excess of the minimum requirement.
- Eastbound approach:
  - Provide an optional left-through-right-turn lane, as currently exists.
- Southbound approach:
  - Provide one left-turn lane, one through lane and one optional through-or-right-turn lane.
  - Provide a minimum of 150 feet of storage for the southbound left-turn movements. The site plan shows storage of 150 feet for the southbound-to eastbound left-turn movement, which satisfies minimum requirements.
- Provide two lanes eastbound into the site.

- Install a stop-sign on the internal north-south circulator east of Arden Drive to ensure uninterrupted ingress into the site, as well as on the driveway to the City Maintenance facility.
- Install stop-signs on all three approaches at the intersection of the northerly Project driveway circulator and the north-south circulator west of the Walmart building, as shown on Project site plan.

2) Arden Drive at Southerly Driveway (Intersection 32)

- The traffic signal warrant analysis conducted for this driveway indicates that a traffic signal will not be warranted in either the Opening or Horizon years. Therefore, this intersection should be controlled with a stop-sign on the driveway approach to Arden Drive.
- Northbound approach:
  - Provide one through and one optional through-or-right-turn lane.
- Southbound approach:
  - Provide one left-turn lane, and two through lanes.
  - Provide a minimum of 100 feet of storage for the southbound left-turn lane. The site plan shows storage of 200 feet for the northbound-to-eastbound left-turn movement, in excess of the minimum requirement.
- Westbound approach:
  - Provide one lane inbound and two lanes (one left-turn and one right-turn lane) outbound at this driveway as shown on site plan.
  - Provide a minimum of 50 feet of storage for the westbound movements. The site plan shows storage of 75 feet for the westbound left- and right-turn movements, in excess of the minimum requirement.
- Install a stop-sign on internal north-south circulator east of Arden Drive to ensure uninterrupted ingress into the site.
- Install a stop-sign on the westbound approach to the intersection of the southerly Project driveway circulator and north-south circulator east of Arden Drive to ensure uninterrupted ingress into the site.

- Install stop-signs on all three approaches at the intersection of the southerly Project driveway circulator and the north-south circulator west of the Walmart building, as shown on Project site plan.

3) Valley Circle – Southerly Project Driveway:

- Traffic volumes on Valley Circle and the southerly Project driveway will not satisfy traffic signal warrants in either the Opening or Horizon years. Hence, this intersection should be controlled with a stop-sign on the driveway approach to Valley Circle.
- Eastbound approach:
  - Provide one optional left-or-right-turn lane.
- Northbound approach:
  - Provide one optional left-or-right-turn lane.
- Southbound approach:
  - Provide one optional through-or-right turn lane.

4) Valley Circle – Northerly Project Driveway (cul-de-sac):

- Traffic volumes on Valley Circle and the northerly Project driveway will not satisfy traffic signal warrants in either the Opening or Horizon years. Hence, this intersection should be controlled with a stop-sign on the driveway approach to Valley Circle.
- Eastbound approach:
  - Provide one optional left-or-right-turn lane.
- Project driveway will be accessed from cul-de-sac northbound.

5) General On-Site Circulation:

- Truck access should be restricted to Valley Circle via truck management plan.
- Driveways on Valley Circle should have large-enough curb radii to accommodate trucks servicing each of the two loading docks.
- Internal circulation at the back of the Walmart building should ensure adequate pavement exists for trucks to maneuver in and out of both loading docks via the Valley Circle driveways.

- The parking layout on the west side of the Walmart building can accommodate vehicular and pedestrian circulation with minimal conflicts.

6) General Access:

- Site access will be implemented consistent with the Project's conditions of approval.
- Valley Circle should be maintained as a truck/service access and patron traffic should be directed to use Arden Drive.

Appropriate recommendations for Project and off-site improvements, as summarized above, will be incorporated into the Project's conditions of approval, consistent with the recommendations of the City's Transportation Engineering Division. Based on the preceding, the potential for the Project to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or inadequate vehicular access and internal circulation is considered less-than-significant, and no mitigation is required.

Level of Significance: Less-Than-Significant.

4.3 AIR QUALITY

4.3 AIR QUALITY

Abstract

This Section identifies and addresses potential air quality impacts that may result from construction and implementation of the Project. More specifically, the air quality analysis evaluates the potential for the Project to result in the following impacts:

- *Conflict with or obstruct implementation of the applicable air quality plan;*
- *Violate any air quality standard or contribute substantially to an existing or projected air quality violation;*
- *Expose sensitive receptors to substantial pollutant concentrations;*
- *Create objectionable odors affecting a substantial number of people;*
- *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors;*

On the basis of the analysis presented herein, even after the application of mitigation measures, the Project would result in operational emissions of oxides of nitrogen (NO_x) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. This is a significant individual and cumulative air quality impact. Moreover, the Project is located within an ozone non-attainment area (NO_x is an ozone precursor). Project operational NO_x emissions exceedances would therefore result in a cumulatively considerable net increase in

criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.

Additionally, the Project's proposed change in land use designations for the subject site is not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with the AQMP. This is a significant Project-level and cumulative air quality impact.

Other potential air quality impacts of the Project are either less-than-significant or can be reduced to levels that are less-than-significant with application of the mitigation measures described herein.

4.3.1 INTRODUCTION

This Section presents existing air quality conditions and identifies potential air quality impacts resulting from construction and operation of the Project. Local and regional climate, meteorology and air quality are discussed, as well as existing federal, state and regional air quality regulations. The information presented in this Section is summarized from the *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014; *and El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte* (Urban Crossroads) April 17, 2014. The Project Air Quality Reports, including all supporting air quality modeling data, are presented in their entirety at Draft EIR Appendix D.

4.3.2 AIR QUALITY FUNDAMENTALS

Air pollution comprises many substances generated from a variety of sources, both man-made and natural. Since the rapid industrialization of the twentieth century, almost every human endeavor, especially those relying on the burning of fossil fuels, creates air pollution. Most contaminants are actually wasted energy in the form of unburned fuels or by-products of the combustion process. Motor vehicles are by far the most significant source of air pollutants in urban areas, emitting photochemically reactive hydrocarbons (unburned fuel), carbon monoxide, and oxides of nitrogen. These

primary pollutants chemically react in the atmosphere with sunlight and the passage of time to form secondary pollutants such as ozone.

Although substantive air quality improvements have been made in California over the past twenty years, Southern California still experiences severe air pollution problems. As discussed in greater detail in the following paragraphs, oxidants and suspended particulates represent the major air quality problems within the South Coast Air Basin (SCAB) in which the Project site is located.

Air pollutants are generally classified as either primary or secondary pollutants. Primary pollutants are generated daily and emitted directly from the source, whereas secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. Examples of primary pollutants include carbon monoxide (CO), oxides of nitrogen (NO_2 and NO), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and various hydrocarbons or reactive organic gases (ROG). Examples of secondary pollutants include ozone (O3), which is a product of the reaction between NO_x and ROG in the presence of sunlight. Other secondary pollutants include photochemical aerosols.

To aid in the review of discussions presented subsequently in this Section, recurring terms, abbreviations, and acronyms are defined as follows: PPM - Parts per Million; $\mu g/m^3$ - Micrograms Per Cubic Meter; PM_{10} - Particulate Matter Less Than 10 Microns In Diameter; $PM_{2.5}$ - Particulate Matter Less Than 2.5 Microns In Diameter.

4.3.2.1 Criteria Air Pollutants

Criteria air pollutants are those air contaminants for which air quality standards currently exist. Currently, state and federal air quality standards exist for ozone, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), suspended particulate matter (PM_{10} and $PM_{2.5}$), and lead. California has also set standards for visibility, sulfates, hydrogen sulfide, and vinyl chloride. Evaluated criteria air contaminants, or their precursors, typically also include reactive organic gases (ROG), oxides of nitrogen (NO_x), sulfur oxides (SO_x), and respirable particulate matter (PM_{10},

$PM_{2.5}$). Pollutant characteristics, mechanisms of pollutant origination and potential health effects of air pollutants are described below.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, toxic gas formed by incomplete combustion of fossil fuels. CO levels tend to be highest during the winter mornings, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest CO concentrations are generally found near congested transportation corridors and intersections. Other sources include aircraft, off-road vehicles, stationary equipment (e.g., fuel-fired furnaces, gas water heaters, fireplaces, gas stoves, gas dryers, charcoal grills), and landscape maintenance equipment such as lawnmowers and leaf blowers.

A consistent association between increased ambient CO levels and higher-than-average rates of hospital admissions for heart diseases (such as congestive heart failure) has been observed. Carbon monoxide can cause decreased exercise capacity, and adversely affects conditions with an increased demand for oxygen supply (fetal development, chronic hypoxemia, anemia, and diseases involving the heart and blood vessels). Exposure to CO can cause impairment of time interval estimation and visual function.

Ozone

Ozone (O_3) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x), which are both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of the pollutant.

Short-term exposure to ozone can cause a decline in pulmonary function in healthy individuals including breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and

immunological changes. Additionally, an increase in the frequency of asthma attacks, cough, chest discomfort and headache can result.

A correlation has been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality as a result of long-term ozone exposure. A risk to public health implied by altered connective tissue metabolism and host defense in animals has also been reported.

Oxides of Nitrogen

Oxides of nitrogen (NO_x) serve as integral participants in the process of photochemical smog production. During combustion, oxygen reacts with nitrogen to produce NO_x. Two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). Natural causal sources or originators of NO_x include lightning, soils, wildfires, stratospheric intrusion, and the oceans. Natural sources accounted for approximately seven percent of 1990 emissions of NO_x for the United States (EPA 1997). Atmospheric deposition of NO_x occurs when atmospheric or airborne nitrogen is transferred to water, vegetation, soil, or other materials. Acid deposition involves the deposition of nitrogen and/or sulfur acidic compounds that can harm natural resources and materials. The major source of NO_x in the Basin is on-road vehicles. Stationary commercial and service source fuel combustion are other contributors.

Exposure to NO_x may alter sensory responses or impair pulmonary function, and may increase incidence of acute respiratory disease including infections and respiratory symptoms in children. Difficulty in breathing in healthy individuals as well as bronchitic groups may also occur. NO_x is also an ozone precursor. As noted above, health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 ppm, SO_2 has a strong odor. Sulfuric acid is formed from sulfur dioxide, which is an aerosol particle

component that affects acid deposition. Anthropogenic, or human-caused, sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. SO_2 is a precursor to sulfates and PM_{10}.

Health effects of SO_2 include higher frequencies of acute respiratory symptoms (including airway constriction in some asthmatics and reduction in breathing capacity leading to severe difficulties) and diminished ventilatory function in children. Very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Lead

Lead (Pb) is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. It was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. The exclusion of lead from gasoline helped to decrease emissions of lead in the United States from 219,000 to 4,000 short tons per year between 1970 and 1997. Lead-ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources emanate from the dust of soils contaminated with lead-based paint and solid waste disposal.

Lead adversely affects the development and function of the central nervous system, leading to learning disorders, distractibility, lower IQ and increased blood pressure. An increase in blood lead levels may impair or decrease hemoglobin synthesis. Lead poisoning can cause anemia, lethargy, seizures, and death.

Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Lead is no longer a gasoline additive, primarily accounting for reductions in airborne lead concentrations. Because airborne lead

concentrations are currently nominal, it is not a pollutant of concern within the Basin, and is therefore not discussed further in this Section.

Particulate Matter

Particulate matter is a generic term that defines a broad group of chemically and physically different particles (either liquid droplets or solids) that can exist over a wide range of sizes. Examples of atmospheric particles include those produced from combustion (diesel soot or fly ash), light (urban haze), sea spray (salt particles), and soil-like particles from re-suspended dust. Fugitive dust is defined as any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of human activities (Rule 403, Fugitive Dust, SCAQMD).

Within air quality analyses, particulate matter is categorized by diameter: PM_{10} and $PM_{2.5}$. PM_{10} refers to particulate matter that is 10 microns or less in diameter (1 micron is one millionth of a meter, or one micrometer [μm]). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter. The size of particles can determine the residence time of the material in the atmosphere. $PM_{2.5}$ has a longer atmospheric lifetime than PM_{10} and, therefore, can be transported over longer distances.

Particulate matter originates from a variety of stationary and mobile sources. Stationary sources that generate particulate matter include: fuel combustion for electric utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal and recycling. Mobile or transportation-related sources that generate particulate matter include highway vehicles, non-road vehicles and fugitive dust from paved and unpaved roads.

A consistent correlation between elevated ambient PM_{10} levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed.

Diesel Particulate Matter (DPM) is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic, including sixteen compounds that are classified as possibly carcinogenic by the International Agency for Research on Cancer. DPM includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat and lung irritation, as well as coughs, headaches, light-headedness and nausea. Diesel exhaust is a major source of ambient particulate matter pollution, and numerous studies have linked elevated particle levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. DPM in the Basin poses the greatest cancer risk of all identified toxic air pollutants.

Reactive Organic Gases

Reactive Organic Gases (ROGs) (also termed Volatile Organic Compounds [VOCs]) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there is no state or national ambient air quality standard for ROGs because they are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formulation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The major sources of ROGs in the Basin are on-road motor vehicles and solvent evaporation. ROGs are also an ozone precursor. As described above, health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Benzene is an ROG and a known carcinogen. Typical sources of benzene emissions include: gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and oil and coal incineration. Benzene is also sometimes employed as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents, explosives, dyestuffs,

and pharmaceuticals. Short-term (acute) exposure to high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure to high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells.

4.3.3 SETTING

4.3.3.1 Local and Regional Climate

The Project site is located in the SCAB within the jurisdiction of SCAQMD. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county Basin (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties), and the Riverside County portions of the Salton Sea Air Basin and Mojave Desert Air Basin.

The 6,745-square-mile SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

Regional climate and variations in temperature, wind, humidity, precipitation, and amount of sunshine influence air quality within the SCAB. The annual average temperatures throughout the Basin vary from the low to middle 60s (degrees Fahrenheit). Due to a decreased marine influence, the eastern portion of the SCAB experiences greater variability in average annual minimum and maximum

temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. It should be noted that these effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14-½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest.

This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas," each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind.

Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal areas.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO_x and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

4.3.3.2 Existing Air Quality

Existing air quality is monitored and evaluated in the context of National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). These Standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. For further information regarding NAAQS and CAAQS currently in effect, please refer to the Project Air Quality Impact Analysis at Table 2-1, "Ambient Air Quality Standards;" and http://www.arb.ca.gov/research/aaqs/aaqs.htm. The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards.

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, the federal and state standards were exceeded on one or more days for ozone, PM_{10}, and $PM_{2.5}$ at most monitoring locations. Attainment designations for the SCAB are provided at Table 4.3-1.

Table 4.3-1
SCAB Attainment Status

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1 hour standard	Nonattainment	No Standard
Ozone – 8 hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Nonattainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead*	Nonattainment	Nonattainment

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.
Notes: * The State and Federal nonattainment designation for lead is only applicable for the Los Angeles County portion of the SCAB. The Basin is otherwise classified as attainment for lead.

Local Air Quality

Relative to the Project site, the nearest long-term air quality monitoring site for Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), Ozone (O_3), particulate matter ≤ 10 microns

(PM_{10}) and particulate matter ≤ 2.5 microns ($PM_{2.5}$) is the East San Bernardino Valley 1 monitoring station (Station No. 060), located approximately 8 miles northeast of the Project site in the City of Azusa.

The most recent three (3) years of data available is shown in Table 4.3-2 and identifies the number of days ambient air quality standards were exceeded for the study area, which is was considered to be representative of the local air quality at the Project site. Additionally, data for SO_2 has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations continue to measure SO_2 concentrations.

Table 4.3-2
Area Air Quality Monitoring Summary 2011-2013

POLLUTANT	STANDARD	YEAR		
		2011	2012	2013
Ozone (O_3)				
Maximum 1-Hour Concentration (ppm)		0.111	0.134	0.115
Maximum 8-Hour Concentration (ppm)		0.092	0.095	0.085
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	13	1	--
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	19	20	--
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	12	10	6
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration (ppm)		2.4	1.8	2.8
Maximum 8-Hour Concentration (ppm)		1.4	1.2	1.2
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding Federal / State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-Hour Concentration (ppm)		0.0795	0.0718	0.069
Annual Arithmetic Mean Concentration (ppm)		0.019	0.0195	--
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10 Microns (PM_{10})				
Maximum 24-Hour Concentration ($\mu g/m^3$)		65	78	76
Annual Arithmetic Mean ($\mu g/m^3$)		32.7	30.3	--
Number of Samples		61	61	61

Table 4.3-2
Area Air Quality Monitoring Summary 2011-2013

POLLUTANT	STANDARD	YEAR		
		2011	2012	2013
Number of Samples Exceeding State Standard	> 50 μg/m³	9	6	--
Number of Samples Exceeding Federal Standard	> 150 μg/m³	0	0	0
Particulate Matter ≤ 2.5 Microns ($PM_{2.5}$)				
Maximum 24-Hour Concentration (μg/m³)		49.5	29.5	29.6
Annual Arithmetic Mean (μg/m³)		11.4	10.8	--
Number of Samples		118	117	224
Number of Samples Exceeding Federal 24-Hour Standard	> 35 μg/m³	1	0	0

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.
Note: -- data not available

4.3.4 REGULATORY BACKGROUND

4.3.4.1 Federal Regulations

The U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the NAAQS for O_3, CO, NO_x, SO_2, PM_{10}, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resource Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards would be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. Table 4.3-1 (previously presented) provides the NAAQS within the basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and nitrogen oxides (NO_x). NO_x is a collective term that includes all forms of nitrogen oxides (NO, NO_2, NO_3) which are emitted as byproducts of the combustion process.

4.3.4.2 California Regulations

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District-permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

4.3.4.3 Regional Air Quality Management Planning

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are

updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Further discussion on the AQMP and Project consistency with the AQMP is provided subsequently at Section 4.3.6, "Potential Impacts and Mitigation Measures."

4.3.5 STANDARDS OF SIGNIFICANCE

As identified within the *CEQA Guidelines*, air quality impacts would be considered potentially significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

4.3.5.1 SCAQMD Thresholds

In order to determine whether or not a given project would cause a significant effect on air quality, the impact of the project must be determined by examining the types and levels of emissions generated and their impacts on factors that affect air quality. To accomplish this determination of significance, the SCAQMD has established air pollution thresholds against which a proposed project can be evaluated and assist lead agencies in determining whether or not the impacts of a project are significant. If the project's air pollutant emissions exceed applicable SCAQMD thresholds, then the

impact should be considered significant. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the State *CEQA Guidelines*, the SCAQMD recommends that its regional and local air quality thresholds for regulated pollutants (summarized below) be employed by lead agencies in determining whether criteria air pollutant emissions impacts generated by construction or operations of a given project are significant.

Regional Thresholds

The SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at Table 4.3-3. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2011) indicate that any projects in the SCAB with daily emissions that exceed applicable thresholds should be considered as having an individually and cumulatively significant air quality impact. Conversely, projects in the SCAB with daily emissions not exceeding applicable thresholds should be considered as having an individually and cumulatively less-than-significant air quality impact.

Table 4.3-3
Maximum Daily Emissions Regional Thresholds

Pollutant	Construction	Operational
NOx	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM_{10}	150 lbs./day	150 lbs./day
$PM_{2.5}$	55 lbs./day	55 lbs./day
SO_x	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day
Lead	3 lbs./day	3 lbs./day

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Carbon Monoxide Concentrations (CO "hot spots") Thresholds

CO "hot spots" are areas of carbon monoxide concentrations exceeding national or state air quality standards. CO hotspots typically occur as a result of excessive vehicular idling, often associated with traffic backups at underperforming intersections or

congested roadway links. SCAQMD also recommends an evaluation of potential localized CO "hot spot" impacts for projects that may adversely affect, or substantially contribute to, level of service impacts along area roadway segments or at area intersections. Based on the SCAQMD's CEQA Air Quality Handbook (1993), a project's localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm);
- 8-hour CO standard of 9.0 ppm.

Localized Significance Thresholds (LSTs)

The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard (NAAQS or CAAQS) at the nearest residence or sensitive receptor.

Health Risk Assessment (HRA) Thresholds

Carcinogenic Risks

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased cancer risk of greater than 10 incidents per million population. Consistent with the aforementioned SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant.

Noncarcinogenic Risks

Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Noncarcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant.

4.3.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.3.6.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant air quality impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the EIR Initial Study. All CEQA checklist considerations addressing air quality were determined to have potentially significant impacts warranting further analysis, and are discussed below. Please also refer to Initial Study Checklist Item III., "Air Quality."

4.3.6.2 Impact Statements

Following is an analysis of potential air quality impacts that are expected to occur as a result of the Project. Potential emissions are considered for Project construction and operation. For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.3.5, "Standards of Significance."

Potential Impact: ***Conflict with or obstruct implementation of the applicable air quality plan.***

Impact Analysis: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 12,000 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, and local

governments, as well as state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) outlining strategies to achieve state and federal ambient air quality standards. AQMPs are periodically updated to reflect technological advances, recognize new or pending regulations, more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

AQMP Consistency

The AQMP was last updated in 2012; it incorporates the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy ("2012 RTP") and updated emission inventory methodologies for various source categories. Air quality conditions and trends presented in the 2012 AQMP assume that regional development will occur in accordance with population growth projections identified by SCAG in its 2012 RTP.

The SCAG 2012 RTP in turn derives its assumptions, in part, from general plans of cities located within the SCAG region. Accordingly, if a project is consistent with the development and growth projections reflected in the adopted general plan, it is considered consistent with the growth assumptions in the 2012 AQMP. The 2012 AQMP further assumes that development projects within the region will implement appropriate strategies to reduce air pollutant emissions, thereby promoting timely implementation of the AQMP.

Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), as listed below. Project consistency with, and support of these criteria is presented subsequently.

- Criterion No. 1: The project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Criterion No. 2: The project under consideration will not exceed the assumptions in the AQMP in 2011 or increments based on the years of Project build-out phase.

Criterion No. 1

The violations that Criterion No. 1 refers to are the CAAQS and NAAQS. The CAAQS and NAAQS comprise Localized Significance Thresholds (LSTs). As discussed subsequently in this Section, the Project LST analysis substantiates that Project construction-source emissions and operational-source emissions would not exceed applicable LSTs. Further, the Project would implement applicable best available control measures (BACMs), and would comply with applicable SCAQMD rules, acting to further reduce its already less-than-significant air pollutant emissions. Moreover, urban location of the Project proximate to local and regional transportation facilities acts to reduce vehicle miles traveled (VMT) and associated mobile-source (vehicular) emissions. Additionally, Project incorporation of contemporary energy-efficient technologies and operational programs; and compliance with SCAQMD emissions reductions and control requirements act to reduce stationary-source air emissions. These Project attributes and features are consistent with and support AQMP air pollution reduction strategies and promote timely attainment of AQMP air quality standards. On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

Criterion No. 2

Criterion No. 2 addresses consistency (or inconsistency) of a given project with approved local and regional land use plans, and associated potential AQMP implications. That is, AQMP emissions models and emissions control strategies are based in part on land use data provided by local general plan documentation; and regional plans, which reflect and incorporate local general plan information. Projects that propose general plan amendments may increase the intensity of use and/or result

in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a given project is consistent with and does not otherwise exceed the growth projections in the applicable local general plan, then that project would be considered consistent with the growth assumptions in the AQMP.

The General Plan Amendment and Zone Change proposed by the Project are not reflected in the current AQMP development and growth assumptions. Moreover, largely because of increased trip generation characteristics, the Project would likely result in an incremental increase in operational-source air pollutant emissions when compared to emissions that would be generated pursuant to development of the site under its current land use designations. The increase in operational-source emissions that would be generated by the Project is not reflected in the current regional emissions inventory for the Basin. On this basis, the Project would not conform to Consistency Criterion No. 2.

Notwithstanding, the location of the Project proximate to local and regional transportation facilities acts to reduce vehicle miles traveled and associated mobile-source (vehicular) emissions. Additionally, Project incorporation of contemporary energy-efficient technologies and operational programs, and compliance with SCAQMD emissions reductions and control requirements act to reduce stationary-source air emissions to the extent feasible. These Project attributes and features are consistent with and support overarching AQMP air pollution reduction strategies that promote timely attainment of AQMP air quality standards.

AQMP Consistency Conclusion

The Project would not result in or cause NAAQS or CAAQS violations and conforms to AQMP Consistency Criterion No. 1. However, the Project's proposed change in land use designation for the subject site would generate operational-source criteria pollutant emissions not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with AQMP Consistency Criterion No. 2, and is ultimately considered inconsistent with the current AQMP.

Level of Significance: Potentially Significant. The Project's proposed change in land use designations for the subject site is not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with the AQMP. This is a potentially significant impact.

Mitigation Measures: Please refer to Mitigation Measures 4.3.1 through 4.3.5.

By implementing contemporary energy-efficient designs, providing urban infill development proximate to available transportation facilities, and complying with all SCAQMD emissions control rules and requirements, the Project supports Basin-wide emission reductions strategies reflected in the AQMP. Further, mitigation measures identified herein in combination with the Project design elements and operational programs as set forth in EIR Section 3.0, Project Description, would act to reduce operational-source criteria pollutant emissions to the extent feasible in support of the AQMP. The Project, if implemented, would be reflected in the City General Plan, and consequently, would be incorporated in future AQMP updates.

Notwithstanding the preceding considerations, the Project would generate operational-source criteria pollutant emissions not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with AQMP Consistency Criterion No. 2, and is ultimately considered inconsistent with the current AQMP. ***This is a Project-level and cumulatively significant impact.***

Level of Significance After Mitigation: ***Significant and Unavoidable.*** The requested change in land use designations for the Project site are necessary to allow for development of the Project. There are no mitigation measures available that would avoid or substantively reduce the resulting inconsistency with land uses and related emissions inventories reflected in the current AQMP.

Potential Impact: ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation.***

Impact Analysis: The latest SCAQMD/California Air Pollution Control Officers Association (CAPCOA)-approved version of the California Emissions Estimator Model (CalEEMod, v2013.2.2) was utilized to estimate Project-related air pollutant emissions levels. Project emissions levels were then compared to applicable SCAQMD thresholds in order to determine if air quality standards would be violated; or if Project emissions would contribute substantially to existing or projected air quality violations. Unless otherwise noted, CalEEMod default values and assumptions were applied throughout.

Regional Impacts

Construction-Source Air Pollutant Emissions

Project construction is expected to commence in June 2015 and would last through September 2016. Typical Project construction activities (listed below) would generate emissions of CO, VOC, NO_x, SOx, PM_{10}, and $PM_{2.5}$.

- Demolition
- Mass Grading
- Building Construction
- Paving
- Architectural Coatings

Modeled construction-source emissions levels reflect all-on-site construction activities and also account for construction worker commutes and vendor deliveries. Estimated maximum daily Project construction-source emissions are summarized at Table 4.3-4.

Table 4.3-4
Construction-Source Emissions Summary
Maximum Daily (lbs/day)

Year	Pollutants					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2015	59.34	109.14	72.69	0.11	20.93	11.86
2016	55.30	43.32	47.77	0.08	5.55	3.19
Maximum Daily Emissions	59.34	**109.14**	72.69	0.11	20.93	11.86
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	**YES**	No	No	No	No

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

As indicated at Table 4.3-4, Project construction-source air pollutant emissions would exceed the applicable SCAQMD regional threshold for NO_x. This is a potentially significant impact.

Level of Significance: Potentially Significant.

Mitigation Measures:

4.3.1 *The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403 and limit fugitive dust emissions:*

- *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;*

- *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*

- *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*

4.3.2 *Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.*

4.3.3 *During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-*

hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five (5) acres per day.

Level of Significance After Mitigation: Less-Than-Significant. Table 4.3-5 summarizes Project construction-source emissions after the implementation of Mitigation Measures 4.3.1 through 4.3.3.

Table 4.3-5
Construction-Source Emissions Summary–With Mitigation
Maximum Daily (lbs/day)

Year	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2015	59.34	76.73	71.30	0.11	9.65	5.85
2016	55.30	43.32	47.77	0.08	5.55	3.19
Maximum Daily Emissions	59.34	76.73	71.30	0.11	9.65	5.85
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

As indicated at Table 4.3-5, mitigated construction-source emissions would not exceed applicable SCAQMD regional thresholds.

Operational-Source Air Pollutant Emissions

Project operational activities associated with the proposed Project would result in emissions of ROG, NO_x, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Mobile Sources;
- Fugitive dust related to vehicular travel;
- Combustion emissions associated with natural gas and electricity use;
- Landscape maintenance equipment;
- Emissions from consumer products; and
- Architectural coatings.

Each of these operational emissions sources are described in the following paragraphs, and the estimated emissions from each source are summarized subsequently. Unless otherwise noted, CalEEMod default parameters were employed throughout.

Mobile Sources

Mobile source (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip characteristics available from the Project Traffic Impact Analysis (Project TIA, EIR Appendix C) were utilized in this analysis.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every development project. Criteria pollutants are emitted through the generation of electricity and the consumption of natural gas. Because electrical generating facilities for the Project area are located either outside the region, are separately evaluated under their own environmental analyses, and/or are offset through the use of pollution credits for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity have been excluded from the analysis presented here.

Landscape Maintenance Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which, when released in the atmosphere, can react to form ozone and other photochemically reactive pollutants. In the case of the commercial/retail uses proposed by the Project, no substantive on-site use of consumer products is anticipated.

Architectural Coatings

Over time, maintenance of Project facilities would require exterior application of architectural coatings. Such facility maintenance would generate air pollutant emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.

Operational Emissions Summary

Maximum daily Project operational-source air pollutant emissions are summarized at Table 4.3-6. Applicable SCAQMD regional significance thresholds are also indicated.

Table 4.3-6
Operational-Source Emissions Summary
Maximum Daily Winter/Summer (lbs/day)

Emissions Sources	Pollutants					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Sources (Landscape and Building Maintenance, Consumer Products)	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Building Energy Consumption	0.01	0.11	0.10	6.80e-4	8.64e-3	8.64e-3
Mobile Sources	40.67	86.23	368.11	0.73	48.15	13.62
Maximum Daily Emissions	**51.50**	**86.34**	**368.30**	**0.73**	**48.15**	**13.63**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 9.40e-4 = 9.40 $x10^{-4}$ = 9.40 x 0.0001 = 0.000940.

Level of Significance: Potentially Significant. As indicated at Table 4.3-6, Project operational-source emissions would exceed the applicable SCAQMD regional threshold for NO_x. This is a potentially significant impact. The following mitigation measures are incorporated, acting to reduce the Project operational-source NO_x threshold exceedance to the extent feasible. The mitigation measures listed would also broadly reduce the Project's other (already less-than-significant) operational-source air pollutant emissions to the extent feasible.

Mitigation Measures:

4.3.4 *Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building Code Title 24 requirements. Verification of increased energy efficiencies shall be shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City prior to the issuance of building permits Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that achieve the required energy efficiency performance standard also are acceptable):*

- *Increase in insulation such that heat transfer and thermal bridging is minimized;*
- *Limit air leakage through the structure and/or within the heating and cooling distribution system;*
- *Use of energy-efficient space heating and cooling equipment;*
- *Installation of electrical hook-ups at loading dock areas;*
- *Installation of dual-paned or other energy efficient windows;*
- *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;*
- *Installation of automatic devices to turn off lights where they are not needed;*
- *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;*

- *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;*
- *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.*

4.3.5 *Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy).*[1] *Verification of decreased outdoor water usage shall be documented in CalGreen Code Compliance Worksheets provided by the Applicant, and reviewed and approved by the City prior to the issuance of building permits.*

The Project shall also implement the following:

- *Landscaping palette emphasizing drought tolerant plants;*
- *Use of water-efficient irrigation techniques;*
- *U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.*

Level of Significance After Mitigation: *Significant and Unavoidable.* Mitigated Project operational-source emissions are summarized at Table 4.3-7. Even with the application of mitigation, Project operational-source NO_x emissions (76.45 lbs/day) would exceed the applicable SCAQMD regional threshold for NO_x (55 lbs./day) by approximately 21.45 lbs./day or 39 percent.

[1] A reduction of 20% indoor water use shall be achieved consistent with the current CalGreen Code for residential and non-residential land uses. Per CalGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

Table 4.3-7
Operational-Source Emissions Summary–With Mitigation
Maximum Daily Winter/Summer (lbs/day)

Emissions Sources	Pollutants					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources (Landscape and Building Maintenance, Consumer Products)	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Building Energy Consumption	8.70e-3	0.08	0.07	4.70e-4	6.01e-3	6.01e-3
Mobile Sources	39.31	76.37	335.82	0.60	41.18	11.66
Maximum Daily Emissions	**50.13**	**76.45**	**335.99**	**0.60**	**41.19**	**11.66**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 9.40e-4 = 9.40 $x10^{-4}$ = 9.40 x 0.0001 = 0.000940.

As set forth previously in this EIR, NOx is a byproduct of fuel combustion and the primary source of NOx emissions from the Project are a result of tail pipe emissions from vehicles accessing the site (approximately 99.9 percent of the Project operational NOx emissions would be generated by Project traffic). Neither the Project Applicant nor the City has any regulatory control over tail pipe emissions from individual sources. Rather, vehicle tail pipe source emissions are regulated by CARB and USEPA. The amount of NOx emissions from vehicle sources has been reduced dramatically over the past years and is expected to further decline as clean vehicle and fuel technologies improve. The Project implements all feasible mitigation measures and complies with all applicable SCAQMD Rules directed toward reduction of NOx emissions. No feasible mitigation measures exist that would further substantively reduce these emissions.

While Project operational-source NOx emissions would exceed SCAQMD regional thresholds, Localized Significance Thresholds (LSTs) for NOx emissions would not be exceeded. LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air

quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). These Standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. As indicated subsequently at EIR Table 4.3-11, Project localized operational-source NOx emissions (4.43 lbs./day) would represent approximately 2.2 percent of the applicable SCAQMD LST for NOx (203 lbs./day), and therefore would not cause or result in a potential health risk. Please refer also to subsequent discussions of the Project's potential localized emissions impacts.

Regional Air Quality Impact Summary

As substantiated in the preceding discussions, mitigated Project construction-source emissions would not exceed applicable SCAQMD regional thresholds. Mitigated Project construction-source emissions would not violate a regional air quality standard and would therefore be less-than-significant.

However, even with the application of mitigation, Project operational-source NO_x emissions would exceed the applicable SCAQMD threshold. Project operational-source NO_x exceedances would therefore violate a regional air quality standard and would be considered significant.

Localized Impacts

Localized Significance Threshold (LST) Analysis

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, the NAAQS/CAAQS establish LSTs.

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. Though not required, lead agencies may employ LSTs as another indicator of significance in its air quality impact analyses.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are non-attainment pollutants within the Study Area.

Emissions Considered/Methodology

As noted above, LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). The Project's Air Quality Analysis utilizes the methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (SCAQMD, June 2003). The SCAQMD Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs." Therefore, for purposes of the LST analysis, only emissions included in the CalEEMod "on-site" emissions output were considered.

Receptors

Localized air quality impacts were evaluated at sensitive receptor land uses. The nearest sensitive receptor (residential) land use is located approximately 26 meters/85 feet west of the Project site. Notwithstanding, and although a business park is not typically considered to be a sensitive receptor, for analytic purposes, and as a conservative measure, potential localized air quality impacts at the business park located approximately 15 meters/50 feet south of the Project site were evaluated in the LST analysis. The Methodology explicitly states that "it is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Accordingly, LSTs for the business park located approximately 15 meters/50 feet south of the Project site were established at 25 meters.

Construction-Source Emissions LST Analysis

The Project LST analysis of construction-source emissions employs the SCAQMD LST "mass rate lookup tables." In summary, the "lookup tables" establish allowable emissions (lbs/day) as a function of receptor distance (meters) from a construction site boundary. Related, the SCAQMD has issued guidance on applying CalEEMod to LST analyses employing the lookup tables." In this regard, CalEEMod calculates construction emissions (off-road exhaust and fugitive dust) based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the LST lookup tables, LST analyses should contain the following descriptors/parameters:

- The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions;
- The maximum number of acres disturbed on the peak day using the equipment list from above and reflecting CalEEMod equipment use/acreage disturbance rates;

- Any emission control devices added onto off-road equipment;
- Any specific dust suppression techniques used on the day of construction activity with maximum emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the information at Table 4.3-8 is used to determine the maximum daily disturbed-acreage for comparison to LSTs. To ensure consistency with LST modeling of construction-source emissions provided herein, maximum use of Project construction equipment types and their hours of operation (during grading activity) should be limited through Mitigation Measures 4.3.1 through 4.3.3 and as indicated at Table 4.3-8.

Table 4.3-8
Construction-Source Emissions LST Analysis-
Site Disturbance

Equipment Type	Quantity	Operating Hours (each piece of equipment) per Day	Acres Disturbed (each piece of equipment) per 8 Hour Period	Total Acres Disturbed (equipment type) per Day
Tractors	2	8	0.5	1
Graders	2	8	0.5	1
Rubber Tired Dozers	2	8	0.5	1
Scrapers	2	8	1	2
Total Acres Disturbed per Day (all equipment)				5.0
Applicable LST Mass Rate Look-up Table				5 Acres

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Table 4.3-9 summarizes maximum daily localized construction-source emissions impacts at the nearest sensitive receptor. As indicated, maximum daily construction-source emissions would exceed applicable LSTs for PM_{10} and $PM_{2.5}$. This is a potentially significant impact.

Table 4.3-9
Localized Construction-Source Emissions Summary
Maximum Daily Emissions (lbs/day)

	Pollutants			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction-Source Emissions	**104.30**	**66.80**	**20.32**	**11.64**
SCAQMD Localized Threshold	203	1,733	14	8
Threshold Exceeded?	**NO**	**NO**	**YES**	**YES**

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Level of Significance: Potentially Significant.

Mitigation Measures: Please refer to previous Mitigation Measures 4.3.1 through 4.3.3.

Level of Significance After Mitigation: Less-Than-Significant. Table 4.3-10 identifies the maximum daily localized construction-source emissions impacts at the nearest receptor, as mitigated. With the implementation of Mitigation Measures 4.3.1 through 4.3.3, maximum-daily construction-source emissions would not exceed applicable SCAQMD LSTs.

Table 4.3-10
Localized Construction-Source Emissions Summary–With Mitigation
Maximum Daily Emissions (lbs/day)

	Pollutants			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction-Source Emissions	60.86	46.94	9.04	5.63
SCAQMD Localized Threshold	203	1,733	14	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Operational-Source Emissions LST Analysis

The LST analysis includes on-site sources only and includes all on-site Project-related stationary (area) sources, and conservatively assumes an on-site travel distance for each Project car and truck trip of approximately 1 mile or 5,280 feet.[2] Modeling based on these assumptions demonstrates that Project operational-source emissions would not exceed applicable LSTs. Project operational-source localized emissions impacts are summarized at Table 4.3-11.

Table 4.3-11
Localized Operational-Source Emissions Impacts Summary
Maximum Daily Emissions (lbs/day)

	Pollutants			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Operational-Source Emissions	4.43	18.60	2.42	0.69
SCAQMD Localized Threshold	203	1,733	4	2
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Level of Significance: Less-Than-Significant.

CO "Hot Spot" Analysis

As discussed below, the Project would not result in potentially adverse localized CO concentrations or "hot spots."

It has long been recognized that adverse localized CO concentrations ("hot spots") are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain

[2] The El Monte Walmart site measures less than one-quarter along its longest (easterly to westerly) axis. Internal trips lengths would therefore be substantively less than the one-mile distance assumed in the LST analysis.

vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations in the Project vicinity have declined over time, and have not violated applicable AAQS in the last three years of record. Please refer to Table 4.3-2, "Area Air Quality Monitoring Summary."

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. When the SCAQMD CEQA Handbook was first prepared in 1993, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO. As identified in the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) and subsequently within the SCAQMD's 2003 AQMP, peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon traffic periods. This hot spot analysis did not predict any violation of CO standards. It can, therefore, be reasonably concluded that projects (such as the proposed Project) that are not subject to the extremes in vehicle volumes and vehicle congestion that was evidenced in the 2003 Los Angeles hot spot analysis (as shown in Table 4.3-13, none of the Project Study Area intersections would approach, much less exceed, traffic volumes and traffic congestion reflected in the 2003 Los Angeles hot spot analysis), would similarly not create or result in CO hot spots. Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts.

More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—

or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant localized CO emissions impact.

The Project would not produce maximum peak hour traffic volumes traffic required to generate a CO hot spot either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations (please refer to Table 4.3-12). Therefore, CO hotspots are not an environmental impact of concern for the Project.

Table 4.3-12
TIA Study Area Intersection Maximum Peak Hour Traffic Volumes

Intersection Location	Northbound (AM/PM/ Saturday Mid-Day)	Southbound (AM/PM/SMD)	Eastbound (AM/PM/SMD)	Westbound (AM/PM/SMD)	Total (AM/PM/SMD)
Valley Blvd. & Rosemead Blvd	1,695/1,784/1,649	1,724/1,547/1,512	505/900/813	1,255/867/1,035	5,179/5,098/5,009
Lower Azusa Rd. & Santa Anita Ave.	1,214/1,330/1,079	1,189/1,262/1,004	820/1,285/1,060	1,215/907/977	4,438/4,784/4,120
Garvey Ave. & Rosemead Blvd.	1,984/1,855/1,852	1,969/2,021/1,376	1,028/1,343/1,280	1,425/927/1,016	6,406/6,146/5,524
Garvey Ave. & Santa Anita Ave.	1,144/1,855/820	1,209/1,231/649	652/1,235/1,002	1,541/998/968	4,546/5,319/3,439

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads) March 17, 2014.

Level of Significance: Less-Than-Significant.

Toxic Air Contaminants (TAC) Health Risk Analysis

TACs of primary concern for the Project would be Diesel Particulate Matter (DPM) emissions generated by delivery trucks accessing the Project site. Project DPM sources are discussed below. Potential health risks of Project-related DPM emissions are described and evaluated subsequently.

Diesel Particulate Matter (DPM) Emissions

The Project would generate truck traffic (primarily delivery and service vehicles) a portion of which may be diesel-powered. Diesel emissions and diesel particulate matter (DPM) are known carcinogens and could increase area health risks. Accordingly, an analysis of potential long-term diesel exposure health risks is provided. To this end, the Project Health Risk Assessment (EIR Appendix D) characterizes and quantifies potential diesel emissions generated by, and health risk exposure resulting from, Project operations.

The average number of trucks accessing the Project site on a weekly basis is summarized at Table 4.3-13. Trucks accessing the Project would include 2-axle (small) delivery trucks; and larger semi-trailer trucks, with and without Transport Refrigeration Units (TRUs). On-site truck idling and associated generation of DPM emissions would occur as trucks enter and travel through the facility.

Table 4.3-13
Average Weekly Truck Deliveries-By Category

Description	Deliveries per Week
2-axle delivery trucks	45
Semi-trailer w/TRU	14
Semi-trailer w/o TRU	28
Total Truck Deliveries/Week:	**87**

Source: *El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte* (Urban Crossroads) April 17, 2014.

The Project is required to comply with CARB's on-site truck idling limit of 5 minutes. SCAQMD staff recommends that HRA's assume a minimum of 15 minutes of on-site truck idling (trucks w/o TRUs), which would take into account potential protracted on-site idling which could occur at loading/unloading areas, or other areas or instances where on-site truck traffic movements may be impeded or delayed. Consistent with SCAQMD recommendations, the Project HRA analysis assumed on-site truck idling (other than for trucks with TRUs) for a period of 15 minutes.

As indicated above, some of the trucks accessing the site would have Transport Refrigeration Units (TRUs). DPM emission factors for, and total on-site DPM emissions generated by, trucks with TRUs are greater than for trucks w/o TRUs. This is because of increased energy demands of the refrigeration units, and requirements to keep items refrigerated throughout delivery and unloading processes. TRU emission factors were obtained from CARB's Staff Report: *Initial Statement of Reasons for Proposed Rulemaking 2011 Amendments for the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate.* Each TRU accessing the site was estimated to idle for 30 minutes with an average of 34 horsepower and 0.53 load factor consistent with CARB guidance.

Charbroiling Cooking Emissions

The cooking of meat creates fine particulate matter and volatile organic carbon emissions. Polycyclic Aromatic Hydrocarbons (PAHs), a group of over 100 chemicals, are key TACs from cooking operations. PAHs are formed by the incomplete combustion of coal, oil, petrol, wood, tobacco, charbroiled meats, garbage, or other organic materials. Exposure to PAHs usually occurs by breathing air contaminated by wild fires or coal tar, or by eating foods that have been grilled. Cancer is the major concern from exposure to PAH. Epidemiological studies have reported an increase in lung cancer in humans exposed to coke oven emissions, roofing tar emissions, and cigarette smoke; all of these mixtures contain PAH compounds. Two primary components of PAH are benzo[a]pyrene and naphthalene. Animal studies have reported respiratory tract tumors from inhalation exposure to benzo[a]pyrene and fore-stomach tumors, leukemia, and lung tumors from oral exposure to benzo[a]pyrene. Naphthalene is also a component of cooking emissions which can impact respiratory functions.

As summarized in the Project Description, a restaurant/food service use may be incorporated in the proposed Walmart Store. However, the exact type of restaurant or food use, menu items and/or cooking methods has yet-to-be determined. Accordingly, the Project HRA considered and evaluated TAC emissions generated by cooking of varying menu items (beef, poultry with skin, poultry without skin, and pork); and

employing a range of cooking methods (charbroilers, under-fired broilers, and griddles). Charbroiling emissions rates and emission pollutant categories are available from *Guidance for Air Dispersion Modeling* (SJVAPCD, 2006. The *Guidance's* "Facility type 3" was selected and modeled since it represents the greatest emission rate and would establish a likely maximum impact condition. Please refer to the Project HRA (EIR Appendix D) for more detailed calculations and methodology information.

Carcinogenic and Chronic Illness Impacts

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased cancer risk of greater than 10 incidents per million population. Consistent with the aforementioned SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant. Also germane to the Project HRA, specific guidance in determining health risks from diesel emissions is provided in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

Health risks associated with exposure to carcinogenic compounds are defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of carcinogenic potential of a chemical when a dose is received through the inhalation pathway, and represents an upper-bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu g/m^3$) over a 70-year lifetime. The URFs utilized in this analysis were obtained from the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA). Please refer also to the Project HRA presented at EIR Appendix D for greater detail regarding calculated TAC exposures and resulting health TAC-source cancer risks.

Consistent with OEHHA guidance and SCAQMD HRA protocols, Project-related TAC-source cancer risks were evaluated for three exposure scenarios: "Residential," "Worker" and "School Site/School Child." OEHHA-recommended exposure parameters for each scenario are summarized at Table 4.3-14.

Table 4.3-14
OEHHA Recommended Exposure Scenario Parameters

Exposure Parameter	Units	Residential	Worker	School Site/Child
Frequency	days/year	350	245	180
Duration	years	70	40	9
Inhalation Rate	m^3/day	21.14	10.43	40.67
Body Weight	kilograms	70	70	18
Averaging Time	days	25,550	25,550	25,550
Exposure Time	hours/day	24	12	10

Source: *El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte* (Urban Crossroads) April 17, 2014.

Carcinogenic Risk Exposure: Quantification Results

The Project HRA results for residential, worker, and school site carcinogenic risk exposures are summarized below. Please refer also to the Project HRA (EIR Appendix D) for detailed exposure modeling inputs and results.

Residential Exposures

For the Residential Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted residential land use. That is, at the maximally exposed individual receptor (MEIR), the maximum risk is estimated to be 0.24 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

Worker Exposures

For the Worker Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted worker location. That is, for the maximally exposed individual worker

(MEIW), the maximum risk is estimated to be 0.65 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

School Site Exposures

For the School Child Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted school site. That is, for the maximally exposed individual school child (MEISC), the maximum risk is estimated to be 0.02 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

Non-Carcinogenic Risk

An evaluation of the potential non-carcinogenic effects of chronic exposure to TACs was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). RELs employed in the Project HRA were obtained from the California Environmental Protection Agency, Office of Environmental Health Hazard (OEHHA); http://www.oehha.org/risk/chemicaldb/index.asp. Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Noncarcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant.

Non-Carcinogenic Risk Exposure: Quantification Results

TAC non-carcinogenic risk exposures were quantified consistent with applicable SCAQMD methodology, and are expressed relative to Hazard Index threshold of 1.0. As noted above, non-carcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant. The Project HRA results for residential, worker, and school non-carcinogenic risk exposures are summarized below.

Residential Exposures

At the MEIR, the calculated HI is estimated to be 0.0002, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

Worker Exposures

At the MEIW, the calculated HI is estimated to be 0.0007, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

School Site Exposures

At the MEISC, the calculated HI is estimated to be 0.00009, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

Cumulative TAC Impacts

Background

The South Coast Air Quality Management District (SCAQMD)[3] has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the South Coast Air Basin (Basin). This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.[4] *MATES-III* estimates that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately 1,200 incidents per one million population. Related, *MATES-III* estimates the cumulative TAC-source cancer risk for the localized area encompassing the Project site at 1,373 incidents per million population.[5] Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6%) of the total risk shown in MATES-III.

---

[3] SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

[4] Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

[5] SCAQMD 2008, MATES III Carcinogenic Interactive Map–http://www3.aqmd.gov/webappl/matesiii/ Localized background TAC-source cancer risk estimates are extrapolated from TAC monitoring data collected at ten fixed sites within the South Coast Air Basin. MATES III extrapolates cancer risk levels throughout the Basin at 1.25 mile by 1.25 mile grids.

Ambient TAC Impacts Presumed Cumulatively Significant

The SCAQMD *has* established a significance threshold for incremental project-level TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD has not, however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of El Monte (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, MATES-III estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized area encompassing the Project site the risk is estimated at 1,373 incidents per million population. Either of these existing cumulative TAC-source cancer risk levels (1,200 per million, or 1,373 per million) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

Comparing the ambient cumulative TAC-source cancer risk (1,200 per million Basin-wide; or 1,373 per million locally) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 120 to 137 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 120 to 137 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant under existing conditions without the Project.

Related Projects Contribution to Cumulative TAC Impacts

In addition to the MATES-III cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the MATES-III study.

In consultation with the Lead Agency, related TAC-generating projects located within a one-quarter mile radius of the Project were identified and are reflected in this cumulative TAC analysis. The one-quarter mile radius encompassed within the cumulative TAC analysis reflects CARB and South Coast District analyses indicating an 80-percent drop-off in TAC concentrations at approximately 1,000 feet from the TAC source under consideration (California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.) Beyond 1,000 feet, the TAC emissions would be reduced and diffused such that they would not substantively and discernibly contribute to or interact with TAC emissions from other distinct sources. The ¼ mile (1,320 feet) Study Area radius employed in the Project HRA therefore encompasses and extends beyond the distance at which related projects would generate TACs that would likely interact with TACs generated by the proposed El Monte Walmart Project.

Related TAC-generating projects located within a ¼ mile radius of the Project site include:

- 24,400 square feet of light industrial/warehouse facilities at 10525 Valley Boulevard; and
- 480 apartments/condominiums and 25,000 square feet of retail between I-10 and Valley Boulevard and Rio Hondo Channel and Santa Anita Avenue.

TACs generated by these related projects could potentially contribute to, or interact with, the Project's TAC emissions. The primary source of TACs generated by these related projects would be DPM emissions generated by delivery trucks accessing the respective sites.

No environmental documentation is available that discloses potential TAC-source cancer risk associated with these two related projects. Notwithstanding, in an effort to overstate rather than understate cumulative impacts, a screening-level risk assessment has been conducted for these two related projects based on the limited information available. The results of the screening-level risk assessment presented in the Project HRA indicates that the maximum cancer risk attributable to the related projects would be approximately 0.07 in one million.

Project Contribution to Cumulative TAC Impacts

Project-source TACs would incrementally increase the background cancer risk by a maximum of 0.24 incidents per million population. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts is 10 incidents per million population. Similarly, SCAQMD significance thresholds state that Project contributions to cumulative TAC-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 0.24 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

Summary and Conclusions

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related projects identified herein, were added to the total background risk derived by the MATES III study, yielding a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated at Table 4.3-15, the maximum potential cumulative cancer risk within the Study Area is estimated at 1,373.31 incidents per million.

Table 4.3-15
Study Area Cumulative Cancer Risk

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	1,373	---	---	**1,373**
Cumulative Impact With Project	1,373	---	0.24	**1,373.24**
Cumulative Impact With Project and Related Projects	1,373	0.07	0.24	**1,373.31**

Source: *El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte* (Urban Crossroads) April 17, 2014.
Notes: Background TAC risk from: MATES III Carcinogenic Risk Interactive Map (http://www2.aqmd.gov/webappl/matesiii/) (SCAQMD 2008).

The MATES-III ambient cumulative TAC impact represents approximately 99.9 percent of the total cumulative impact identified at Table 4.3-15; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant in order to ensure the most conservative analysis. The Project would incrementally contribute to this presumably significant cumulative impact. However the Project's incremental contribution of 0.24 incidents per million population does not exceed, or even remotely approach the established SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, the Project TAC emissions impacts are not considered cumulatively considerable. Please refer also to the

discussion of cumulative air quality impacts presented at EIR Section 5.0, "Other CEQA Considerations."

Localized Air Quality Impact Analysis Summary

As substantiated by the preceding discussions, maximum Project construction-source and operational-source emissions would not exceed applicable SCAQMD LSTs at the nearest sensitive receptor. Nor would the Project create or result in localized CO hot spots. Further, although an existing cumulative TAC impact is presumed to exist without the Project based on existing, ambient conditions, the Project's TAC emissions would not be a cumulatively considerable contribution to that impact. On this basis, the potential for the Project's localized emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Expose sensitive receptors to substantial pollutant concentrations.***

Impact Analysis: Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Air Quality Impacts, the sensitive receptors nearest the Project site would not be subject to emissions exceeding SCAQMD LSTs. Nor would the Project create or result in localized CO hot spots. The Project HRA, summarized herein, substantiates that the Project would not generate or result in localized concentrations of TACs that would create or result in potentially significant health risks. On this basis, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Create objectionable odors affecting a substantial number of people.***

Impact Analysis: The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming);
- Wastewater treatment plants;
- Food processing plants;
- Chemical plants;
- Composting operations;
- Refineries;
- Landfills;
- Dairies; and
- Fiberglass molding facilities.

The Project does not propose land uses or activities typically associated with emitting objectionable odors. The Project may, however, generate localized odors due to construction equipment exhaust, application of asphalt and architectural coatings during construction activities, fast-food and restaurants using charbroilers and other cooking facilities, and the temporary storage of typical solid waste (refuse). Standard construction materials use storage and disposal requirements would minimize odor impacts from construction. Moreover, any construction-source odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction.

With regard to Project operations, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City solid waste regulations. Further, any other odors that may be generated during Project operations would disperse rapidly and would likely be limited to the immediate vicinity of the odor source. The Project would also be required to comply with SCAQMD Rule 402, acting to minimize potential occurrences of public nuisance odors.

As supported by the preceding discussion, the potential for the Project to create objectionable odors affecting a substantial number of people is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors.***

Impact Analysis: The Project area is designated as an extreme non-attainment area for ozone, a serious non-attainment area for PM_{10}, and a non-attainment area for $PM_{2.5}$. Germane to these regional non-attainment conditions, the Project-specific evaluation of emissions presented previously demonstrates that the Project's construction-source emissions would not exceed regional significance thresholds with implementation of Mitigation Measures 4.3.1 through 4.3.3. Project construction-source emissions would therefore not contribute to a cumulatively considerable net increase for in PM_{10}, $PM_{2.5}$, or the ozone precursors VOC and NO_x within the encompassing non-attainment areas.

However, even after application of all feasible mitigation, Project operational-source NO_x would exceed applicable SCAQMD regional thresholds. The fact that the Project generates long-term emissions of the ozone precursor NO_x in excess of applicable SCAQMD thresholds indicates that the Project impact is significant on an individual basis, and would therefore contribute to cumulatively significant air quality impacts within a non-attainment area. On this basis, Project operational-source emissions of NO_x in exceedance of applicable SCAQMD regional thresholds would result in a cumulatively considerable net increase of in criteria pollutants within a non-attainment area. This is a potentially significant air quality impact. Please refer also to the discussion of cumulative air quality impacts presented at EIR Section 5.0, "Other CEQA Considerations."

Level of Significance: Potentially Significant.

Mitigation Measures: Please refer to Mitigation Measures 4.3.4 through 4.3.5.

Level of Significance After Mitigation: ***Significant and Unavoidable.*** Mitigation Measures 4.3.4 through 4.3.5 would reduce Project operational-source NO_x emissions to the extent feasible. However, operational-source NO_x emission exceedances would persist, and would comprise a cumulatively considerable impact even with the application of mitigation. Please refer also to previous discussions regarding Project operational-source emissions.

4.4 NOISE

4.4 NOISE

Abstract

This Section assesses whether the Project would substantially increase ambient noise levels, or otherwise expose land uses to noise or groundborne vibration levels exceeding established standards. In this regard, this Section evaluates whether the Project would result in or cause:

- *Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. This impact would occur if the Project would create or result in noise exposure at receiving occupied land uses exceeding standards established by the City or other applicable jurisdictions; and/or if Project employees or customers were exposed to adverse noise levels.*

- *A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This condition will occur if the Project temporarily or periodically increases noise levels at receiving occupied land uses in excess of, and for durations longer than, are allowed under applicable City standards.*

- *A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

  For vehicular source noise, this impact will occur if:

- *The ambient CNEL is below the applicable land use/noise compatibility guidelines of the El Monte General Plan, and the Project increases the ambient CNEL above applicable guidelines; or*

- *The Project increases the CNEL at any receptor by an audible amount (3.0 dB or more) when the ambient CNEL is equal to or in excess of applicable guidelines.*

For stationary operational/area source noise, this impact will occur if:

- *The ambient noise condition is below the applicable exterior noise standards defined in the City of El Monte Municipal Code (Municipal Code), and noise generated by the Project increases the ambient noise conditions above applicable standards; or*

- *Project noise increases ambient noise levels by an audible amount (3.0 dB or more) when existing conditions exceed ambient standards.*

- *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.*

As presented in the following analyses, even after compliance with regulations and application mitigation measures, the Project's construction-source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, construction noise impacts affecting these adjacent properties are recognized as significant. Notwithstanding, it is also recognized that Project construction noise, as noted, will be temporary and intermittent. These noise levels will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities. All other potential noise impacts of the Project are determined to be less-than-significant, or can be mitigated to levels that are less-than-significant.

4.4.1 INTRODUCTION

This Section presents the noise setting, methodology, standards of significance, and potential noise impacts associated with the Project. Where impacts are determined to be potentially significant, mitigation measures are proposed to avoid or reduce the severity of impacts. The information presented herein has been summarized from the *Walmart El Monte Noise Impact Analysis, City of El Monte, California* (Urban Crossroads, Inc.) September 9, 2013 (Project Noise Analysis). The Project Noise Analysis is presented in its entirety at EIR Appendix E.

4.4.2 SETTING

Following are discussions of noise and vibration fundamentals applicable to the Project, together with assessments of existing ambient noise levels and noise sources in the Project vicinity.

4.4.2.1 Fundamentals of Noise

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Figure 4.4-1 presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly measured at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		SLEEP DISTURBANCE
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Urban Crossroads, Inc.

appliedplanning inc

Figure 4.4-1
Typical Noise Levels and their Effects

Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous noise levels. The most commonly used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. To describe the time-varying character of environmental noise, the City of El Monte relies on statistical noise descriptors, such as L25, L8, and L2, which are commonly used. These are the noise levels equaled or exceeded during twenty-five percent, eight percent, and two percent of a stated time, respectively. Sound levels associated with the L8 and L2 levels typically describe transient or short-term events, while sound associated with the L25 level describes the steady state (or median) noise conditions. The City of El Monte Municipal Code relies on these percent noise levels to describe stationary source noise level impacts.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure. The City of El Monte relies on the 24-hour CNEL level to assess land use compatibility with transportation-related noise sources.

Harmful Effects of Noise

Noise can cause temporary physical and psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in peripheral blood vessels, the secretion of saliva and gastric juices, and changes in heart rate, breathing patterns, the chemical composition of the blood and urine, dilation of pupils in the eye, visual acuity and equilibrium. The chronic recurrence of these physical reactions has been shown to cause fatigue, digestive disorders, heart disease, circulatory and equilibrium disorders. Moreover, noise is a causal factor in stress-related ailments such as ulcers, high blood pressure and anxiety.

Three (3) harmful effects of noise which are commonly of concern include the prevention or interruption of sleep, speech interference, and hearing loss. Interruption of sleep can occur from low level of noise in the range of 35 to 45 dBA. Speech interference begins to occur at about 40 to 45 dBA and becomes severe at about 60 dBA. Hearing loss can occur from prolonged exposure to noise levels of 75 dBA or greater.

4.4.2.2 Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) approximately 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate approximately 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of approximately 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of approximately 4.5 dB per doubling of distance from a line source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding by Natural or Man-Made Features

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a noticeable noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between

the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure.

4.4.2.3 Traffic Noise Prediction

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, provided by the FHWA, the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of approximately 3.0 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

4.4.2.4 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

4.4.2.5 Vibration

According to the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment (May 2006), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or man-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. However, unlike sound measurements; there is no standard way of measuring and reporting amplitude. Vibration may be expressed in terms of peak particle velocity (PPV) in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response (annoyance). It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The root mean square (RMS) of a signal is the average of the squared amplitude of the signal, typically calculated over a one-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe human response to vibration.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. The range of interest or potential concern regarding received vibration levels is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities can generate groundborne vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants. Construction vibrations can be transient, random, or continuous. Transient construction vibration source include blasting, impact pile driving, and wrecking balls. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Continuous vibration may result from vibratory pile drivers, large pumps, horizontal directional drilling, and compressors.

4.4.2.6 Land Use Compatibility With Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

4.4.2.7 Sensitive Receptors

Land uses classified as noise-sensitive by the State of California include: schools, hospitals, rest homes, long-term care centers, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, libraries, and recreation areas to be noise-sensitive. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Land uses which are considered less sensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Land uses surrounding the Project site are portrayed in Figure 4.4-4, "Noise Receiver Locations," presented subsequently within this EIR Section. To the west of the Project site, across Arden Drive, properties are developed with a mix of commercial and single-family residential uses. Residential uses are also located to the north of Hickson Street, approximately 1,000 feet north of the Project site. The school located nearest the Project site is the Shirpser Elementary School, which serves grades K-5, and is located at 4020 Gibson Road, approximately 800 feet west of the Project's westerly boundary.

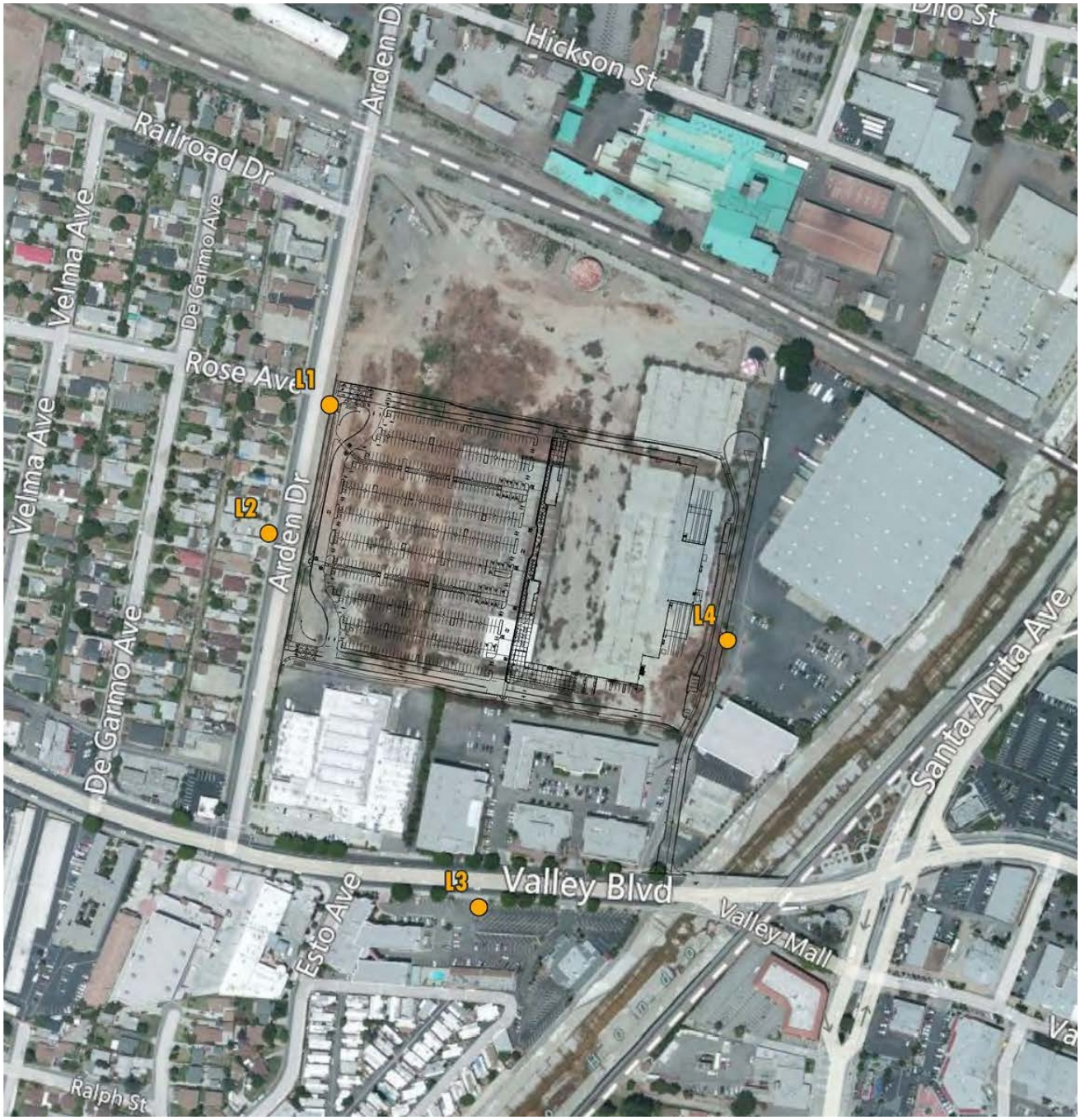
Adjacent to the Project site to the north, east and south, properties are developed primarily with municipal, industrial and commercial uses, including the City of El Monte Maintenance Facility, adjacent to the Project's northerly boundary; existing industrial facilities to the east, across Valley Circle Drive; and to the south, a mixture of industrial, commercial and office buildings, with frontages on Valley Boulevard. An existing masonry wall, which will remain in place as part of Project development, separates uses to the south from the proposed Project.

4.4.2.8 Current Noise Exposure

Noise Monitoring

To assess existing noise levels in the Project vicinity, four long-term, 24-hour noise measurements were obtained at proximate receptor locations. These long-term noise level measurement receptor locations were selected to describe and document the Project site's existing ambient noise environment. These locations are representative of the sensitive receptors that could be affected by Project-related construction and operational/area source noise and, in this sense, establish the baseline for likely maximum construction-source and operational/area source noise emanating from the Project site. This establishes baseline hourly day/night Leq levels as well as an averaged CNEL, allowing for assessment of Project-generated noise levels under daytime, nighttime, and averaged 24-hour conditions. Collecting reference ambient noise level measurements at proximate receptor locations also facilitates comparison of pre- and post- Project noise levels and assessment of the Project's intrinsic and incremental noise impacts. Vehicular traffic, Union Pacific/Metrolink rail activities, and aircraft overflights from the nearby El Monte Airport are the primary sources of ambient noise in the Project vicinity.

Noise levels were measured at the locations shown in Figure 4.4-2. Monitored ambient noise conditions are presented in summary form within Table 4.4-1, and are described subsequently.



LEGEND:

L4 - LONG-TERM NOISE LEVEL MEASUREMENT LOCATION

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 4.4-2
Noise Measurement Locations

appliedplanning inc

Table 4.4-1
Long-Term Ambient Noise Level Measurements

Location[1]	Hourly Noise Level (Leq dBA)[2]		CNEL
	Daytime (7am to 10pm)	Nighttime (10pm to 7am)	
L1: Southeast corner of Arden Drive and Rose Avenue	62.5	57.1	65.6
L2: 3919 Arden Drive	63.9	59.4	67.2
L3: 10472 Valley Boulevard	65.2	60.0	68.2
L4: 10511 Valley Circle	63.1	55.7	64.6

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads) September 9, 2013.
[1] Please refer also to Figure 4.4-2 for the location of the monitoring sites.
[1] Observed hourly noise levels during non-construction hours.

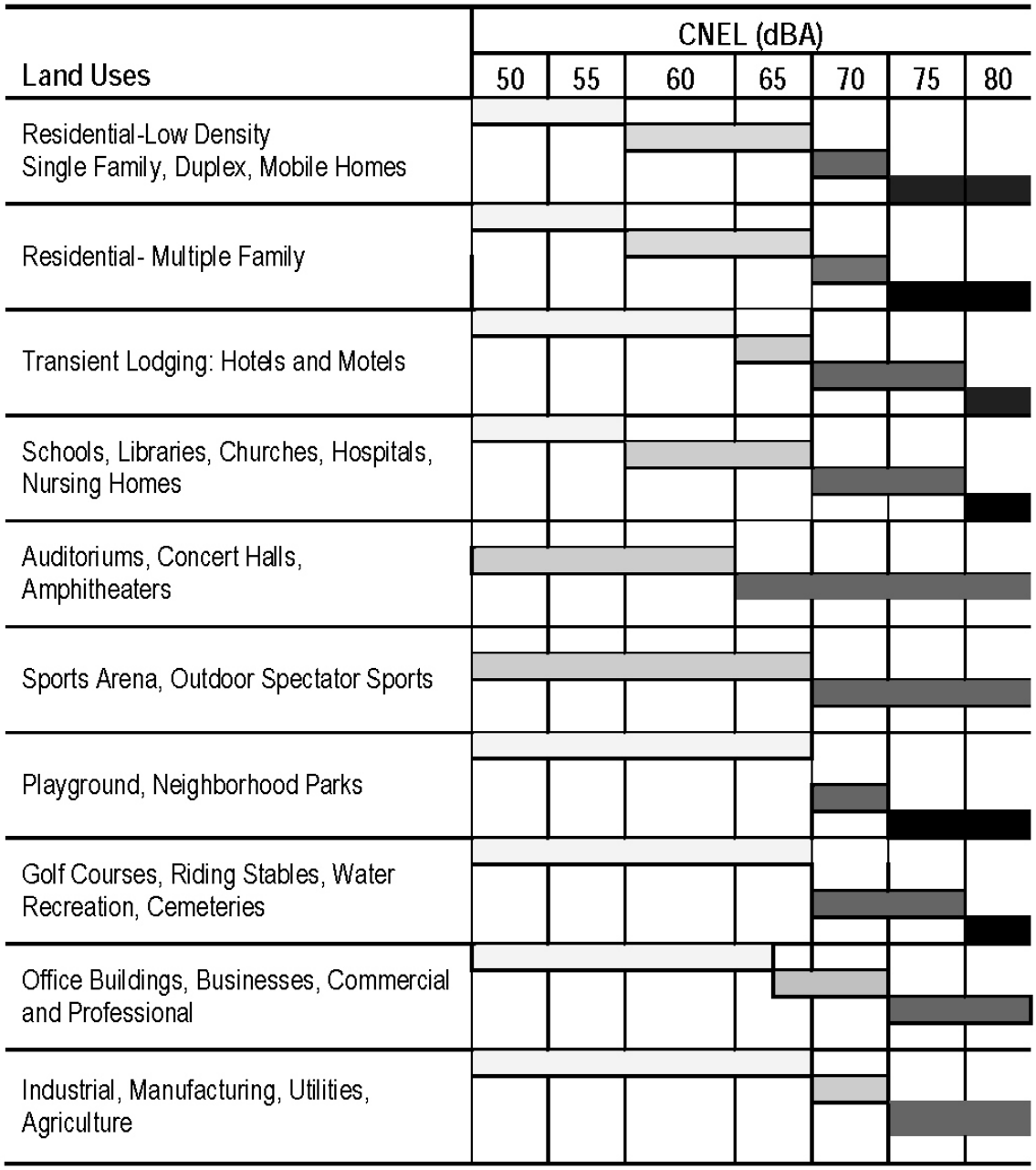
- Noise measurement location "L1" is located at the southeast corner of Arden Drive and Rose Avenue. Although this measurement location is onsite, east of Arden Drive, the noise level measurement is intended to represent the expected noise levels in the neighboring residences on the west side of Arden Drive. Existing daytime hourly ambient noise levels at location L1 ranged from 60.2 to 63.6 dBA Leq, with an average daytime noise level of 62.5 dBA Leq. During the nighttime hours, the measured ambient noise levels ranged from 54.6 to 59.9 dBA Leq, with an average nighttime noise level of 57.1 dBA Leq. A review of the 24-hour Community Noise Equivalent Level (CNEL) indicates that the overall exterior noise level is 65.6 dBA CNEL, which is considered "normally acceptable" for commercial land uses (please refer to Figure 4.4-3,City of El Monte Noise Element Noise/Land Use Compatibility Standards).

- Location "L2" represents the neighboring residential community located west of the Project across Arden Drive. At Location L2 (3919 Arden Drive), the noise level measurements show an overall 24-hour exterior noise level of 67.2 dBA CNEL which is considered "conditionally acceptable" under the City of El Monte Noise Element Noise/Land Use Compatibility Standards (Figure 4.4-3). The hourly noise levels measured at Location L2 ranged from 61.4 to 65.5 dBA Leq during the daytime hours and from 54.6 to 63.0 dBA Leq during the nighttime hours. The

average daytime noise level was calculated at 63.9 dBA Leq, with an average nighttime noise level of 59.4 dBA Leq.

- Location "L3," located at 10472 Valley Boulevard, represents the Pacific Towers Senior Apartments. The noise level measurement was collected just south of Valley Boulevard near the parking lot and resulted in a 24-hour noise level of 68.2 dBA CNEL. The hourly noise levels indicate that the daytime noise levels range from 63.9 to 66.3 dBA Leq, with the nighttime noise levels ranging from 55.8 to 63.5 dBA Leq. The average daytime noise level was calculated at 65.2 dBA Leq, with an average nighttime noise level of 60.0 dBA Leq.

- Noise level measurement location "L4" was placed at 10511 Valley Circle, to represent the existing ambient noise levels near the proposed Walmart loading docks. At this location, the 24-hour noise level was measured at 64.6 dBA CNEL. The existing daytime hourly noise levels were measured at 57.3 to 67.7 dBA Leq with the nighttime hours ranging from 48.0 to 61.2 dBA Leq. The average daytime noise level was calculated at 63.1 dBA Leq, with an average nighttime noise level of 55.7 dBA Leq.



Explanatory Notes

Normally Acceptable: Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction, without special noise insulation requirements.

Conditionally Acceptable: New construction should be undertaken only after a detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.

Normally Unacceptable: New construction should be discouraged, unless a detailed analysis of noise reduction requirements is made and needed insulation features are fully included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of El Monte General Plan, Public Health and Safety Element.

appliedplanning inc

Figure 4.4-3
Land Use and Noise Compatibility Table

Please refer to the Project Noise Analysis (EIR Appendix E) for details regarding noise monitoring methodologies, study area photographs, applicable protocols, and noise modeling applications.

Traffic Noise Modeling

Roadway noise impacts from vehicular traffic were calculated using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108, or the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

Utilizing the ADT volumes provided by the Project Traffic Impact Analysis, existing traffic-related noise conditions for 54 roadway segments in the Study Area were analyzed. Roadway classifications were taken from the City of El Monte General Plan Circulation Element. For the purpose of this analysis, soft site conditions were used to analyze the traffic noise impacts for the Project Study Area. Soft site conditions account for the sound propagation loss over natural surfaces such as natural earth and ground vegetation.

Please refer to Tables 6-1 through 6-3 of the Project Noise Analysis for a detailed analysis of existing noise contours along all 54 Study Area roadway segments, along with applicable noise analysis input factors, including vehicle mix. The existing noise contours identified in Table 6-1 have been used to calculate the Project's traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic, presented subsequently within this Section.

4.4.3 EXISTING POLICIES AND REGULATIONS

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

4.4.3.1 State of California

Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides noise/land use compatibility guidance. State law requires that each county and city adopt a General Plan that includes a Noise Element that is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to "limit the exposure of the community to excessive noise levels." In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior

noise level of 60 dBA CNEL or more. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

4.4.3.2 City of El Monte General Plan (June 2011)

The City of El Monte General Plan (Chapter 10, Public Health and Safety) considers land use and noise compatibility guidelines, and identifies exterior noise level compatibility standards for transportation-related noise.

Land Use Compatibility

The noise standards identified in the City of El Monte General Plan are guidelines to evaluate the acceptability of the transportation-related noise level impacts. These standards are used to assess the long-term traffic noise impacts on land uses. According to the City's Noise/Land Use Compatibility Standards (included previously in this Section as Figure 4.4-3), noise sensitive land uses such as single family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 70 dBA CNEL. For office and commercial land uses, exterior noise levels below 70 dBA CNEL are considered normally acceptable, and noise levels of less than 75 are considered conditionally acceptable. For ease of reference, the City of El Monte General Plan Pubic Health and Safety Element is included as Appendix 3.1 of the Project Noise Impact Analysis (Draft EIR Appendix E).

Transportation Noise Standards

The City of El Monte General Plan does not reference a specific exterior noise level standard to control transportation related noise impacts for noise sensitive residential land uses. However, the City's Noise Compatibility Matrix suggests that an exterior noise level standard of 65 dBA CNEL is appropriate provided that new construction or development is undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

4.4.3.3 City of El Monte Municipal Code

Noise impacts originating from a designated fixed location (stationary source) or private property are evaluated against standards established under the City's Municipal Code. A copy of Chapter 8.36, "Noise Control," from the City's Municipal Code is included in Appendix 3.2 of the Project's Noise Impact Study (Draft EIR Appendix E).

Operational Noise Standards

The City of El Monte noise control policy (Chapter 8.36) is designed "to prohibit unnecessary, excessive, and annoying noises from all sources…and recognizes that certain noise levels are detrimental to the health and welfare of the citizenry and in the public interest shall be controlled or eliminated" (Section 8.36.010).

Section 8.36.040 of the City of El Monte Municipal Code provides performance standards and noise control guidelines for determining and mitigating non-transportation, fixed or stationary, nuisance noise source impacts to all property within their assigned zoning districts. As seen in Table 4.4-2, for single-family residential zoning districts, the ambient noise standards are limited to 50 dBA Leq during the daytime hours from 7 a.m. to 10 p.m. This is level is reduced by 5 dBA during the nighttime 10 p.m. to 7 a.m. to a level of 45 dBA Leq. Within commercial zoning districts, the daytime hours are limited to an exterior noise level of 65 dBA Leq, and a nighttime Leq of 60 dBA.

In addition, Section 8.36.050 (E) of the noise control ordinance considers Loading/Unloading a special noise source. The special noise source provision states the following:

> In residential zones, the opening, closing or other handling of boxes, crates, containers, building materials, or similar objects in such a manner as to cause a noise disturbance is not permitted between the hours of 10:00 p.m. and 7:00 a.m.

Table 4.4-2
City of El Monte Exterior Noise Level Limits

Zoning District	Time Period	Maximum Permissible Exterior Noise Levels[1]			
		Leq (Average)	L25 (15 minute)	L8 (5 minute)	L2 (1 minute)
Single-Family Residential	Daytime (7am-10pm)	50	55	60	65
	Nighttime (10pm-7am)	45			
Multi-Family Residential	Daytime (7am-10pm)	55	60	65	70
	Nighttime (10pm-7am)	50			
Commercial	Daytime (7am-10pm)	65	70	75	80
	Nighttime (10pm-7am)	60			
Industrial	Anytime	70			

Source: El Monte Municipal Code as presented in the *Walmart El Monte Noise Impact Analysis* (Urban Crossroads) September 9, 2013.
[1] Leq represents a steady state sound level. Please refer also to Figure 4.4-2 for the location of the monitoring sites.

Construction Noise Standards

City of El Monte

To control noise impacts associated with construction, the City has established limits to the hours of construction. According to Municipal Code Section 8.36.050(C)(1), "it is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on building, structures, or projects in or adjacent to a residential area, except between the hours of 6 a.m. and 7 p.m. Monday through Friday or between the hours of 8 a.m. and 7 p.m. on Saturday and Sunday."

County of Los Angeles

As discussed above, the City of El Monte Municipal Code Noise Control Section 8.36.040 prohibits potentially adverse outside noise-producing construction activities during nighttime hours (between the hours of 7 p.m. and 6 a.m. Monday through Friday, and between 7 p.m. and 8 a.m. Saturday and Sunday). In this manner, the City Noise Regulation acts to minimize potential effects of construction source noise.

However, neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receptors,

which would allow for a quantified determination of what constitutes a "substantial temporary or periodic noise increase." Relevant quantified construction noise standards are, however, established by the County of Los Angeles[1] at Code Section 12.08.440, "Construction Noise," presented in pertinent part below:

> . . . contractors shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:
>
> 1. At Residential Structures.
>
> a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

Timing	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

> b. Stationary Equipment. Maximum noise level for respectively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

Timing	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

[1] The City of El Monte and Project site are located within Los Angeles County.

2. At Business Structures.

a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment: Daily, including Sunday and legal holidays, all hours: maximum of 85 dBA.

While County regulations are generally not enforceable within the City of El Monte, the County's construction noise standards summarized above provide a basis for determining the relative significance of Project construction source noise levels. It may be noted that Los Angeles County construction noise standards were successfully used within the Draft EIR prepared for the *Glendora Walmart Expansion Project* (Applied Planning, 2011) in the nearby City of Glendora, which similarly had no adopted numeric standards against which to quantify construction noise impacts.

Vibration Standards

The City of El Monte has not identified or adopted vibration criteria. However, United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum acceptable vibration criteria for different types of land uses. The FTA guidelines establish 80 VdB as a maximum acceptable level for infrequent vibration events[2] affecting residential uses and buildings where people normally sleep. Related, the Caltrans *Transportation and Construction-Induced Vibration Guidance Manual* (September 2013) reflects this same FTA 80 VdB criteria (*Guidance Manual,* page 24, Table 8*).*

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at proximate off-site locations.

[2] Infrequent events are defined as fewer than 70 events per day.

Although the FTA/Caltrans guideline of 80 VdB for sensitive residential uses is not considered to be an enforceable regulation within the City of El Monte, it is an appropriate basis for determining the relative significance of Project vibration impacts.

4.4.4 STANDARDS OF SIGNIFICANCE

Based on the noise criteria presented above, and direction provided within Appendix G of the *CEQA Guidelines* as implemented by the City of El Monte, Project noise impacts would be considered potentially significant under the following conditions:

- Exposure of persons to, or generation of, noise levels in excess of standards established in a General Plan or Noise Ordinance, or applicable standards of other agencies. This impact would occur if the Project would create or result in noise exposure at receiving occupied land uses exceeding standards established by the City or other applicable jurisdictions; and/or if Project employees or customers were exposed to adverse noise levels.

- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This condition will occur if the Project temporarily or periodically increases noise levels at occupied receiving land uses in excess of 75 dBA during the approved hours of construction, or if short-term Project-generated construction source vibration levels exceed 80 VdB at vibration-sensitive land uses.

- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

  For vehicular source noise, this impact would occur if:

  - The ambient CNEL is below the applicable land use/noise compatibility guidelines of the El Monte General Plan, and the Project increases the ambient CNEL above General Plan land use/noise compatibility guidelines; or

- The Project increases the CNEL at any receptor by an audible amount (3.0 dB or more) when the ambient CNEL is equal to or in excess of applicable General Plan land use/noise compatibility guidelines.

For stationary operational/area source noise, this impact would occur if:

- The ambient noise condition is below the applicable exterior noise standards defined in the City of El Monte Municipal Code, and noise generated by the Project increases ambient noise conditions above applicable standards; or

- Project noise increases ambient noise levels by an audible amount (3.0 dB or more) when existing conditions exceed ambient standards. Noise increases of less than 3.0 dBA would be imperceptible, and therefore would not constitute a significant increase.

- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.

- 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, expose people residing or working in the Project area to excessive noise levels.

- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

4.4.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.4.5.1 Overview

The following discussions focus on areas where it has been determined that the Project may result in potentially significant noise/vibration impacts, based on the analysis presented within this Section, included within the EIR Initial Study (EIR Appendix A), or in response to comments provided through the NOP process. The following two

potential impacts are not applicable because the Project site is located outside the identified noise contours surrounding the El Monte Airport, which is the nearest public or private airport:

- 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, expose people residing or working in the Project area to excessive noise levels.

- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

On this basis, the Project's potential impacts related to airport or private airstrip noise were determined to be less than significant, and are not further discussed in this Section. Please refer also to Initial Study Checklist Item XII., "Noise."

4.4.5.2 Impact Statements

The following analysis addresses the potential noise impacts that are expected to occur as a result of the Project. Noise levels will change both on-site and off-site if the Project is approved and implemented. The discussion of potential noise impacts is organized to reflect categories or types of Project noise sources, including:

- Construction-source Noise;
- Vehicular-source Noise;
- Operational/Area-source Noise; and
- Vibration.

For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.4.4, "Standards of Significance."

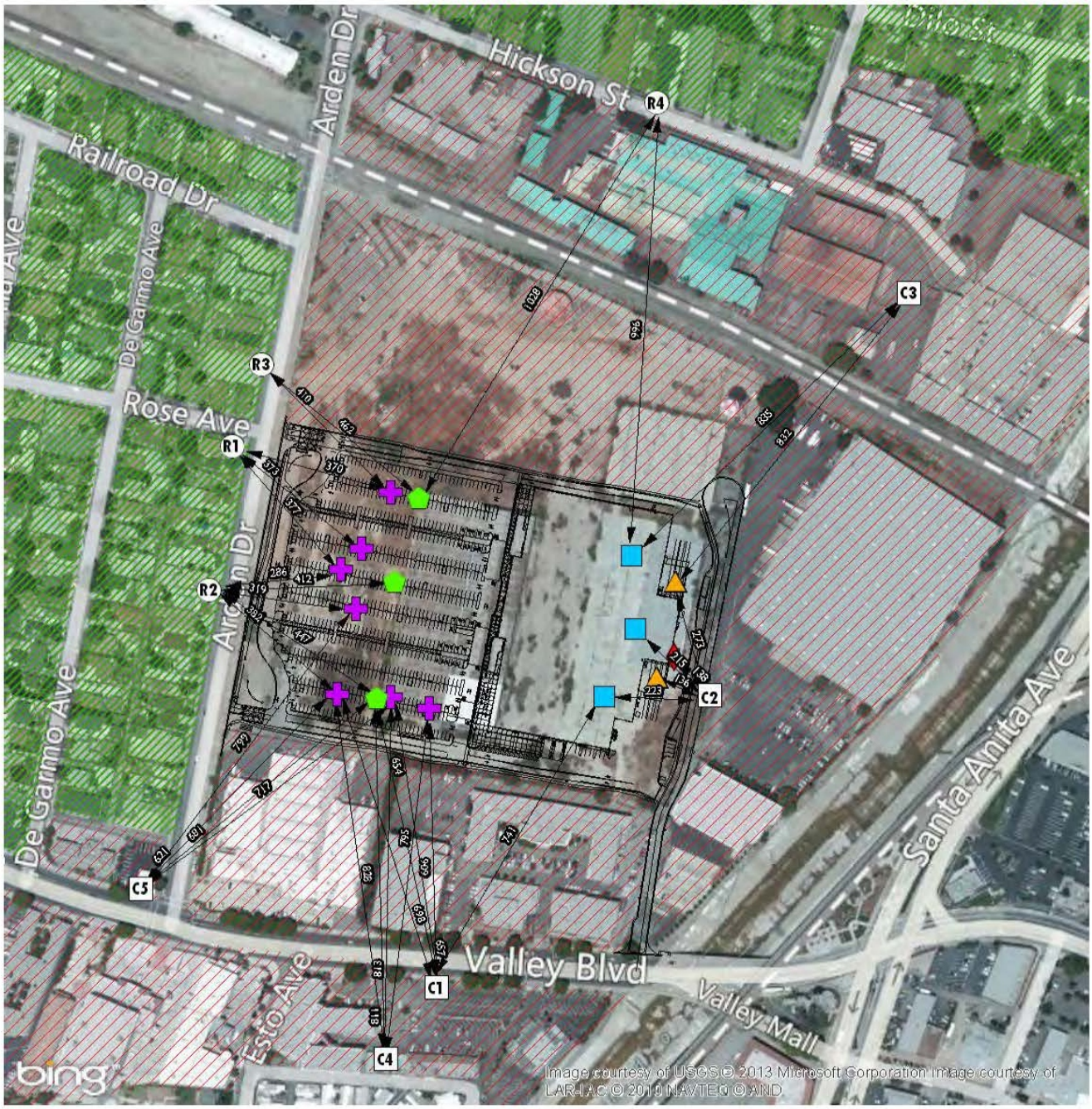
CONSTRUCTION-SOURCE NOISE

Potential Impact: *Project construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

Impact Analysis: The Project site is located on a parcel that is currently vacant. The nearest existing noise-sensitive land uses, as seen in Figure 4.4-4, are residences located to the west and north of the Project site, approximately 150 feet away. The Shirpser Elementary School is also located near the Project site, approximately 800 feet to the west.

Noise receiver locations R1 through R4 are representative of the nearest off-site residential receptor locations. These include the residential neighborhood to the west of the Project site (identified as R1 and R2), multi-family residential uses located north of Rose Avenue (R3), and single family residences north of Hickson Street (R4). Due to distance-related attenuation, potential noise exposure at more distant receptors would be considerably reduced when compared to the noise levels experienced at the receiver locations considered herein. In this manner, the noise impact analysis establishes a likely maximum potential impact scenario. That is, any noise impacts experienced at more distant receptors would be reduced when compared to the impacts identified for the receptors analyzed in this Section.

Five adjacent commercial/industrial noise receiver locations are also included in the Project Noise Study. Commercial locations C1 and C4 are located to the south of the Project site, across Valley Boulevard. Location C2 is located opposite the Project's proposed loading docks, in the parking area of the adjacent industrial building located east of Valley Circle. Location C3 is located to the north, between the Union Pacific/Metrolink rail line and Hickson Street, and Location C5 is found at the existing commercial center located at the northwest corner of Valley Boulevard and Arden Drive. Locations C1 through C5 are representative of the nearest off-site non-residential receptor locations.



LEGEND:

- AIR CONDENSING UNIT
- LOADING DOCK
- PARKING LOT
- RESIDENTIAL RECEIVER
- SHOPPING CART CAROUSEL
- TRASH COMPACTOR
- COMMERCIAL RECEIVER
- COMMERCIAL/INDUSTRIAL
- RESIDENTIAL

N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 4.4-4
Noise Receiver Locations

As noted previously in Section 4.4.4, because the Project site is located adjacent to residential land uses, the City's Development Code limits the hours of construction activities. No construction activity is permitted between the hours of 7 p.m. and 6 a.m. Monday through Friday, or between the hours of 7 p.m. and 8 a.m. on Saturdays and Sundays. While the City of El Monte Municipal Code limits the hours of construction activity, it does not specifically identify construction noise level limits.

On this basis, standards from the Los Angeles County Municipal Code have been utilized to provide a basis for determining the relative significance of the Project's construction-source noise levels. As discussed in the preceding Section 4.4.3.2, a construction reference noise level limit of 75 dBA Leq is used for the purpose of this analysis. Construction noise impacts exceeding 75 dBA Leq in the vicinity of occupied residences may be considered a "Noise Disturbance" and, therefore, represent a short-term significant impact.

Construction Equipment Noise Levels

In January 2006, the Federal Highway Administration (FHWA) published a national database of construction equipment reference noise levels. The database provides a comprehensive list of the noise-generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to noise levels in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor.

Assumptions regarding the number and mix of construction equipment by construction phase were made consistent with the data used to model the Project's construction emissions in the *Walmart El Monte Air Quality Impact Analysis* (Draft EIR Appendix D). Noise levels that can be anticipated during each stage of Project construction are summarized in the following discussions, and in Tables 4.4-3 through 4.4-6.

Grading and Site Preparation

The site will be graded and leveled to provide a consistent base for construction of structures and parking areas. The current grading plan concept indicates that approximately 44,000 cubic yards of earth would be exported from the Project site as part of site preparation. Reference noise levels for grading equipment used at the Project site, and resulting grading activity noise levels received at potentially affected off-site locations are summarized at Table 4.4-3.

As indicated at Table 4.4-3, noise levels generated by grading activities, when considering the combined effects of all noise sources, are anticipated to reach a cumulative hourly level of 88.3 dBA Leq when grading activities occur at the boundaries of the Project site.[3] Noise impacts associated with the short-term grading stage of construction are therefore expected to exceed the "noise disturbance" limit of 75 dBA during the daytime hours when construction occurs near the Project boundaries.

[3] Reflects combined effects of multiple concurrent noise sources/noise generating activities. Noise impacts from multiple individual sources/activities are not arithmetically additive, but can (and in this case do) result in cumulative noise levels exceeding noise levels generated by any single activity or source. Noise modeling conducted for the Project reflects cumulative noise levels resulting from multiple concurrent activities and thereby established a likely maximum impact scenario. Construction noise modeling protocols are described in the Project Noise Impact Analysis, EIR Appendix E.

Table 4.4-3
Grading Construction Noise Levels[1]

Equipment Type	Quantity	Use Factor[2]	Hours of Operation[3]	Reference Noise Level at 50 Feet (Lmax dBA)	Equipment Noise Level at 50 Feet (Leq dBA)
Scraper	2	40%	3.2	84.0	83.0
Grader	2	40%	3.2	85.0	84.0
Rubber Tired Dozers	2	40%	3.2	79.0	78.0
Tractor/Loader/Backhoe	2	40%	3.2	78.0	77.0
Excavator	2	40%	3.2	81.0	80.0
Cumulative Hourly Construction-Source Noise Level at 50 Feet–88.3 dBA Leq					
Receiver Location[4]	**Distance to Property Line (In Feet)[5]**			**Attenuation Due to Distance (dBA)**	**Construction Noise Level at Receptor (Leq dBA)[6]**
R1	100			-6.0	82.2
R2	80			-4.1	84.2
R3	150			-9.5	78.7
R4	860			-24.7	63.5
C1	480			-19.6	68.6
C2	80			-4.1	84.2
C3	700			-22.9	65.3
C4	670			-22.5	65.7
C5	420			-18.5	69.8

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
[1] Based on FHWA Roadway Construction Noise Model, January 2006.
[2] Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.
[3] Represents the actual hours of peak construction equipment activity out of a typical 8-hour workday.
[4] Receiver locations are presented at Draft EIR Figure 4.4-4.
[5] Distance from the nearest point of construction activity to the nearest receiver.
[6] Totals rounded to nearest decimal.

Trenching and Excavation Construction Noise Levels

In the course of Project construction, trenching and excavating for the placement of utility and storm drainage infrastructure would occur. Reference noise levels for trenching and excavation construction equipment that would be used at the Project site, and resulting noise levels received at potentially affected off-site locations, are summarized at Table 4.4-4.

Table 4.4-4
Trenching/Excavation Construction Noise Levels[1]

Equipment Type	Quantity	Use Factor[2]	Hours of Operation[3]	Reference Noise Level at 50 Feet (Lmax dBA)	Equipment Noise Level at 50 Feet (Leq dBA)
Rubber Tired Dozers	3	40%	3.2	79.0	79.8
Tractor/Loader/Backhoe	4	40%	3.2	78.0	80.0
Cumulative Construction-Source Hourly Noise Level at 50 Feet–82.9 dBA Leq					
Receiver Location[4]	**Distance to Property Line (In Feet)[5]**			**Attenuation Due to Distance (dBA)**	**Construction Noise Level at Receptor (Leq dBA)[6]**
R1	100			-6.0	76.9
R2	80			-4.1	78.8
R3	150			-9.5	73.4
R4	860			-24.7	58.2
C1	480			-19.6	63.3
C2	80			-4.1	78.8
C3	700			-22.9	60.0
C4	670			-22.5	60.4
C5	420			-18.5	64.4

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
[1] Based on FHWA Roadway Construction Noise Model, January 2006.
[2] Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.
[3] Represents the actual hours of peak construction equipment activity out of a typical 8-hour workday.
[4] Receiver locations are presented at Draft EIR Figure 4.4-4.
[5] Distance from the nearest point of construction activity to the nearest receiver.
[6] Totals rounded to nearest decimal.

As indicated at Table 4.4-4, noise levels generated by trenching and excavation activities are expected to reach a cumulative hourly level of 82.9 dBA Leq at the boundaries of the Project site. The noise impacts associated with the short-term trenching and excavation activities are, therefore, expected to exceed the "noise disturbance" limit of 75 dBA during the daytime hours when construction occurs near the Project boundaries.

Building Construction

Interior and exterior building construction activities will commence once site preparation and underground construction are substantively complete and suitable graded and compacted areas are established. Reference noise levels for construction

equipment used at the Project site, and resulting construction activity noise levels received at potentially affected off-site locations are summarized at Table 4.4-5.

Table 4.4-5
Building Construction/Painting Noise Levels[1]

Equipment Type	Quantity	Use Factor[2]	Hours of Operation[3]	Reference Noise Level at 50 Feet (Lmax dBA)	Equipment Noise Level at 50 Feet (Leq dBA)
Tractor/Loader/Backhoe	3	40%	3.2	78.0	78.8
Forklift	3	20%	1.6	75.0	72.8
Generator Sets	1	50%	4.0	81.0	78.0
Cranes	1	16%	1.3	81.0	73.0
Welder	1	40%	3.2	74.0	70.0
Air Compressor	1	40%	3.2	78.0	74.0
Cumulative Construction-Source Hourly Noise Levels at 50 Feet–83.3 dBA Leq					
Receiver Location[4]	**Distance to Property Line (In Feet)[5]**			**Attenuation Due to Distance (dBA)**	**Construction Noise Level at Receptor (Leq dBA)[6]**
R1	100			-6.0	77.3
R2	80			-4.1	79.2
R3	150			-9.5	73.7
R4	860			-24.7	58.6
C1	480			-19.6	63.6
C2	80			-4.1	79.2
C3	700			-22.9	60.4
C4	670			-22.5	60.7
C5	420			-18.5	64.8

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
[1] Based on FHWA Roadway Construction Noise Model, January 2006.
[2] Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.
[3] Represents the actual hours of peak construction equipment activity out of a typical 8-hour workday.
[4] Receiver locations are presented at Draft EIR Figure 4.4-4.
[5] Distance from the nearest point of construction activity to the nearest receiver.
[6] Totals rounded to nearest decimal.

As indicated at Table 4.4-5, noise levels generated by building construction and painting activities are expected to reach a cumulative hourly level of 83.3 dBA Leq when activities occur at the periphery of the proposed Project structures. The noise impacts associated with the short-term underground stage of construction are, therefore,

expected to exceed the "noise disturbance" limit of 75 dBA during the daytime hours when construction occurs near the Project boundaries.

Curb, Gutter, and Parking Lot Paving

Paving activities include the movement of any remaining material as well as necessary curb and gutter work, road base material placement and blacktop. Reference noise levels for paving equipment used at the Project site, and resulting paving activity noise levels received at potentially affected off-site locations are summarized at Table 4.4-6.

Table 4.4-6
Curb, Gutter, Flatwork and Parking Lot Construction Noise Levels[1]

Equipment Type	Quantity	Use Factor[2]	Hours of Operation[3]	Reference Noise Level at 50 Feet (Lmax dBA)	Equipment Noise Level at 50 Feet (Leq dBA)
Pavers	2	50%	4.0	77.0	77.0
Rollers	2	20%	1.6	80.0	76.0
Paving Equipment	2	40%	3.2	76.0	75.0
Cumulative Construction-Source Hourly Noise Levels at 50 Feet–80.9 dBA Leq					
Receiver Location[4]	**Distance to Property Line (In Feet)[5]**		**Attenuation Due to Distance (dBA)**		**Construction Noise Level at Receptor (Leq dBA)[6]**
R1	100		-6.0		74.8
R2	80		-4.1		76.8
R3	150		-9.5		71.3
R4	860		-24.7		56.2
C1	480		-19.6		61.2
C2	80		-4.1		76.8
C3	700		-22.9		57.9
C4	670		-22.5		58.3
C5	420		-18.5		62.4

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
[1] Based on FHWA Roadway Construction Noise Model, January 2006.
[2] Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.
[3] Represents the actual hours of peak construction equipment activity out of a typical 8-hour workday.
[4] Receiver locations are presented at Draft EIR Figure 4.4-4.
[5] Distance from the nearest point of construction activity to the nearest receiver.
[6] Totals rounded to nearest decimal.

As indicated at Table 4.4-6, noise levels generated by curb, gutter and paving activities are expected to reach a cumulative hourly level of 80.9 dBA Leq when activities occur at the boundary of the Project site. The noise impacts associated with the short-term underground stage of construction are, therefore, expected to exceed the "noise disturbance" limit of 75 dBA during the daytime hours when construction occurs near the Project boundaries.

Summary

As indicated in the preceding discussion, the unmitigated cumulative hourly noise levels associated with the various phases of Project construction are expected to range from 80.9 to 88.3 dBA Lmax when construction-related activities occur near the Project boundary. This is a potentially significant impact, since noise levels would exceed the "noise disturbance" limit of 75 dBA Leq when measured at the adjacent property line of residential uses. Although construction may cause short-term significant impacts, construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts.

Level of Significance: Potentially Significant. The following mitigation measures would reduce any noise level increases produced by the construction equipment to the nearby noise-sensitive residential land uses.

Mitigation Measures:

4.4.1 *Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 7 p.m. and 6 a.m. Monday through Friday, or between the hours of 7 p.m. and 8 a.m. on Saturday or Sunday. The Project construction supervisor shall ensure compliance with these limitations on construction hours, and the City shall conduct periodic inspections at its discretion.*

4.4.2 *During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall*

place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

4.4.3 *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction.*

4.4.4 *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7 p.m. and 6 a.m. Monday through Friday, or between the hours of 7 p.m. and 8 a.m. on Saturday or Sunday). Haul routes shall not pass sensitive land uses or residential dwellings.*

Level of Significance After Mitigation: ***Significant and Unavoidable.*** While the implementation of Mitigation Measures 4.4.1 through 4.4.4 would minimize construction-source noise to the extent feasible, it is anticipated that the 75 dBA "noise disturbance" limit would still likely be exceeded (at least intermittently) during the Project's construction activities. ***As such, Project construction activities could result in the exposure of persons to noise levels in excess of the "noise disturbance" limit of 75 dBA.*** Notwithstanding, it is also recognized that Project construction noise, as noted, will be temporary and intermittent. These noise levels will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities.[4]

Potential Impact: *Project construction activities and associated noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: Construction noise is not considered a source of permanent noise increases, and associated threshold questions are not germane.

[4] Project construction is estimated to occur over a period of approximately ten-to-twelve months. Within this timeframe, the most noise-intensive construction activities, and those that would result in potentially significant construction-source noise impacts (site grading and trenching/excavation, Tables 4.4-3, 4.4-4) would occur during the first two-to-three months.

Level of Significance: Less-Than-Significant.

Potential Impact: *Project construction activities and associated noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: As indicated previously, Project construction activities could result in maximum cumulative hourly noise levels ranging from 80.9 dBA Leq to 88.3 dBA Leq at the nearest residential and commercial structures, exceeding the "noise disturbance" limit of 75 dBA during the daytime hours when construction occurs near the Project boundaries. ***As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Level of Significance: ***Significant and Unavoidable.*** While the preceding Mitigation Measures 4.4.1 through 4.4.4 will reduce construction noise to the extent feasible, it is anticipated that construction noise received at all residential and commercial receivers studied may exceed applicable standards. ***As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

VEHICULAR-SOURCE NOISE

Potential Impact: *Project vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance, or other applicable standards of other agencies.*

Impact Analysis: Vehicular noise thresholds employed within this analysis consider the noise/land use compatibility criteria reflected in the El Monte General Plan Public Health and Safety Element (included previously within this Section as Figure 4.4-3) and community responses to noise levels. In this regard, both the FHWA and

Caltrans [5]identify changes in noise levels of greater than 3.0 dBA as "barely perceptible," while changes of 5.0 dBA are considered "readily perceptible." In a community situation, changes in noise levels customarily occur over a period of years. Thus, an increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e., complaints) would be expected.

Noise increases of up to 3.0 dBA within pre-existing Normally Acceptable or Conditionally Acceptable ranges identified under applicable General Plan guidelines may be noticeable, but are generally considered acceptable for the identified conditions or occupancies. However, a change in ambient noise levels from Normally Acceptable conditions to Conditionally Acceptable conditions would indicate additional or new requirements for noise attenuation not previously considered; and a transition above Conditionally Acceptable conditions to conditions which are "Normally Unacceptable" or "Clearly Unacceptable" would indicate that noise attenuation may not be feasible, and/or that land use plans would require modifications to reflect new noise conditions. Based on the preceding, the following threshold criteria are applied to potential Project-related vehicular noise impacts:

- An increase in vehicular noise levels of up to 3.0 dBA CNEL would not be considered perceptible, and would be less-than-significant, unless the resulting noise level caused a transitional exceedance of the upper limits of the "Normally Acceptable" or "Conditionally Acceptable" ranges; in which case the increase in noise levels would be considered potentially significant;

- An increase in vehicular noise of up to 3.0 dBA CNEL would be considered perceptible, but not potentially significant, if the resulting noise level would be within pre-existing Normally Acceptable or Conditionally Acceptable ranges;

[5] Highway Traffic Noise: Analysis and Abatement Guidance (FHWA) December 2011, page 10, et al.; Technical Noise Supplement to the Traffic Noise Analysis Protocol (Caltrans) September 2013, page 2-45, et al.

- An increase in vehicular noise of 3.0 dBA CNEL or greater would be potentially significant if the resulting noise levels exceed the upper limits of the Normally Acceptable range identified under applicable guidelines.

To assess impacts resulting from Project-related vehicular source noise, the Project Noise Study developed contours based on roadway average daily trip (ADT) estimates, and Project trip generation and distribution as presented in the *Walmart El Monte Traffic Impact Analysis* (Project TIA, Draft EIR Appendix C). Noise contours were developed for the following traffic scenarios:

- Existing With/Without Project: This scenario refers to the present-day ambient noise conditions without the Project and with the construction of the Project.

- Future Year (2016) With/Without Project: This scenario refers to projected roadway noise contours in future Year 2016, with and without the Project. The projected noise contours reflect existing noise contours as modified by roadway noise impacts attributable to anticipated ambient growth and known or probable related cumulative projects included in the analysis of the Project TIA.

- Horizon Year (2035) With/Without Project: This scenario refers to projected roadway noise contours in future Year 2035, with and without the Project. The projected noise contours reflect existing noise contours as modified by roadway noise impacts attributable to anticipated ambient growth and known or probable related cumulative projects identified as part of the Horizon Year analysis of the Project TIA.

Traffic Noise Contours

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway under consideration. Noise contours presented herein indicate incremental contributions of the Project to total vehicular noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours conservatively do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, in that the noise contours reflect modeling of vehicular noise along area roadways, they appropriately do not reflect noise contribution from the surrounding commercial and industrial uses,

or railroad activities within the Study Area. As presented at Tables 4.4-7 through 4.4-9, CNEL contours at a baseline distance of 100 feet from area roadway centerlines were determined for existing and future (2016 and 2035) conditions with and without the Project.

Table 4.4-7
Noise Contours for Existing Conditions (without and with Project)

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potentially Significant?
			Without Project	With Project	Change	
1	Arden Drive	Valley Bl. to Rose Ave.	61.6	63.1	1.5	No
2	Valley Boulevard	Arden Dr. to Gibson Ave.	67.1	67.3	0.2	No
3	Valley Circle	Valley Bl. to Project Driveway	44.6	48.7	4.1	No
4	Valley Boulevard	Arden Dr. to Valley Circle	68.2	68.6	0.4	No
5	Arden Drive	Rose Ave. to Lower Azusa Rd.	62.2	62.8	0.6	No
6	Rose Avenue	Arden Dr. to Gibson Ave.	55.8	56.0	0.2	No
7	Santa Anita Avenue	Valley Bl. to Tyler Ave.	67.2	67.2	0.0	No
8	Valley Boulevard	Tyler Ave. to Ramona Bl.	66.7	67.3	0.6	No
9	Tyler Avenue	Valley Bl. to Santa Anita Ave.	61.3	61.4	0.1	No
10	Valley Boulevard	Santa Anita Ave. to Tyler Ave.	66.3	66.7	0.4	No
11	Valley Boulevard	Tyler Ave. to Ramona Bl.	66.5	66.8	0.3	No
12	Ramona Boulevard	Tyler Ave. to Valley Bl.	62.7	62.7	0.0	No
13	Peck Road	Ramona Bl. to Valley Bl.	66.9	66.9	0.0	No
14	Valley Boulevard	Ramona Bl. to Peck Rd.	68.2	68.3	0.1	No
15	Peck Road	Ramona Bl. to Lower Azusa Rd.	67.6	67.6	0.0	No
16	Ramona Boulevard	Valley Bl. to Peck Rd.	63.4	63.7	0.3	No
17	Gibson Road	Valley Bl. to Rose Ave.	53.7	53.9	0.2	No
18	Valley Boulevard	Gibson Rd. to Baldwin Ave.	67.1	67.3	0.2	No
19	Baldwin Avenue	Valley Bl. to Lower Azusa Rd.	66.5	66.5	0.0	No
20	Valley Boulevard	Baldwin Ave. to Temple City Bl.	66.9	67.0	0.1	No
21	Temple City Boulevard	Valley Bl. to Lower Azusa Rd.	66.1	66.1	0.0	No
22	Valley Boulevard	Temple City Bl. to Mission Bl.	67.0	67.0	0.0	No
23	Rio Hondo Avenue	North of Valley Bl.	54.0	54.1	0.1	No
24	Mission Boulevard	Valley Bl. to Rosemead Bl.	61.3	61.3	0.0	No
25	Valley Boulevard	Mission Bl. to Rosemead Bl.	64.9	64.9	0.0	No
26	Rosemead Boulevard	Valley Bl. to Lower Azusa Rd.	69.0	69.0	0.0	No
27	Valley Boulevard	West of Rosemead Bl.	66.5	66.5	0.0	No
28	Arden Drive	North of Lower Azusa Rd.	58.1	58.5	0.4	No

Table 4.4-7

Noise Contours for Existing Conditions (without and with Project)

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potentially Significant?
			Without Project	With Project	Change	
29	Lower Azusa Road	Baldwin Ave. to Arden Dr.	65.2	65.3	0.1	No
30	Santa Anita Avenue	North of Lower Azusa Rd.	68.1	68.1	0.0	No
31	Lower Azusa Road	Arden Dr. to Santa Anita Ave.	64.6	64.6	0.0	No
32	Peck Road	North of Lower Azusa Rd.	67.1	67.1	0.0	No
33	Lower Azusa Road	Santa Anita Ave. to Peck Rd.	65.7	65.7	0.0	No
34	Baldwin Avenue	North of Lower Azusa Rd.	66.5	66.6	0.1	No
35	Lower Azusa Road	Baldwin Ave. to Temple City Bl.	65.0	65.1	0.1	No
36	Temple City Boulevard	North of Lower Azusa Rd.	66.6	66.6	0.0	No
37	Lower Azusa Road	Temple City Bl. to Rosemead Bl.	64.3	64.4	0.1	No
38	Rosemead Boulevard	North of Lower Azusa Rd.	66.9	66.9	0.0	No
39	Rosemead Boulevard	Valley Bl. to Garvey Ave.	70.1	70.1	0.0	No
40	Santa Anita Avenue	I-10 to Garvey Ave.	67.9	68.0	0.1	No
41	Garvey Avenue	Rosemead Bl. to Santa Anita Ave.	67.5	67.6	0.1	No
42	Peck Road	I-10 to Garvey Ave.	66.6	66.7	0.1	No
43	Garvey Avenue	Santa Anita Ave. to Peck Rd.	66.8	66.8	0.0	No
44	Valley Boulevard	I-10 to Garvey Ave.	66.9	67.0	0.1	No
45	Garvey Avenue	Peck Rd. to Valley Bl.	65.8	65.8	0.0	No
46	Santa Anita Avenue	Valley Bl. to Ramona Bl.	68.1	68.2	0.1	No
47	Santa Anita Avenue	Ramona Bl. to I-10	68.3	68.4	0.1	No
48	Brockaway Street	Santa Anita Ave. to I-10 WB ramps	62.3	62.3	0.0	No
49	Temple City Boulevard	Valley Bl. to Olney St./I-10 WB ramps	64.9	65.0	0.1	No
50	Baldwin Avenue	Valley Bl. to Flair Dr./I-10 WB ramps	66.3	66.4	0.1	No
51	Lower Azusa Road	East of Peck Rd.	65.6	65.6	0..0	No
52	Ramona Boulevard	East of Peck Rd.	65.0	65.1	0.1	No
53	Valley Boulevard	South of Garvey Ave.	65.2	65.2	0.0	No
54	Arden Way	East of Arden Dr.	61.2	61.4	0.2	No

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.

Table 4.4-8
Noise Contours for Future Year 2016 (without and with Project)

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potentially Significant?
			Without Project	With Project	Change	
1	Arden Drive	Valley Bl. to Rose Ave.	61.8	63.2	1.4	No
2	Valley Boulevard	Arden Dr. to Gibson Ave.	67.5	67.7	0.2	No
3	Valley Circle	Valley Bl. to Project Driveway	46.4	49.4	3.0	No
4	Valley Boulevard	Arden Dr. to Valley Circle	68.5	68.9	0.4	No
5	Arden Drive	Rose Ave. to Lower Azusa Rd.	62.4	63.0	0.6	No
6	Rose Avenue	Arden Dr. to Gibson Ave.	55.9	56.1	0.2	No
7	Santa Anita Avenue	Valley Bl. to Tyler Ave.	67.5	67.5	0.0	No
8	Valley Boulevard	Tyler Ave. to Ramona Bl.	67.2	67.7	0.5	No
9	Tyler Avenue	Valley Bl. to Santa Anita Ave.	61.4	61.6	0.2	No
10	Valley Boulevard	Santa Anita Ave. to Tyler Ave.	66.5	67.0	0.5	No
11	Valley Boulevard	Tyler Ave. to Ramona Bl.	66.7	67.0	0.3	No
12	Ramona Boulevard	Tyler Ave. to Valley Bl.	62.9	62.9	0.0	No
13	Peck Road	Ramona Bl. to Valley Bl.	67.0	67.0	0.0	No
14	Valley Boulevard	Ramona Bl. to Peck Rd.	68.4	68.5	0.1	No
15	Peck Road	Ramona Bl. to Lower Azusa Rd.	67.8	67.8	0.0	No
16	Ramona Boulevard	Valley Bl. to Peck Rd.	63.7	63.9	0.2	No
17	Gibson Road	Valley Bl. to Rose Ave.	53.9	54.0	0.1	No
18	Valley Boulevard	Gibson Rd. to Baldwin Ave.	67.5	67.7	0.2	No
19	Baldwin Avenue	Valley Bl. to Lower Azusa Rd.	67.0	67.0	0.0	No
20	Valley Boulevard	Baldwin Ave. to Temple City Bl.	67.3	67.4	0.1	No
21	Temple City Boulevard	Valley Bl. to Lower Azusa Rd.	66.7	66.7	0.0	No
22	Valley Boulevard	Temple City Bl. to Mission Bl.	67.3	67.3	0.0	No
23	Rio Hondo Avenue	North of Valley Bl.	54.4	54.6	0.2	No
24	Mission Boulevard	Valley Bl. to Rosemead Bl.	61.6	61.6	0.0	No
25	Valley Boulevard	Mission Bl. to Rosemead Bl.	65.2	65.2	0.0	No
26	Rosemead Boulevard	Valley Bl. to Lower Azusa Rd.	69.2	69.2	0.0	No
27	Valley Boulevard	West of Rosemead Bl.	66.7	66.7	0.0	No
28	Arden Drive	North of Lower Azusa Rd.	58.4	58.7	0.3	No
29	Lower Azusa Road	Baldwin Ave. to Arden Dr.	65.6	65.7	0.1	No
30	Santa Anita Avenue	North of Lower Azusa Rd.	68.4	68.4	0.0	No
31	Lower Azusa Road	Arden Dr. to Santa Anita Ave.	64.8	64.9	0.1	No
32	Peck Road	North of Lower Azusa Rd.	67.3	67.3	0.0	No
33	Lower Azusa Road	Santa Anita Ave. to Peck Rd.	66.0	66.0	0.0	No

Table 4.4-8
Noise Contours for Future Year 2016 (without and with Project)

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potentially Significant?
			Without Project	With Project	Change	
34	Baldwin Avenue	North of Lower Azusa Rd.	66.8	66.8	0.0	No
35	Lower Azusa Road	Baldwin Ave. to Temple City Bl.	65.3	65.4	0.1	No
36	Temple City Boulevard	North of Lower Azusa Rd.	66.8	66.8	0.0	No
37	Lower Azusa Road	Temple City Bl. to Rosemead Bl.	64.6	64.7	0.1	No
38	Rosemead Boulevard	North of Lower Azusa Rd.	67.3	67.3	0.0	No
39	Rosemead Boulevard	Valley Bl. to Garvey Ave.	70.3	70.3	0.0	No
40	Santa Anita Avenue	I-10 to Garvey Ave.	68.2	68.3	0.1	No
41	Garvey Avenue	Rosemead Bl. to Santa Anita Ave.	67.8	67.8	0.0	No
42	Peck Road	I-10 to Garvey Ave.	66.7	66.8	0.1	No
43	Garvey Avenue	Santa Anita Ave. to Peck Rd.	67.0	67.0	0.0	No
44	Valley Boulevard	I-10 to Garvey Ave.	67.2	67.2	0.0	No
45	Garvey Avenue	Peck Rd. to Valley Bl.	66.0	66.0	0.0	No
46	Santa Anita Avenue	Valley Bl. to Ramona Bl.	68.5	68.6	0.1	No
47	Santa Anita Avenue	Ramona Bl. to I-10	68.7	68.8	0.1	No
48	Brockaway Street	Santa Anita Ave. to I-10 WB ramps	62.5	62.6	0.1	No
49	Temple City Boulevard	Valley Bl. to Olney St./I-10 WB ramps	65.3	65.4	0.1	No
50	Baldwin Avenue	Valley Bl. to Flair Dr./I-10 WB ramps	66.8	66.9	0.1	No
51	Lower Azusa Road	East of Peck Rd.	65.8	65.8	0.0	No
52	Ramona Boulevard	East of Peck Rd.	65.2	65.3	0.1	No
53	Valley Boulevard	South of Garvey Ave.	65.3	65.4	0.1	No
54	Arden Way	East of Arden Dr.	61.4	61.5	0.1	No

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.

Table 4.4-9
Noise Contours for Horizon Year 2035 (without and with Project)

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potentially Significant?
			Without Project	With Project	Change	
1	Arden Drive	Valley Bl. to Rose Ave.	62.1	63.5	1.4	No
2	Valley Boulevard	Arden Dr. to Gibson Ave.	67.8	68.0	0.2	No
3	Valley Circle	Valley Bl. to Project Driveway	46.6	49.6	3.0	No
4	Valley Boulevard	Arden Dr. to Valley Circle	68.9	69.2	0.3	No
5	Arden Drive	Rose Ave. to Lower Azusa Rd.	62.8	63.3	0.5	No
6	Rose Avenue	Arden Dr. to Gibson Ave.	56.3	56.4	0.1	No
7	Santa Anita Avenue	Valley Bl. to Tyler Ave.	67.8	67.8	0.0	No
8	Valley Boulevard	Tyler Ave. to Ramona Bl.	67.5	68.0	0.5	No
9	Tyler Avenue	Valley Bl. to Santa Anita Ave.	61.8	61.9	0.1	No
10	Valley Boulevard	Santa Anita Ave. to Tyler Ave.	66.9	67.3	0.4	No
11	Valley Boulevard	Tyler Ave. to Ramona Bl.	67.0	67.3	0.3	No
12	Ramona Boulevard	Tyler Ave. to Valley Bl.	63.2	63.2	0.0	No
13	Peck Road	Ramona Bl. to Valley Bl.	67.4	67.4	0.0	No
14	Valley Boulevard	Ramona Bl. to Peck Rd.	68.7	68.8	0.1	No
15	Peck Road	Ramona Bl. to Lower Azusa Rd.	68.1	68.2	0.1	No
16	Ramona Boulevard	Valley Bl. to Peck Rd.	64.0	64.2	0.2	No
17	Gibson Road	Valley Bl. to Rose Ave.	54.2	54.4	0.2	No
18	Valley Boulevard	Gibson Rd. to Baldwin Ave.	67.8	68.0	0.2	No
19	Baldwin Avenue	Valley Bl. to Lower Azusa Rd.	67.3	67.4	0.1	No
20	Valley Boulevard	Baldwin Ave. to Temple City Bl.	67.6	67.7	0.1	No
21	Temple City Boulevard	Valley Bl. to Lower Azusa Rd.	67.0	67.1	0.1	No
22	Valley Boulevard	Temple City Bl. to Mission Bl.	67.6	67.7	0.1	No
23	Rio Hondo Avenue	North of Valley Bl.	54.8	54.9	0.1	No
24	Mission Boulevard	Valley Bl. to Rosemead Bl.	61.9	61.9	0.0	No
25	Valley Boulevard	Mission Bl. to Rosemead Bl.	65.5	65.6	0.1	No
26	Rosemead Boulevard	Valley Bl. to Lower Azusa Rd.	69.6	69.6	0.0	No
27	Valley Boulevard	West of Rosemead Bl.	67.1	67.1	0.0	No
28	Arden Drive	North of Lower Azusa Rd.	58.7	59.0	0.3	No
29	Lower Azusa Road	Baldwin Ave. to Arden Dr.	65.9	66.0	0.1	No
30	Santa Anita Avenue	North of Lower Azusa Rd.	68.7	68.7	0.0	No
31	Lower Azusa Road	Arden Dr. to Santa Anita Ave.	65.2	65.2	0.0	No
32	Peck Road	North of Lower Azusa Rd.	67.6	67.6	0.0	No
33	Lower Azusa Road	Santa Anita Ave. to Peck Rd.	66.3	66.4	0.1	No

Table 4.4-9
Noise Contours for Horizon Year 2035 (without and with Project)

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potentially Significant?
			Without Project	With Project	Change	
34	Baldwin Avenue	North of Lower Azusa Rd.	67.1	67.1	0.0	No
35	Lower Azusa Road	Baldwin Ave. to Temple City Bl.	65.6	65.7	0.1	No
36	Temple City Boulevard	North of Lower Azusa Rd.	67.1	67.2	0.1	No
37	Lower Azusa Road	Temple City Bl. to Rosemead Bl.	65.0	65.1	0.1	No
38	Rosemead Boulevard	North of Lower Azusa Rd.	67.6	67.7	0.1	No
39	Rosemead Boulevard	Valley Bl. to Garvey Ave.	70.6	70.6	0.0	No
40	Santa Anita Avenue	I-10 to Garvey Ave.	68.6	68.6	0.0	No
41	Garvey Avenue	Rosemead Bl. to Santa Anita Ave.	68.1	68.1	0.0	No
42	Peck Road	I-10 to Garvey Ave.	67.1	67.1	0.0	No
43	Garvey Avenue	Santa Anita Ave. to Peck Rd.	67.3	67.3	0.0	No
44	Valley Boulevard	I-10 to Garvey Ave.	67.5	67.6	0.1	No
45	Garvey Avenue	Peck Rd. to Valley Bl.	66.3	66.9	0.0	No
46	Santa Anita Avenue	Valley Bl. to Ramona Bl.	68.8	68.9	0.1	No
47	Santa Anita Avenue	Ramona Bl. to I-10	69.0	69.1	0.1	No
48	Brockaway Street	Santa Anita Ave. to I-10 WB ramps	62.9	62.9	0.0	No
49	Temple City Boulevard	Valley Bl. to Olney St./I-10 WB ramps	65.7	65.7	0.0	No
50	Baldwin Avenue	Valley Bl. to Flair Dr./I-10 WB ramps	67.1	67.2	0.1	No
51	Lower Azusa Road	East of Peck Rd.	66.1	66.2	0.1	No
52	Ramona Boulevard	East of Peck Rd.	65.6	65.7	0.1	No
53	Valley Boulevard	South of Garvey Ave.	65.7	65.7	0.0	No
54	Arden Way	East of Arden Dr.	61.7	61.9	0.2	No

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.

Summary

As seen in Tables 4.4-7 through 4.4-9, under with-Project conditions, unmitigated exterior noise levels along Study Area roadway segments are expected to range from 48.7 to 70.6 dBA CNEL at 100 feet from each roadway's centerline. With one exception, noise increases from the without Project scenario to with-Project conditions would be incremental for all roadway segments, ranging from 0.0 to 1.5 dBA CNEL, which is well below the 3.0 dBA CNEL perception threshold criteria cited previously.

For the segment of Valley Circle between Valley Boulevard and the Project driveway, the addition of the Project-related traffic would result in vehicular noise increases that are equal to or greater than 3.0 dBA CNEL. Specifically, these increases are estimated to total 4.1 dBA CNEL under existing conditions; and 3.0 dBA CNEL under future year 2016 and horizon year 2035 conditions. However, although this segment will experience a noise level impact of greater than 3.0 dBA CNEL, the aggregate With-Project noise level is estimated at 47 dBA CNEL under Existing Plus Project Conditions; 49.4 dBA CNEL under Opening Year (2016) With-Project conditions; and 49.6 dBA CNEL under General Plan Buildout (2035) With-Project conditions. These noise levels would not exceed the City's 65 dBA CNEL exterior noise level standard for noise-sensitive land uses. Further, in no instance would Project-related vehicular noise cause ambient noise levels to transition above "Normally Acceptable" or "Conditionally Acceptable" conditions; no transitions from below 65 dBA CNEL to above 65 dBA CNEL along roadways adjacent to noise-sensitive land uses, nor any other transitions from "Normally Acceptable" or "Conditionally Acceptable" conditions indicated at Figure 4.4-3.

On this basis, Project vehicular source noise would not result in perceptible noise increases, and would not cause ambient conditions to exceed Normally Acceptable or Conditionally Acceptable noise exposure conditions established under applicable Noise Element noise/land use compatibility guidelines. As such, Project vehicular noise would not result in noise levels in excess of standards established in a General Plan, Noise Ordinance, or other applicable standards of other agencies.

Level of Significance: Less-Than-Significant.

Potential Impact: *Project vehicular source noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: Vehicular source noise is addressed as a permanent source of noise, rather than a temporary or periodic source of noise increases. As such, associated threshold questions are not germane.

Level of Significance: Less-Than-Significant.

Potential Impact: *Project vehicular source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: As discussed previously, with one exception, Project-related vehicular source noise will increase ambient CNEL conditions incrementally, by 1.5 dBA at most. For the segment of Valley Circle between Valley Boulevard and the Project driveway, the addition of the Project-related traffic would result in vehicular noise increases that are greater than 3.0 dBA CNEL; however, although this segment will experience a noise level impact of greater than 3.0 dBA CNEL, the aggregate With-Project noise level is estimated at 47 dBA CNEL under Existing Plus Project Conditions; 49.4 dBA CNEL under Opening Year (2016) With-Project conditions; and 49.6 dBA CNEL under General Plan Buildout (2035) With-Project conditions. These noise levels would not exceed the City's 65 dBA CNEL exterior noise level standard for noise-sensitive land uses. Further, in no instance would Project-related vehicular noise cause ambient noise levels to transition above "Normally Acceptable" or "Conditionally Acceptable" conditions; no transitions from below 65 dBA CNEL to above 65 dBA CNEL along roadways adjacent to noise-sensitive land uses, nor any other transitions from "Normally Acceptable" or "Conditionally Acceptable" conditions indicated at Figure 4.4-3.

As such, the Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Level of Significance: Less-Than-Significant.

OPERATIONAL/AREA-SOURCE NOISE

The general and persistent level of activity within the site may result in a permanent substantial increase in ambient noise levels. Additionally, certain short term periodic noise events may exceed applicable Noise Ordinance Standards. Characteristic Project noise sources contributing to average noise levels include: truck loading/unloading docks, trash compactors, roof-top air condenser units, shopping cart carousels, and parking lot activities. Previously identified noise receiver locations R1 through R4 and C1 through C5 were again used to represent the nearest off-site residential and commercial noise receptor locations, respectively. The following assessments address noise levels that could result from each noise category, and each type of activity within these categories.

Reference Noise Level Impacts

The following discussions provide a detailed description of the reference noise level measurement results shown in Table 4.4-10. It is important to note that the following projected noise levels assume the worst-case noise environment with noise from the loading docks, trash compactors, roof-top air condenser units, shopping cart carousels and parking lot activities all occurring simultaneously. In reality, these noise level impacts will vary throughout the day.

The location of the Project's parking areas, along with the loading docks and trash compactors associated with the Walmart store, are illustrated on the Project Site Plan, which has been included in Figure 4.4-4, "Noise Receiver Locations," as presented previously within this Section.

Table 4.4-10
Reference Noise Level Measurements

Noise Sources[1]	Duration	Distance From Source (Feet)	Noise Source Height (Feet)	Hourly Activity[2] (Minutes)	Noise Level (Leq dBA)
Loading Dock Activities	1:00	20.0	8.0	18	77.3
Trash Compactor	2:00	50.0	5.0	10	58.1
Air Condenser	--	10.0	5.0	30	73.0
Shopping Cart Carousel	0:17	5.0	3.0	20	72.9
Parking Lot Activity	15:00	5.0	4.0	60	60.1

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
[1] Noise reference measurement sources provided in the Project Noise Study (Draft EIR Appendix E, Table 8-1).
[2] Duration (minutes within the hour) of noise activity during peak hourly conditions.

Truck Loading/Unloading

As part of its operations, the Walmart building would include truck doors and loading facilities at the rear of the store. Delivery docks are proposed along the store's easterly elevation. Truck deliveries may occur 24 hours per day, and would consist of both larger, semi-trucks (3 + axle tractor-trailer combinations with trailers up to 53 feet in length), and small to medium size (two-axle) trucks.

Loading docks would be recessed below grade and would be constructed to allow trailers to seal to the docks, thereby directing the unloading noise into the store, rather than onto neighboring uses. All Project loading dock areas (along with proposed trash compactors and pallet storage areas proposed at the rear of the Walmart store) would be screened to reduce potential fugitive light/noise impacts.

Noise sources associated with the typical operation of loading docks include maneuvering, loading and unloading of delivery trucks (large and small), refrigeration equipment, engine idling, and airbrakes. Delivery truck activities will last an average of three to six minutes per truck, depending on whether or not the loading bay is empty at the time of arrival. In the event idling does occur, idling time would be limited to no more than five minutes under State law (California Code of Regulations, Section 2485). Delivery trucks are generally equipped with an engine shutdown system that automatically turns off the engine after five minutes of idling.

In order to evaluate the noise impacts associated with the delivery truck tractor-trailer unloading/loading activities, reference noise level measurements were taken at the Huntington Beach Walmart (located at the southwest corner of Goldenwest Street and Edinger Avenue) on April 14, 2011. Loading dock activities and associated noise levels at this store are considered representative of typical commercial/retail loading dock activities and of activities and noise levels that would be experienced at the Project.

Because the trailers seal to the loading dock, employees unload the tractor-trailer from inside the store. The receiving crew places a 20-foot long rolling conveyor assembly inside the trailer to roll merchandise (on pallets or in boxes) into the store. Thus, the primary noise generated as part of truck unloading is the noise of the tractor-trailer during arrival, while backing into the dock area, detaching the cab, then attaching the cab to an empty trailer and exiting the loading dock. The unmitigated noise level for these activities was measured at 77.3 dBA Leq at a distance of 20 feet from the tractor-trailer.

In order to analyze the maximum potential for noise impacts related to delivery, the Project Noise Study assumed that there would be a maximum of three delivery trucks coming to the loading docks and completing delivery activities within a one-hour period during both daytime and nighttime hours. A maximum average delivery time of six minutes per delivery was used, for a total of 18 minutes of activity during the peak noise hour, as seen in Table 4.4-10.

Trash Compactors

In order to assess the impacts created by the trash compactors planned on the Project site, reference noise levels were measured at the Albertson's Shopping Center in Ladera Ranch, CA by Urban Crossroads Inc. on May 2, 2001. The unmitigated exterior noise levels were measured at 58.1 dBA Leq at a distance of 50 feet from the compactors. The Project Site Plan shows one proposed trash compactor, located near the Walmart Store's eastern loading docks. This trash compactor is expected to operate for a maximum of ten minutes during typical daytime and nighttime conditions, as seen in Table 4.4-11.

Air Conditioning Units

In order to assess the impacts created by the roof-top air conditioning units, reference noise levels were obtained from technical specifications of roof-top air conditioning units that would likely be employed by the Project site (please refer to *Krack Technical Bulletin: 0607_469 Rev. 050,* included at EIR Appendix E. At a distance of ten feet, the unmitigated exterior noise levels would be approximately 73.0 dBA Leq. The Project Noise Study presumed that the air condenser units were placed on the roof, and that they would operate for approximately 30 minutes of each hour during typical daytime and nighttime conditions. The potential noise attenuation that would be provided by a parapet wall or individual screening of units was not assumed.

Shopping Cart Carousels

To evaluate the noise level impacts from shopping carts placed by customers into assigned shopping cart areas, Urban Crossroads collected noise level measurements at the Laguna Niguel Walmart on May 30, 2012. At a distance of five feet from the noise source, the noise associated with the placement of the shopping carts into the carousel was measured at 72.9 dBA Leq. The noise impacts are primarily due to the metal shopping carts crashing into other carts already placed in the carousel, as well as striking the side rails. The Project site plan indicates that shopping cart carousels would be located to the east and west of the Walmart store.

Parking Lot Activity

To determine the noise level impacts associated with parking lot noise, Urban Crossroads collected reference noise level measurements at the Laguna Niguel Walmart on May 30, 2012. The fifteen minute noise level measurement collected there indicates that parking lot activity generates a noise level of 60.1 dBA Leq at a distance of five feet. Parking lot noise levels are primarily due to cars pulling in and out of spaces, car alarms sounding, and customers moving shopping carts. Noise associated with parking lot activity is expected during the typical daytime and nighttime conditions for the entire hour.

Other

Periodic facility and site maintenance activities associated with the Project would be sources of intermittent and transient noise. These noise sources would include but would not be limited to: parking lot sweepers/parking lot maintenance, trash trucks/trash collection, landscaping/landscape maintenance and building exterior maintenance. Peak noise levels generated by these activities and their brief and intermittent occurrences are not representative of, and do not contribute substantively to typical daytime or nighttime noise conditions. Moreover, when expressed in the context of the City Noise Ordinance's allowable hourly average noise levels (dBA Leq), noise generated by intermittent and transient maintenance activities/events would not exceed maximum allowable noise levels and would not discernibly contribute to overall operational noise levels generated by the Project.

Project-Only Stationary Source Noise Impacts and Contributions

Based upon the reference noise levels provided at Table 4.4-10, it is possible to project noise levels from the proposed Project. Figure 4.4-4 identifies the noise-sensitive receptor locations within the Project vicinity. Table 4.4-11 presents the unmitigated exterior noise levels associated with the proposed Project at the neighboring noise receptor locations surrounding the Project site. The expected noise level impacts reflect distance attenuation due to geometric spreading, wherein sound from a localized stationary source propagates uniformly outward in a spherical pattern. With geometric spreading, sounds levels attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source.

Table 4.4-11
Project-Only Stationary Source Noise Level Operational Estimates (Leq dBA)

Receptor Location[1]	Noise Source	Distance from Source to Receiver (Feet)	Distance Attenuation	Raw Exterior Noise Level[3]	Duration (Minutes)[4]	Hourly Noise Levels[5]
R1	Cart Carousel	370	-37.4	35.5	20	30.7
	Cart Carousel	373	-37.5	35.4	20	30.6
	Cart Carousel	377	-37.5	35.4	20	30.6
					Total Project Operational Noise Level	***35.4***
R2	Cart Carousel	286	-35.1	37.8	20	33.0
	Parking Lot	412	-38.3	21.8	60	21.8
	Cart Carousel	319	-36.1	36.8	20	32.0
	Parking Lot	447	-39.0	21.1	60	21.1
	Cart Carousel	382	-37.7	35.2	20	30.4
					Total Project Operational Noise Level	***37.0***
R3	Parking Lot	462	-39.3	20.8	60	20.8
	Cart Carousel	410	-38.3	34.6	20	29.8
					Total Project Operational Noise Level	***30.3***
R4	Parking Lot	1,028	-46.3	13.8	60	13.8
	Rooftop A.C. Units	996	-40.0	33.0	30	30.0
					Total Project Operational Noise Level	***30.1***
C1	Cart Carousel	698	-42.9	30.0	20	25.2
	Parking Lot	654	-42.3	17.8	60	17.8
	Cart Carousel	909	-45.2	27.7	20	22.9
	Cart Carousel	657	-42.4	30.5	20	25.7
					Total Project Operational Noise Level	***29.8***
C2	Loading Dock	136	-16.7	60.6	18	55.4
	Loading Dock	273	-22.7	54.6	18	49.4
	Trash Compactor	138	-8.8	49.3	10	41.5
	Rooftop A.C. Units	223	-27.0	46.0	30	43.0
	Rooftop A.C. Units	215	-26.6	46.4	30	43.4
					Total Project Operational Noise Level	***56.9***
C3	Loading Dock	832	-32.4	44.9	18	39.7
	Rooftop A.C. Units	835	-38.4	34.6	30	31.6
					Total Project Operational Noise Level	***40.3***
C4	Cart Carousel	828	-44.4	28.5	20	23.7
	Parking Lot	811	-44.2	15.9	60	15.9
	Cart Carousel	813	-44.2	28.7	20	23.9
	Cart Carousel	795	-44.0	28.9	20	24.1
					Total Project Operational Noise Level	***28.9***

Table 4.4-11
Project-Only Stationary Source Noise Level Operational Estimates (Leq dBA)

Receptor Location[1]	Noise Source	Distance from Source to Receiver (Feet)	Distance Attenuation	Raw Exterior Noise Level[3]	Duration (Minutes)[4]	Hourly Noise Levels[5]
C5	Cart Carousel	799	-44.1	28.8	20	24.0
	Cart Carousel	621	-41.9	31.0	20	26.2
	Parking Lot	681	-42.7	17.4	60	17.4
	Cart Carousel	717	-43.1	29.8	20	25.0
					Total Project Operational Noise Level	***30.2***

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
1. Receiver locations are presented at Figure 4.4-4.
2. Noise Barrier Attenuation provided by the off-site, six-foot high stucco and tubular steel sound wall.
3 Raw unmitigated exterior noise level during noise source event at the noise receiver location.
4 Duration (minutes within the hour) of noise activity during peak hourly conditions.
5 Estimated Project stationary source noise levels during peak hour conditions.

Tables 4.4-12 and 4.4-13 show the expected total Project operational daytime and nighttime noise levels associated with the Project at surrounding uses. Existing hourly ambient noise level measurements (presented previously in Table 4.4-1) were combined with the operational source noise levels identified in Table 4.4-10 to create the "Combined Project and Ambient" noise level ranges. The difference between the lowest reference noise levels and combined noise levels is shown in Tables 4.4-12 and 4.4-13 as the Project contribution.

As seen in Table 4.4-12, the daytime Project noise level contributions will range from 0.0 dBA Leq to 0.9 Leq dBA when compared with the quietest ambient daytime noise levels. In all instances, it may be noted that the lowest ambient noise levels currently exceed the City's daytime exterior residential noise standard, and in no case does the Project contribute more than 0.9 dBA to existing daytime ambient noise levels. Similarly, at commercial locations C1 through C5, the higher reference ambient noise levels currently exceed the City's 65 dBA daytime commercial exterior noise standard; however, the Project would not contribute more than 3.0 dBA to existing ambient conditions.

Table 4.4-12
Daytime (7 a.m. to 10 p.m.) Project Noise Contributions (Leq dBA)

Receiver Location[1]	Total Project Operational Noise Level[2]	Noise Level Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient	Project Contribution
R1	35.4	L1	62.5	62.6	0.0
R2	37.0	L2	63.9	63.9	0.0
R3	30.3	L2	63.9	63.9	0.0
R4	30.1	L2	63.9	63.9	0.0
C1	29.8	L3	65.2	65.2	0.0
C2	56.9	L4	63.1	64.0	0.9
C3	40.3	L4	63.1	63.1	0.0
C4	28.9	L3	65.2	65.2	0.0
C5	30.2	L3	65.2	65.2	0.0
Daytime (7 a.m. to 10 p.m.) Residential Noise Standard[4]				50.0	
Daytime (7 a.m. to 10 p.m.) Commercial Noise Standard[4]				65.0	

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
1. Receiver locations are presented at Figure 4.4-4.
2. Total project operational noise level with noise attenuation as shown on Table 4.4-12.
3 Reference noise measurement locations as shown on Figure 4.4-2.
4 Lowest observed daytime ambient noise levels as shown on Table 4.4-1.

Table 4.4-13
Nighttime (10 p.m. to 7 a.m.) Project Noise Contributions (Leq dBA)

Receiver Location[1]	Total Project Operational Noise Level[2]	Noise Level Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient	Project Contribution
R1	35.4	L1	57.1	57.2	0.0
R2	37.0	L2	59.4	59.4	0.0
R3	30.3	L2	59.4	59.4	0.0
R4	30.1	L2	59.4	59.4	0.0
C1	29.8	L3	60.0	60.0	0.0
C2	56.9	L4	55.7	59.4	3.6
C3	40.3	L4	55.7	55.8	0.1
C4	28.9	L3	60.0	60.0	0.0
C5	30.2	L3	60.0	60.0	0.0
Nighttime (10 p.m. to 7 a.m.) Residential Noise Standard				45.0	
Nighttime (10 p.m. to 7 a.m.) Commercial Noise Standard				60.0	

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
1. Receiver locations are presented at Figure 4.4-4.
2. Total project operational noise level with noise attenuation as shown on Table 4.4-12.
3 Reference noise measurement locations as shown on Figure 4.4-2.
4 Lowest observed daytime ambient noise levels as shown on Table 4.4-1.

Table 4.4-13 shows that the nighttime Project noise level contributions will range from 0.0 dBA Leq to 3.6 dBA Leq when compared with the quietest ambient nighttime noise levels. Where Project-related noise levels are contributing greater than 3.0 dBA to existing nighttime ambient noise levels (at commercial receptor location C2), total noise levels nonetheless remain below the 60 dBA Leq commercial exterior nighttime noise level standards of the City.

Potential Impact: *Project operational noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.*

Impact Analysis: As discussed above, noise levels attributable to ongoing Project activities and operations (inclusive of truck loading/unloading dock activity, trash compactors, roof-top air condenser units, shopping cart carousels, and parking lot activities) would not exceed City standards, as summarized at Tables 4.4-12 and 4.4-13. On this basis, noise generated by Project operations and area sources would not result in exposure of persons to, or generation of, noise levels in excess of City of El Monte standards at receiving residential and commercial land uses. Potential impacts would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Project operational noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: Noise levels attributable to ongoing Project activities and operations would not exceed City Noise Ordinance Standards as summarized at Tables 4.4-12 and 4.4-13. As such, temporary and periodic peak noise events generated by Project operations and area/site sources would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: Evaluation of the potential for Project operational/area source noise to substantially and permanently increase ambient noise levels is reflected by relative change in average day/night conditions due to Project operations/site activities.

As discussed in the preceding analysis, unmitigated noise levels generated by Project operations and area sources would not exceed City standards, and thus would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts in this regard would be less-than-significant.

Level of Significance: Less-Than-Significant.

VIBRATION

Potential Impact: *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.*

Impact Analysis: The following discussion addresses the Project's potential to generate groundborne vibration, also referred to as groundborne noise. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, the distance to affected structures, and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are heavy construction equipment and trucks, as described below.

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of

sufficient magnitude to cause building damage. As explained further below, it is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated based on data published by the Federal Transit Administration (FTA). Construction activities that would occur within the Project site are expected to include grading and excavation, which would have the potential to generate low levels of groundborne vibration. Using the vibration assessment methodology published by the FTA, it is possible to estimate the levels of vibration that would result from Project-related construction activities. Table 4.4-14 presents the vibration levels expected during Project construction at each of the Study Area's nine receiver locations.

Based on FTA-provided reference vibration levels included in Table 4.4-14, a large bulldozer represents the peak source of vibration, with a level of 87 VdB at a distance of 25 feet. At distances ranging from 80 to 860 feet from the Project site, construction equipment and truck vibration levels are reduced from FTA reference levels, and expected to range from 11.9 to 71.8 VdB. Project construction activities are not expected to generate vibration levels exceeding the maximum acceptable vibration standard of 80 VdB established by the FTA.

Table 4.4-14
Construction Equipment Vibration Levels (VdB)

Receiver Location[1]	Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Significant Impact?
FTA Reference Levels (at 25 Feet)[2]	**58.0**	**79.0**	**86.0**	**87.0**	
R1	39.9	60.9	67.9	68.9	No
R2	42.8	63.8	70.8	71.8	No
R3	34.7	55.7	62.7	63.7	No
R4	11.9	32.9	39.9	40.9	No
C1	19.5	40.5	47.5	48.5	No
C2	42.8	63.8	70.8	71.8	No
C3	14.6	35.6	42.6	43.6	No
C4	15.2	36.2	43.2	44.2	No
C5	21.2	42.2	49.2	50.2	No
FTA Maximum Acceptable Vibration Standard				80.0 VdB	

Source: *Walmart El Monte Noise Impact Analysis* (Urban Crossroads, Inc.) September 9, 2013.
1. Receiver locations are presented at Figure 4.4-4.
2. Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

Similarly, operational activities that would result from Project implementation would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Based on the preceding discussion, the potential for the Project to result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise is less-than-significant.

Level of Significance: Less-Than-Significant.

4.5 CULTURAL RESOURCES

4.5 CULTURAL RESOURCES

Abstract

This Section examines the potential for implementation of the El Monte Walmart Project (the Project) to impact cultural and historic resources in the Project area. Of primary concern are the protection of historic cultural resources, and conservation of known or currently unknown (buried or undiscovered) archaeological and paleontological resources that may be present in locations proposed for future development. Specifically, this analysis seeks to determine whether the Project would result in any of the following:

- *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5*
- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or*
- *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

As supported by the analysis presented in this Section, as mitigated, the Project's potential to impact cultural resources is determined to be less-than-significant.

4.5.1 INTRODUCTION

Information contained within this section is based upon a Cultural Resources Survey prepared by McKenna et al. in December 2012. The Survey included an archaeological records check, to provide context for preliminary evaluation of cultural resource sensitivity; a Native American consultation, to determine the presence/absence of Native American sacred or religious resources in the Project area; a field survey, to obtain a photographic record and address archeological resources and any onsite structures; and research into the historic uses of the site.

Cultural resources can be of scientific, aesthetic, educational, archaeological, architectural, or historical significance to the community. The following discussion identifies and classifies the significance of prehistoric and/or historic cultural resources which may exist on the subject site, and assesses the Project's potential to impact such resources.

4.5.2 SETTING

The proposed El Monte Walmart Project will be constructed within an approximately 15.41-acre site located in the northwestern portion of the City of El Monte, in Los Angeles County near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of an existing City of El Monte Maintenance Facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle forms the site's easterly boundary; and parcels containing existing industrial/office facilities with Valley Boulevard frontages comprise the site's south. Please refer also to Figure 3.2-1, "Project Location."

The Project and surrounding areas are located on the western bank of the Rio Hondo, and within a commercial/industrial area adjacent to various railroad spurs (including Metrolink and Union Pacific lines) and other significant modern infrastructural improvements. The site is also located within a geographical area dominated by historic roadways, including Valley Boulevard, Baldwin Avenue, Lower Azusa Road, and Santa

Anita Avenue. Prior to the channeling of the Rio Hondo within the City of El Monte, the Project area would have been within the immediate floodplain of the Rio Hondo, and as a result, would have been well-vegetated. Soils within the Rio Hondo floodplain generally consist of recent alluvium derived from the sediments of the Rio Hondo and San Gabriel River flows. Deposits of recent alluvium are not generally known to yield paleontological specimens, but may yield evidence of prehistoric or historic occupation. Paleontological specimens may be found beneath the recent alluvium along the Los Angeles and San Gabriel Rivers, but fossil specimens are generally associated with the underlying older alluvium and/or deeper formations beneath younger alluvium within and/or surrounding the Project area.

4.5.2.1 Prehistory

The Project area is located within the ancestral territory of the Native American population(s) generally referred to as the Gabrieliño/Tongva. The term Gabrieliño is a reference to the historic association between the Native American population of the San Gabriel de Archangel Mission (in San Gabriel). The Mission San Gabriel served the entire San Gabriel Valley and extended into the San Bernardino area. Prior to the establishment of the Mission system, populations tended to live in larger villages with a series of daughter or satellite sites (limited activity areas) with lesser populations.

The Gabrieliño utilized numerous plants and animals for food, shelter, and medicines. Archaeological research indicates that they used seeds most often, followed by foliage, shoots, fruits, and berries. Mountain shrubs, ash, elder, and willow were used for shelters and tool materials (e.g. bows). Over twenty plants were used regularly for medicinal purposes.

Fauna used as food sources included deer, rabbits, wood rats, squirrels, quail, and ducks. Animals specifically not used were dog, coyote, bear, tree squirrel, pigeon, dove, mud hen, eagle, buzzard, raven, lizards, frogs, and turtles. Along the coast, the Gabrieliño regularly exploited the wetlands and ocean resources. The Gabrieliño

developed bow styles, bedrock mortars, portable mortars, pipes, chisels, metates, manos, and various forms of chipped stone tools.

Seasonal migration was practiced for the exploitation of resources and protection from seasonal weather conditions. Habitation structures were constructed of branches, grasses, and mud and interior hearths were used for heat. Cooking was generally conducted outdoors with hearths generally used for food preparation.

4.5.2.2 The Historic Period

Regional History

The earliest known records of European contact with Southern California Native Americans date to the mid-1500s, representing the early explorations of the Spanish. These explorations resulted in the identification of populations from the Spanish ships but did not include direct contact. Personal contact was not made until the 1770s, when Spanish priests, under the direction of Junipero Serra, began the process of establishing a series of missions throughout Alta California, as California was then known. The Missions continued to hold these large tracts until the Mexican government declared its independence from Spain and issued orders for the secularization of the missions (circa 1824). By 1833-34, the majority of mission lands were taken from the Catholic Church and granted to individuals who had served as Spanish or Mexican soldiers, settlers, financiers, and the like. The Mexican government hoped to initiate a pattern of settlement in Alta California by relocating populations from Mexican settlements to California settlements.

The study area is within the boundaries claimed by the historic Mission San Gabriel de Archangel. Following secularization, the area of western El Monte became part of the very southern extent of the historic Rancho San Francisquito (Dalton), bordering the Rancho Potrero Grande to the south. The rancho covered an area of 8,894 acres and was considered a relatively small rancho, considering the sizes of other ranchos in the area.

City History

The City of El Monte Chamber of Commerce maintains a history of the City, from which the following summary has been excerpted.

> During the land-grant/rancho era of the 1830s to 1840s, the area served as a natural resting place for weary travelers, including a small party of Americans led by Jedediah Smith, a famed mountain man and explorer. Among his party in 1826 was Harrison Rogers, whose diary entry about their stay referred to the rest and rehabilitation offered by "Camp Monte" or "Monte Camp."
>
> El Monte's first permanent residents arrived in 1849-1850, a time when thousands of prospectors and immigrant pioneers came to California seeking gold, including pioneers led by Captain Johnson of Lexington, Kentucky. A brief survey of the gold fields to the north convinced Captain Johnson that El Monte's agricultural promise offered a more realistic key to the future of his group. A natural leader, he became an important part of the community in the 1850s with permanent residents consisting of no more than a dozen families. He proposed naming their village "Lexington" in honor of his birthplace and as a tribute to the importance of that name in U.S. Revolutionary War history. Even through residents agreed, the original name of El Monte, Monte Camp or the Monte persisted. When the State Legislature organized California into smaller defined governmental units called townships, they named this area El Monte Township, with the Village of Lexington as it government seat. Two years later, the town's name reverted to the original: El Monte.
>
> Improved transportation became available in 1873, when Southern Pacific built the first railroad through town. Other important milestones included publication of the weekly newspaper strictly for El Monte in 1876 and the opening of the drug store in 1892. Agriculture remained at the core of El Monte's economy in the early 20th century, though fruit

orchards, walnut groves, truck farms, hay and vegetable fields and a growing dairy industry replaced most of the earlier field crops. Arden Farms was one of the largest dairies in the area.

The 1910 revolution in Mexico saw a large increase of Mexican immigration into the southwestern United States. Most of these immigrants found jobs as farm workers, many into the lush farmlands of El Monte. Despite experiencing hardships and discrimination in housing, education, jobs and public service, these young men enlisted in the armed forces of WWI, WWII, Korea and Vietnam. The American Indians and Japanese Americans also served and worked in support of their country.

El Monte had been a small, prosperous farm town, but the advent of WWII brought dramatic changes, as small aircraft factories sprang up on the west side of town, young men joined the military and the number of farms and dairies dwindled. Population exploded in the 1940s and early 1950s – illustrated by high school enrollment, which soared from 1,500 students in 1943 to 3,700 in 1948. Five different beginning/ending times had to be instituted to accommodate all the students and class schedules. During its first 48 years, El Monte Union High School housed its entire student population in one school, but from 1949 to the present, four additional schools were built.

Located approximately 12 miles east of downtown Los Angeles, El Monte is the hub of the San Gabriel Valley, where two major freeways – Interstates 605 and 10 – intersect. Other transportation alternatives are offered by a Metrolink train station, MTA bus terminal and El Monte Airport, a county-operated general aviation facility. The 10th largest city (out of 88) in Los Angeles County, the land use within its 10-square-mile area is 58 percent residential, 11 percent retail, 10 percent industrial, seven percent office/commercial and 14 percent other. [*A Phase I Cultural Resources Investigation for Proposed Commercial Redevelopment on Arden*

Drive, Approximately 16.28 Acres of Land in the City of El Monte, California, Los Angeles County, California (McKenna et al.), December 6, 2012, pages 11 to 16.]

Project Site History

Specific to the Project area, the following Figure 4.5-1 provides a series of historic aerial views of the Project site and vicinity, dated from 1938, 1940 and 2007. As seen in these aerial photographs, in 1938, the Project area was dominated by agricultural fields and the natural flow of the Rio Hondo or "Lexington Wash." By 1940, the same area was extensively developed with industrial and commercial improvements; however, the original developer, along with the specific manufacturing activities that occurred onsite between 1940 and the mid-1950s is unknown.

The Project's Phase I Environmental Site Assessment Report (Draft EIR Appendix F) documents the history of the site and the area based on City records and landowner interviews (pages 14 to 16), but provides no records dated earlier than 1956, when construction permits were issued to the Ball Brothers Company (manufacturers of glass canning jars). The Ball Corporation West Coast Division was located at the site until 1999. In 2005, the St. Gobain Container Company was located on the Project site. Demolition of the manufacturing facilities onsite began in 2007, and was completed in 2012.

Photograph 1: 1938 aerial view of site, with agricultural fields to the east of Arden Drive, and residential uses to the west. The Rio Hondo is seen to the southeast.

Photograph 2: This 1940 view shows large manufacturing buildings on the site, with additional surrounding development. The Project site outline is shown in yellow.

Photograph 2: July 2007 aerial view of site before demolition. By October 2007, the facilities onsite had been vacated.

Source: McKenna *et al.*, via EDR and Google Earth.

appliedplanning inc

Figure 4.5-1
Historic Aerial Photographs of Project Site and Vicinity

4.5.3 EXISTING POLICIES AND REGULATIONS

4.5.3.1 Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their undertakings on historic properties. Historic properties are cultural resources (e.g., archeological sites, historic built environment features, or Native American sites) that are listed, or determined to be eligible for listing, on the National Register of Historic Places. The implementing regulations of this mandate, found in the Code of Federal Regulations (36 CFR 800), outline an involved consultative process known as the Section 106 process. The Section 106 process requires a project lead federal agency to consult with the State Historic Preservation Officer.

American Indian Religious Freedom Act

The American Indian Religious Freedom Act, passed in 1978, serves to protect and preserve the traditional religious rights of American Indians, Eskimos, Aleuts, and Native Hawaiians. Before the Act was passed, certain federal laws interfered with the traditional religious practices of many American Indians.

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act establishes a federal policy of respect for, and protection of, Native American religious practices. It also has provisions for allowing limited access to Native American religious sites. The Act provides for the repatriation of certain items from the federal government and certain museums to the native groups to which they once belonged. The Act defines "cultural items," "sacred objects," and "objects of cultural patrimony" and establishes a means for determining ownership of these items. However, the provisions for repatriation only apply to items found on federal lands.

4.5.3.2 State

CEQA and the California Register of Historical Resources

Historical resources are recognized as part of the environment under the California Environmental Quality Act (CEQA). The California Register of Historical Resources (California Register) is the authoritative guide for the State's historical resources, and properties included in the California Register are considered significant for the purposes of CEQA. The California Register includes resources listed, or formally determined eligible for listing, on the National Register of Historic Places, and some California State Landmarks and Points of Historical Interest. Properties of local significance designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the California Register and are presumed to be significant resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC § 5024.1, 14 CCR § 4850).

An archaeological site may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5020.1(j)), or if it meets the criteria for listing on the California Register (14 CCR § 4850).

The CEQA Guidelines direct lead agencies to evaluate an archaeological site to determine if it meets the criteria for listing in the California Register. If it does, potential adverse impacts must be considered. If an archaeological site is not a historical resource, but meets the definition of a "unique archaeological resource" as defined in PRC §21583.2, then it should be treated in accordance with the provisions of that section.

Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC § 5020.1(q)). While demolition and destruction would constitute significant impacts, it is sometimes more difficult to assess when change, alteration, or relocation results in a substantial

adverse change. The CEQA Guidelines provide that a project that alters those physical characteristics of a historical resource that convey its significance (i.e., its character-defining features), can be considered to materially impair the resource's significance.

California Native American Graves Protection and Repatriation Act (2001)

The California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010-8030) contains broad provisions for the protection of Native American cultural resources. The California Native American Graves Protection and Repatriation Act establishes policy to ensure that California Native American human remains and cultural items are treated with respect and dignity. The Act also provides the mechanism for disclosure and return of these items held by publicly funded agencies and museums in California. Additionally, the Act outlines the mechanism by which California Native American tribes not recognized by the federal government may file claims for human remains and cultural items held in agencies or museums.

California Public Resources Code

The California Public Resources Code contains several sections applicable to the preservation of cultural resources and human remains. These sections detail procedures to be followed whenever Native American remains are found, and delineate the unauthorized disturbance or removal of archaeological, historical, paleontological resources, or human remains as an act punishable by law (Sections 5020, 5097.5, 5097.9-5097.996, 7050.5, 7051).

California Code of Regulations

Under Title 14, Division 3, Section 4308, no person shall remove, injure, disfigure, deface, or destroy any object of archeological or historical interest or value.

Senate Bill 18 and Tribal Consultation Guidelines

Senate Bill 18 (SB 18) requires local agencies to consult with California Native American tribes regarding the preservation of, or mitigation of impacts to, Native American places, features, or objects.

SB 18 applies to all federally recognized and non-federally recognized tribes in California and extends to projects on both private and public lands. Lead agencies must follow a ten-step process to ensure consultation with affected tribes when making certain planning decisions, such as adopting or amending General Plans or Specific Plan-level projects. SB 18 does not apply to other discretionary level projects, such as tentative maps, use permits, or other local discretionary projects.

4.5.3.3 City of El Monte

The City of El Monte General Plan at Chapter 9, "Cultural Resources Element" establishes Goals and Policies addressing the preservation of resources within the City. These Goals and Policies support community diversity, the natural environment, and the identification and protection of historic resources. Mitigation proposed subsequently within this Section acts to implement applicable Goals and Policies established within the General Plan. The General Plan also includes an index of cultural resources that exist within the City, none of which would be affected by the Project.

The Project would also be implemented consistent with the City of El Monte Municipal Code Chapter 17.22, "Design Review." As stated at Section 17.22010, "The provisions of this chapter are established to: … Implement general plan policies which encourage the preservation and enhancement of the unique character and assets of the city."

4.5.4 STANDARDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (*CEQA*) Guidelines, as adopted by the City of El Monte, indicates that a Project will normally have a significant effect related to land use if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

- Disturb any human remains, including those interred outside of formal cemeteries.

For the purposes of CEQA, an "important archaeological, historical, or paleontological resource" is defined as follows.

A) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.

B) A resource included in a local register of historical resources, or identified as significant in an historical resource survey, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

C) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources, including the following:

1) A resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2) A resource is associated with the lives of persons important in our past.

3) A resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or has yielded, or may be likely to yield, information important in prehistory or history.

4.5.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.5.5.1 Introduction

The following analysis is focused on areas where it has been determined that the Project may result in potentially significant impacts, based on the analysis included within the Initial Study. In this regard, as substantiated in the Initial Study, the Project's potential to disturb any human remains, including those interred outside of formal cemeteries was previously determined to not be significant. Please refer to EIR Appendix A, Initial Study Checklist Item V., "Cultural Resources." Based on information presented in *A Phase I Cultural Resources Investigation for the Proposed Commercial Redevelopment on Arden Avenue* (McKenna et al) December 6, 2012, all other potential cultural resources impacts of the Project are discussed below.

4.5.5.2 Impact Statements

Potential Impact: *Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in §15064.5.*

Impact Analysis: As discussed in the Project Cultural Resources Investigation, although no evidence of archaeological resources or any standing historic structures was found onsite during the December 2012 survey, research suggests that the area is sensitive for buried prehistoric and historic resources. Monitoring by a qualified archaeologist will occur during the initial earth-moving phases of construction, as specified in the following Mitigation Measure 4.5.1.

The Native American Heritage Commission has no record of any sacred or religious resources within the general vicinity of the Project, and although McKenna *et al.* sent letters (dated December 13, 2013) to each of the Native American tribal representatives identified by the Commission, no written responses were received. Anthony Morales, Chair of the local Gabrielino/Tongva Band of Mission Indians, San Gabriel, was contacted directly[1], but had no specific information relating to this site. Any prehistoric artifacts identified during the monitoring of earth-moving onsite would be recovered, recorded, and curated in accordance with professional guidelines, and in consultation with local Native American tribal representatives, as described in the following Mitigation Measure 4.5.2.

In regard to historic resources, numerous buildings or structures associated with historic El Monte exist within one mile of the Project site; however, there are no historic structures located within the Project site, and the site is currently vacant. Most of the identified historic resources are located on the east side of the Rio Hondo channel. Exceptions include two residences west of Arden Drive, opposite the Project site, which are identified as having been constructed in 1926 and 1937. The California Office of Historic Preservation has determined these properties to be ineligible for listing in the National Register of Historic Places. These structures would not be affected by Project implementation.

The discovery of historic artifacts or features during the onsite monitoring program may result in the identification of activities previously occurring on the site. The historic archaeological monitoring program will document any and all elements of historic resources, in order to assist in completing the historic record for this property.

Summary

The Project's Cultural Resources Investigation indicates that the area is sensitive for buried prehistoric and historic resources. This is considered a potentially significant impact.

[1] Telephone communication between Jeanette McKenna and Anthony Morales, December 10, 2013.

Level of Significance: Potentially Significant.

Mitigation Measures:

4.5.1 *To ensure avoidance of adverse impacts to potentially significant historic or prehistoric archaeological resources, the Project site shall be monitored during the initial grading and over-excavation phases of construction. The monitoring shall be conducted by a professional archaeological consultant meeting Secretary of Interior's Standards and Guidelines for Archaeological and Historic Preservation [Code of Federal Regulations, 36 CFR Part 61]. The monitor shall have the authority to halt any activities impacting potentially significant resources until a program for addressing the resource(s) is developed and implemented. At the conclusion of the initial phase of earthwork, the monitor shall prepare and submit a report explaining the results of the monitoring and if necessary, providing specific justification for any further monitoring. The City shall have the sole discretion to require any continued onsite monitoring.*

4.5.2 *If significant Native American cultural resources are discovered for which a Treatment Plan must be prepared, the developer or archaeologist shall contact all appropriate Native American tribal representatives, as identified by the Native American Heritage Commission. If requested by the Tribe(s), the City, the developer, or the Project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return of artifacts to tribe, etc.). A report of findings shall also be prepared by a qualified archaeologist, and shall include an itemized inventory of any specimens recovered. The report and confirmation of curation of any recovered resources from an accredited museum repository shall signify completion of the program to mitigate impacts to archaeological/historic resources. If disturbed resources are required to be collected and preserved, the Applicant shall be required to participate financially up to the limits imposed by Public Resources Code Section 21083.2.*

With the implementation of Mitigation Measures 4.5.1 and 4.5.2, the Project's potential to cause a substantial adverse change in the significance of a prehistoric or historic resource, as defined in §15064.5, is considered less-than-significant.

Level of Significance After Mitigation: Less-Than-Significant.

Potential Impact: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Impact Analysis: No unique geologic features exist within the Project site. The Project site is located within an area of recent alluvial deposits, which are not generally known to yield paleontological specimens. Fossil specimens are generally associated with the underlying older alluvium and/or deeper formations beneath younger alluvium within and surrounding the Project area. In order to protect paleontological resources that might occur within older alluvium onsite, the following Mitigation Measure 4.5.3 would require monitoring for paleontological resources if Project development involves excavations that will exceed the relative depth(s) of younger alluvium and impact older alluvial deposits.

Summary

Although no paleontological resources were identified during the Cultural Resources field survey conducted onsite in 2012, the potential for paleontological (fossil) resources to nonetheless be present in a buried context still exists. This is considered a potentially significant impact.

Level of Significance: Potentially Significant.

Mitigation Measure:

4.5.3 *Should soils containing as-yet-unidentified paleontological resources be encountered in the course of Project development, construction activities will be halted, allowing for identification, cataloguing, and as applicable, protection and preservation of resources by a qualified paleontologist. A qualified paleontologist is defined as an individual with an M.S. or a Ph. D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-*

site monitoring in place of the qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and who is working under the supervision of a qualified paleontologist.

Level of Significance After Mitigation: Less-Than-Significant.

4.6 HAZARDS/HAZARDOUS MATERIALS

4.6 HAZARDS/HAZARDOUS MATERIALS

Abstract

This Section identifies and addresses potential hazards and hazardous materials impacts that may result from the implementation and operations of the El Monte Walmart Project (the Project). More specifically, the hazards and hazardous materials analysis presented here examines whether the Project would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;*
- *Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment; or*
- *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

As supported by the analysis presented in this Section, with the application of mitigation, and the Project's mandated compliance with existing rules and regulations, potential hazards and hazardous materials impacts of the Project are less-than-significant.

4.6.1 INTRODUCTION

The analysis presented in this Section addresses the potential impacts of hazards and/or hazardous materials associated with the construction and operation of the proposed El Monte Walmart Project. The analysis considers potential hazards/ hazardous conditions affecting the Project site from former manufacturing uses on the site, including groundwater and soil contamination that has been documented within the Project area. It also considers potential hazards resulting from the Project, including potential effects at off-site land uses.

Information presented in this Section is summarized from: *Final Phase I Environmental Site Assessment Report, Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Avenue in El Monte, California,* March 27, 2012 (2012 Phase I Report); and the subsequent *Phase II Environmental Site Assessment Report, Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Drive in El Monte, California,* April 23, 2012 (2012 Phase II Report). All reports were prepared by Tait Environmental Services, Inc. The Project Phase I and Phase II ESA reports are provided in their entirety at EIR Appendix F.

4.6.2 SETTING

The physical setting of the Project provided here serves as context for potential hazards associated with, or resulting from, the Project.

4.6.2.1 Project Location

The Project is located within the northwesterly portion of the City of El Monte, in Los Angeles County, near the intersection of Valley Boulevard and Arden Drive. Specifically, Arden Drive borders the Project site to the west; the boundary of a City of El Monte Maintenance Facility located northerly of Rose Avenue comprises the site's northerly boundary; Valley Circle (a recently constructed cul-de-sac) forms the site's easterly boundary; and parcels containing existing industrial/office facilities with Valley Boulevard frontages comprise the site's southerly boundary.

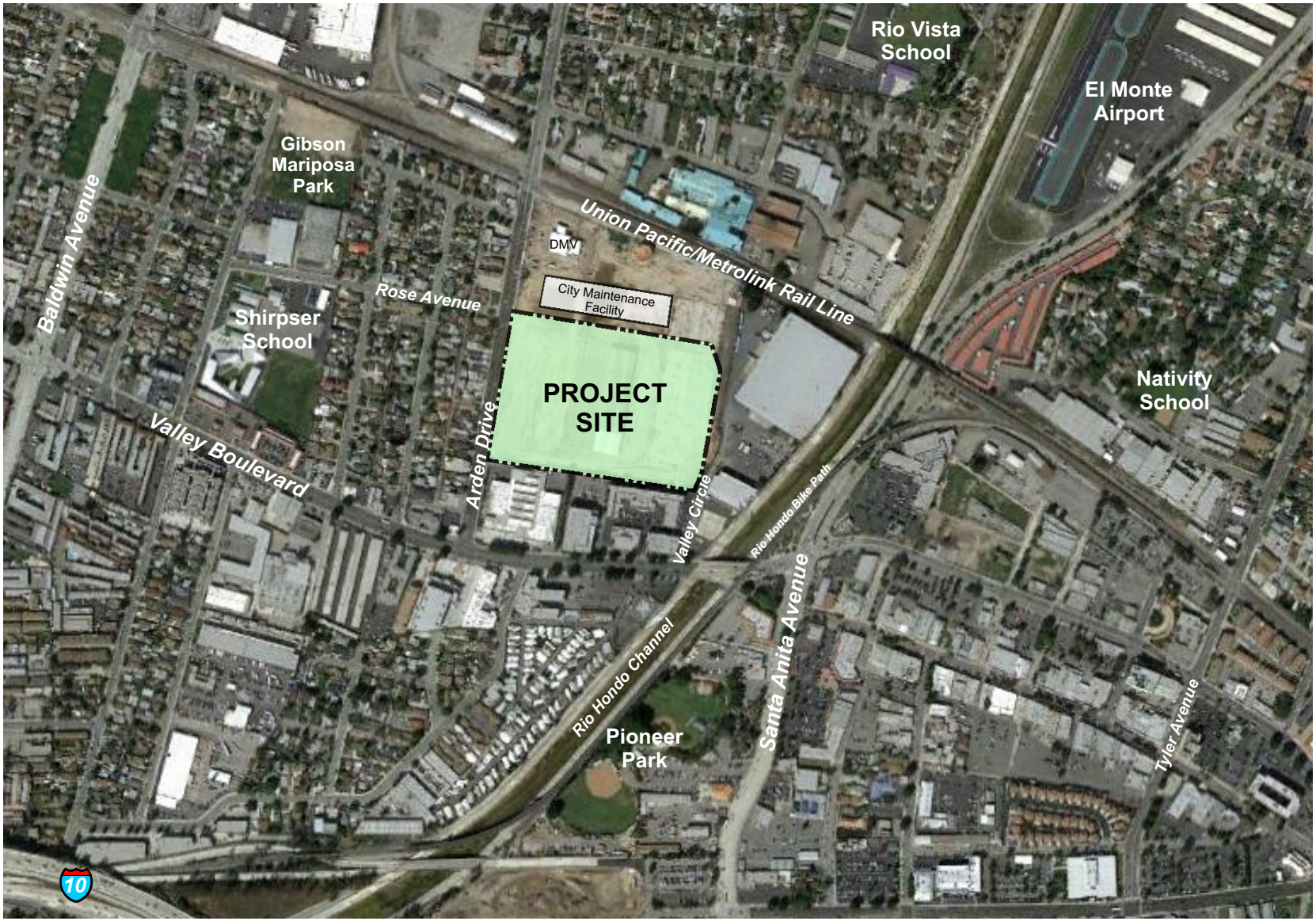
4.6.2.2 Project Site Land Use History

The review of aerial photos dating back to 1928, conducted as part of the Project's Phase I ESA, indicates that the Project site was used for agricultural purposes until the 1940s. Industrial-type buildings first appear on the site prior to 1949, and the Ball Brothers Company, a glass container manufacturer, began obtaining building permits for onsite uses in 1960. The glass manufacturing plant contained parking lots, offices, glass manufacturing buildings with associated units, warehouses, offices, and outdoor storage areas. Between 2005 and 2006, Saint Gobain Containers, a food and beverage container company began operations on the site. By January 2012, when a site reconnaissance survey was undertaken as part of the site's Phase I ESA, structures onsite had been demolished, and only large piles of rubble remained. This debris has since been removed, leaving a vacant parcel that is secured by fabric-covered chain-link fencing.

4.6.2.3 Vicinity Land Uses and Land Use Designations

Land use designations in the Project vicinity include industrial, commercial, residential, public facilities, and open space. As illustrated at Figure 4.6-1, to the west of the Project site, across Arden Drive, properties are developed with a mix of residential and commercial land uses. To the north, east, and south, the Project site is surrounded by a mix of commercial and industrial facilities, including a City Maintenance Facility and State Department of Motor Vehicles (DMV) office to the north; large-scale manufacturing uses to the east, and smaller-scale commercial and office uses to the south.

Westerly adjacent to the Project site, across Arden Drive, are single-family residential uses, bordered by Gibson Road to the west and Arden Drive to the east, and between Valley Boulevard to the south and the Union Pacific/Metrolink Rail line to the north.



Source: Google Earth, Applied Planning, Inc.

applied planning inc

Figure 4.6-1
Existing Land Uses

Shirpser School, which serves students in grades K-5, is located approximately one-quarter mile west of the Project site, at 4020 Gibson Road. The Gibson Mariposa Park, which was recently improved by the City to provide a shaded picnic area and playground equipment, is located near Shirpser School, at 4140 Gibson Road. The Rio Vista Elementary School, serving grades K-6, is located at 4300 N. Esto Avenue, approximately one-quarter mile northeasterly of the Project site. The adjoining Rio Vista Park provides a picnic area, playground equipment, and a community recreation center. Residential neighborhoods containing primarily single-family homes also surround this school/park site, extending north from Hickson Drive between Arden Drive to the west, and the Rio Hondo Channel to the east. The Nativity Catholic School, serving grades K-12, is located approximately one-third mile northeasterly of the Project site, at 10907 Saint Louis Avenue.

4.6.3 EXISTING HAZARDS/HAZARDOUS CONDITIONS

Existing hazardous conditions affecting the Project site and surrounding areas are documented within the March 2102 Phase I ESA. The findings of the Phase I ESA indicate that the site's former glass manufacturing plant stored and used hazardous materials, and generated hazardous wastes as part of its manufacturing operations. As part of this research, the Los Angeles Regional Water Quality Control Board (LARWQCB), Los Angeles County Department of Health Services and Department of Public Works, the Los Angeles County Sanitation Districts, and the City of El Monte Building Department were contacted (and/or online records were searched) for information regarding permits for the Project site, hazardous materials incidents, and general information about the area. Federal, state, local, and proprietary lists and databases were also reviewed to ascertain the presence of known environmental conditions. Detailed listing of databases and documents reviewed is presented in the 2012 Phase I Report at Section 9.0, "References."

4.6.3.1 Project Site Hazards and Hazardous Conditions

As part of the March 2012 Phase I ESA investigation, previous (2006) environmental assessments were reviewed. The findings of these previous reports are summarized

within the findings of the 2012 Phase I ESA, and are excerpted below for ease of reference.

> Geomatrix conducted a Phase I ESA for the Site in 2006. As a result of its findings, Geomatrix concluded that RECs [Recognized Environmental Conditions[1]] existed at the Site. One REC includes that the Site is located within the El Monte OU [Operable Unit[2]] of the San Gabriel Valley Superfund area. Groundwater below the El Monte OU is known to be impacted by chlorinated VOCs [volatile organic compounds]; mainly TCE [trichloroethene], PCE [tetrachloroethene], and other chemicals. Ball Corporation, a former owner of the Site, was listed as a potentially responsible party based on impacted soil in the area of a former solvent degreaser and the former use of chlorinated solvents (mainly 1,1,1-TCA) at the Site. Reportedly, Ball Corporation entered into a *de minimis* settlement agreement with the USEPA regarding the El Monte OU.
>
> Following completion of its Phase I ESA, Geomatrix conducted several Phase II ESAs. The objectives of the assessments were to (1) assess the potential that RECs identified in the earlier Phase I ESA had resulted in the release of hazardous materials to the subsurface and (2) assess the detected concentrations of these hazardous materials in context of regulatory screening criteria. Results from the Phase II ESAs confirmed that hazardous materials remained in subsurface soils and groundwater. Accordingly, a soil excavation program ensued, the outcome of which resulted in the removal of most hazardous materials from subsurface soils. However, some residual COPC

[1] American Society for Testing and Materials (ASTM) defines the recognized environmental condition in the E1527-13 standard as: "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."

[2] Operable Unit (OU) is the term used for each of a number of separate activities undertaken as part of a Superfund site cleanup. A typical operable unit would be removal of drums and tanks from the surface of a site.

> [chemicals of potential concern] remain, including VOCs, petroleum hydrocarbons, and metals (including arsenic, cadmium, lead, and zinc). [*Final Phase I Environmental Site Assessment Report* [Tait Environmental Services, Inc.), March 2012, pg. 38.]

As summarized in the 2012 Phase I Report, the following five RECs were identified as being present:

1. The potential for chlorinated volatile organic compounds (VOCs) to be present within subsurface soils and groundwater at the site. If present, these VOCs pose a risk of vapor intrusion, which could affect the occupants of future buildings constructed on the site.

2. Two areas of impacted soils, identified in a previously prepared Site Soil Management Plan, were identified onsite. These included soils within the northwest corner of the site (a former employee parking lot), which contained residual levels of arsenic, cadmium, lead, and zinc. Soils containing petroleum hydrocarbons were identified as remaining in place near the southeastern corner of the site. Although risk levels related to these soils are minimal as long as they remain undisturbed, impacted soils pose a potential human health risk to construction workers during future grading and/or excavation activities.

3. An uncapped groundwater well was identified in the southeastern portion of the site. The Phase I report noted that this well, identified as MW-4, "currently serves as an open conduit to underlying groundwater."

4. An additional groundwater monitoring well (MW-5) was identified as having been located in the southwestern portion of the site. No abandonment documentation was identified, so the Phase I assumed that the well was still located onsite.

5. A large debris pile, which has since been removed, was documented as occurring within the southeastern portion of the site. This debris was the result of the crushing of demolition rubble from the site's former buildings and foundations (2012 Phase I Report, page 40).

No evidence of other RECs was identified as part of the Phase I Project ESA, nor was the site found to be located on any list compiled pursuant to California Government Code Section 65962.5. However, because the extent of subsurface impacts at the site was not completely known, a Phase II ESA was conducted in April 2012 to assess the potential for vapor intrusion issues to the planned building onsite, and the potential for future construction workers to be exposed to impacted subsurface soils onsite.

The Phase II ESA involved soil vapor sampling within the planned Walmart store footprint; and the collection and testing of soil samples from throughout the site.[3] The soil vapor sampling results indicate that volatile organic compounds (VOCs) in excess of established California Human Health Screening Levels (CHHSLs) for existing or future commercial or industrial buildings were not detected beneath the proposed footprint of the planned Walmart retail store building. Onsite soils that were previously identified as containing petroleum hydrocarbons, VOCs, and/or lead were not found to contain concentrations exceeding CHHSLs. Soil samples, however, indicated the presence of arsenic that exceeds CHHSLs in soils that are less than ten feet below ground surface at several locations around the site. Many areas in the southern California region have high background concentrations of naturally occurring arsenic, which is not due to any contamination.

The conclusions and recommendations of the Phase II ESA in regard to the removal and disposal of affected soils are incorporated within this Section as Mitigation Measures 4.6.1 through 4.6.3. Additionally, Mitigation Measure 4.6.4 has been incorporated to

[3] Details in regard to soil collection and testing methodologies are provided in the Project Phase II ESA Report (pages 5 to 7). Please refer to Draft EIR Appendix F.

ensure the proper abandonment of existing groundwater monitoring wells within the Project site.

4.6.4 EXISTING POLICIES AND REGULATIONS

4.6.4.1 Overview

The following discussions summarize, in pertinent part, City of El Monte, federal, state, regional, and local policies and regulations which act to reduce potential creation of, or exposure to, hazards and hazardous materials are also presented.

4.6.4.2 City of El Monte

The City of El Monte General Plan at Chapter 10, "Public Health and Safety Element" establishes Goals and Policies addressing natural and man-made hazards and health risks affecting, or potentially affecting City and its residents. Applicable Goals and Policies implemented by the City through its General Plan support community health, safety, and welfare by ensuring that proper safety analyses are undertaken, and that sound construction practices are followed. City Goals and Policies as they relate to, or affect, potentially significant hazards/hazardous material impacts of the Project are addressed herein at Section 4.6.5, "Potential Impacts and Mitigation Measures."

4.6.4.3 Regulatory Context

In addition to the General Plan Policies, a number of federal, state, and local laws have been enacted to regulate the management of hazardous materials. Implementation of these laws and the associated management of hazardous materials are regulated independently of the CEQA process, through programs administered by various agencies at the federal, state, and local levels. An overview of the key hazardous materials laws and regulations applicable to the Project, and to which the Project must conform, is provided below.

Federal

Several federal agencies regulate hazardous materials. These include the United States Environmental Protection Agency (USEPA), the United States Occupational Safety and Health Administration (USOSHA), and the United States Department of Transportation (USDOT). Applicable Federal Regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers; packing and repacking; labeling and the marking of hazardous material transport.

Some of the major federal laws and issue areas include the following statutes and implementing regulations:

- Resources Conservation and Recovery Act (RCRA) - hazardous waste management;
- Hazardous and Solid Waste Amendments Act (HSWA) - hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - cleanup of contamination;
- Superfund Amendments and Reauthorization Act (SARA) - cleanup of contamination; and
- Emergency Planning and Community Right-to-Know (SARA Title III) - business inventories and emergency response planning.

The USEPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies.

In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels.

This includes the development of a national capability to mitigate against, prepare for, respond to, and recover from a full range of emergencies.

Hazardous Waste Handling

The USEPA has authorized the California Department of Toxic Substance Control (DTSC) to enforce hazardous waste laws and regulations in California. Requirements place "cradle-to-grave" responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Waste generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., a ban on many types of hazardous wastes from landfills).

Hazardous Materials Transport

The USDOT Office of Hazardous Materials Safety has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation, as outlined in Title 49 of the CFR. The U.S. Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials. USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

State

The primary state agencies with jurisdiction over hazardous chemical materials management are the DTSC and the State Water Quality Control Board (SWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations, California OSHA (Cal OSHA) implementation, Office of Emergency Services (OES - California Accidental Release Prevention Implementation), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA - Proposition 65 implementation) and CalRecycle (formerly the California Integrated Waste Management Board, CIWMB). The enforcement agencies for hazardous materials

transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Relevant hazardous materials management laws in California include, but are not limited to, the following statutes and implementation regulations:

- Hazardous Materials Management Act - business plan reporting;
- Hazardous Waste Control Act - hazardous waste management;
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) - release of and exposure to carcinogenic chemicals;
- Hazardous Substance Act - cleanup of contamination; and
- Hazardous Materials Storage and Emergency Response.

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the SWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. SWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of hazardous

materials and other wastes. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what hazardous waste handlers must do to comply with the laws.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL), California Code of Regulations, Title 22, Division 4, Environmental Health. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

Hazardous Materials Transportation

In California, the CHP has the primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Specifically, Section 31303 of the California Vehicle Code requires that when hazardous materials are transported on state or interstate highways, the highway(s) that offer the shortest overall transit time possible shall be used. Transportation of hazardous materials along any city or state roadways is subject to all hazardous materials transportation regulations established by the CHP and the Los Angeles County Fire Department. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and SWQCB are the two (2) primary state agencies responsible for issues pertaining to hazardous

materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineate the general extent of contamination; estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk; determine if an expedited response action is required to reduce an existing or potential threat; and complete preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy.

The 2012 Phase I Report at page 10, Section 7.2, "Conclusions and Recommendations," indicates that no remediation or cleanup of the Project site would be required. Potentially contaminated soils within the Project site should, however, be handled and disposed of pursuant to the Project Soil Management Plan. Compliance with provisions of Project Soil Management Plan is effected through Mitigation Measures 4.6.1 through 4.6.4 presented subsequently in this Section.

Regional

Southern California Association of Governments (SCAG)

SCAG is the regional agency for coordination between various local agencies within the six-county region covering Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. The region includes 191 cities and more than 18 million residents. SCAG is the designated Regional Transportation Planning Agency for Southern California, and is responsible for preparing plans and developing goals,

policies, and programs to ensure regional cooperation. SCAG also works with local jurisdictions to help develop local and regional solid and hazardous waste policies. In addition, SCAG monitors the development of hazardous waste management planning, pursuant to the California Health and Safety Code.

South Coast Air Quality Management District (SCAQMD)

The SCAQMD works with local, state, and federal government agencies, the business community, and private citizens to achieve and maintain healthy air quality for all of Orange County, and the urban portions of Los Angeles, Riverside, and San Bernardino counties. SCAQMD has rules that pertain to new construction and operation of businesses throughout the region. Specific to the Project, SCAQMD Rules 402 and 403 address the suppression of odors and fugitive dust, respectively. Additionally, Rule 1166 applies specifically to sites where soil is known or reasonably expected to contain VOCs. Based on the findings of the Project's Phase I and Phase II ESAs, soils subject to AQMD Rule 1166 may be encountered during grading of the Project site. Should VOC contaminated soils be identified, monitoring for VOCs according to SCAQMD Rule 1166 requirements would be conducted using a photo ionization detector (PID) or similar device, calibrated daily to read organic vapors as hexane. Readings would be observed continuously as the PID inlet is moved across the surface of soils identified as subject to Rule 1166, and the maximum concentration and location would be recorded in a daily field log. Based on monitoring results, construction personnel would take whatever measures are necessary to comply with the requirements of SCAQMD Rule 1166.

Local

Los Angeles County Fire Department, Health and Hazardous Materials Division; Los Angeles County Public Works Department

Under the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program, (Chapter 6.11, Division 20, Section 25404 of the Health and Safety Code), hazards/hazardous materials management is addressed locally though the

Certified Unified Program Agency (CUPA). The primary CUPA for the City of El Monte is the Los Angeles County Fire Department. Additionally, the Los Angeles County Public Works Department serves as the CUPA for Underground Storage Tanks (USTs) and related concerns. Hazards/hazardous materials programs regulated under the combined County Fire Department/County Public Works Department CUPAs include, but are not limited to:

- Hazardous Waste Generators and On-site Hazardous Waste Treatment Programs;
- Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan (SPCC);
- Hazardous Materials Response Plans and Inventory Program;
- California Accidental Release Prevention Program (Cal-ARP);
- Underground Storage Tank Program (UST); and
- Uniform Fire Code Plans and Inventory Requirements.

4.6.5 STANDARDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (*CEQA*) Guidelines, as adopted by the City of El Monte, indicates a Project will normally have a significant effect related to land use if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Section 65962.5 and, as a result, create a significant hazard to the public or the environment;

- Result in a safety hazard for people residing or working in the project area due to airport/airstrip operations;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.6.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.6.6.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant hazards and hazardous materials impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A). As discussed within the Initial Study, other CEQA hazards/hazardous materials considerations were determined to be less-than-significant or have no impact. These considerations include:

- Potential to result in a safety hazard for people residing or working in the project area due to airport/airstrip operations;
- Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

These potential impacts are therefore not substantively discussed further within this Section. Please refer also to EIR Section 1.5, "Impacts Considered Previously but Not Found to Be Potentially Significant," and to Initial Study Checklist Item VIII., "Hazards and Hazardous Materials."

4.6.6.2 Impact Statements

Potential Impact: *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.*

Impact Analysis: The Project does not propose uses or activities that would require substantive handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potentially adverse effects. To the extent that such materials or substances may be present during Project construction (gasoline, diesel fuel, paints, solvents, fertilizer, etc.) or operations (consumer-packaged retail products s such as fertilizer, cleaning products, paints and primers) they will be transported, stored, used and disposed of consistent with the multiple and broad federal, state, regional and local regulatory requirements noted previously in this Section. Compliance with applicable federal, state, and local laws and regulations, to include implementation of mandated risk management procedures and policies, will minimize the risk of public exposure to any hazardous materials at the Project site. Moreover, compliance with applicable laws and regulations addressing storage and transport of hazardous materials will maximize containment through safe handling and storage practices, and would ensure prompt and effective cleanup if an accidental release occurs.

Off-Site Hazards

The 2012 Phase I Report states that for those off-site facilities where leaks or spills of hazardous materials have occurred, the probability of environmental impacts that could

affect the site from these facilities is considered low, based on distance and/or hydraulic direction from the site (2012 Phase I report, page 13).

On-Site Hazards

The Phase I and Phase II ESAs prepared for the Project area comprehensively researched and documented potential hazards affecting the Project site. Documented hazards are, in large part, the result of past activities on the site, including heavy manufacturing operations that occurred between the late 1930s and 2007.

Aerial photographs that were reviewed as part of the Project Phase I indicate that from 1928 to 1938, the site was used for agricultural production.[4] However, by 1940, large buildings are seen on-site and in the surrounding area. No records of operations onsite dated have been identified earlier than 1956, when construction permits were issued to the Ball Brothers Company (manufacturers of glass canning jars). In 2005, the St. Gobain Container Company was identified as being located on the Project site. Demolition of the manufacturing facilities onsite began in 2007, and was completed in 2012.

The Project Phase II ESA (included in Draft EIR Appendix F) was prepared following the demolition of onsite buildings. The study utilized plans provided by Walmart to collect soil samples and conduct vapor testing within the footprint of the proposed store. The Project Phase II ESA includes the following conclusions and recommendations:

- VOCs were not detected above laboratory reporting limits in near surface soil vapor (to approximately 15 feet below ground surface) within the footprint of the proposed Walmart building. Thus, soil vapor in this area does not contain VOCs at concentrations that exceed current commercial/industrial California Human Health Screening Levels (CHHSLs), and concern regarding the potential

[4] Pesticides have not been identified as a contaminant of concern on the Project site or vicinity parcels, and there are no historical records of pesticide storage or release on the site. Since the Project site has not been utilized for agricultural purposes for approximately 75 years, residual pesticides, if any, have degraded over time and are not considered an environmental concern.

for residual chlorinated VOCs to pose an impact to planned Site operations (e.g., possible vapor intrusion) has been eliminated. Additional assessment regarding vapor intrusion was not recommended.

- Near surface soil in certain areas of the site has at one time contained petroleum hydrocarbons, VOCs, and/or lead. Though the limited concentrations detected during the Phase II ESA do not exceed CHHSLs, it was recommended that the Soil Management Plan prepared by HMC (*Soil Management Plan, Pacific Trade Center, Former St. Gobain Property*, January 2009 (Project Soil Management Plan), included in Draft EIR Appendix F) for the handling and disposal of soils be followed during construction activities. Compliance with the Project Soil Management Plan recommendations is effected through Mitigation Measures 4.6.1 through 4.6.4.

- Near surface soil in several areas of the Site contains arsenic within range of background levels in California. However, because the detected arsenic concentrations exceed CHSSLs, the impacted soil should be handled in such a way to ensure construction worker health and safety. Protocols for handling and disposal of the soil are documented in the above-referenced Soil Management Plan by HMC, which should be followed during construction activities. Compliance with the Project Soil Management Plan recommendations is effected through Mitigation Measures 4.6.1 through 4.6.4.

As part of the Project Soil Management Plan implementation, an Environmental Field Coordinator and Soil Management Plan Program Manager would be assigned to oversee Project grading operations. Pursuant to the Project Soils Management Plan, if found, VOC contaminated soil will be handled in such a way as to minimize emissions (Project Soil Management Plan, page 7).

The mitigation plan identified as part of the SMP includes the following measures, which would be implemented if VOC contaminated soil is found onsite:

- There would be no activities conducted in the vicinity of the VOC contaminated soil that would result in uncontrolled or ongoing evaporation of VOCs directly into the air.

- The SCAQMD Executive Officer would be notified within 24 hours.

- VOC contaminated soil would be sprayed with water or other SCAQMD-approved vapor suppressant.

- If VOC contaminated soil is excavated, it would be stockpiled and covered with Visqueen-type plastic sheeting for periods of inactivity lasting more than one hour. The plastic sheeting will be inspected and if necessary, repaired or replaced if degraded or damaged. Inspection reports will be recorded in a daily field log.

- Excavated soil would be treated or removed from the site within 30 days.

- VOC contaminated soil with emissions exceeding 1,000 ppm would be placed in sealed containers within 15 minutes of excavation.

- All truck trailers containing VOC contaminated soil would be adequately covered with a tarp or other covering prior to leaving the site. No excavated material will extend above or over the sides or rear of the trailer and/or tarp. Any VOC contaminated soil adhering to the truck or its tires will be removed prior to the vehicle leaving the site.

- No on-site treatment of VOC contaminated soil will be undertaken without written approval from the DTSC and SCAQMD.

As discussed previously within this Section, Project grading and construction is also subject to SCAQMD requirements, including Rule 1166, which specifically applies to sites where soils containing VOCs are known or expected to occur. Upon the completion of grading and/or any soil sampling or management activities, a report outlining the work undertaken and confirmation of compliance with RWQCB and/or

DTSC requirements would be prepared by the SMP Program Manager and submitted to the appropriate agencies for approval.

Compliance with Mitigation Measures 4.6.1 through 4.6.3 will ensure that the protocols specified by the Soil Management Plan are implemented during Project construction, in order to avoid potentially significant impacts related to contaminated soils. The SMP also specifies that groundwater monitoring wells located onsite, presumably associated with the USEPA's ongoing monitoring of the El Monte Operable Unit, will be properly abandoned as part of Project construction activities. This requirement has been incorporated in Mitigation Measure 4.6.4.

Level of Significance before Mitigation: Potentially Significant.

Mitigation Measures:

4.6.1 *Prior to the issuance of grading permits, the Project Applicant shall demonstrate to the satisfaction of the City Building Official that grading plans include a copy of the Soil Management Plan (*Soil Management Plan, Pacific Trade Center, Former St. Gobain Property, 4000 North Arden Drive, El Monte, CA 91731, *prepared by HMC in January 2009, included in Draft EIR Appendix F) which includes maps showing areas of known impact and areas where impacted soil was previously removed.*

4.6.2 *Should any areas of unknown soil impacts be encountered, the contractor will be required to discontinue work in the suspect area unless otherwise directed by a qualified Soil Management Plan Field Coordinator or Program Manager. Any suspect impacted soil, groundwater, or other materials such as debris from the suspect area shall be kept within the same general area where it is found and not moved to other parts of the Site. Resumption of grading in any suspect area shall not continue without the approval of the Soil Management Plan Field Coordinator or Program Manager.*

4.6.3 Should contaminated soils be encountered as part of Project development, the protocols identified within the Soil Management Plan shall be followed in regard to monitoring, handling, disposal, and reporting of management activities to the California Department of Toxic Substance Control, Los Angeles Regional Water Quality Control Board, and/or South Coast Air Quality Management District (including copies of all daily field logs containing SCAQMD Rule 1166 monitoring results), as required. Copies of all submitted reports and responses from responsible agencies shall be provided to the City of El Monte.

4.6.4 Prior to the issuance of building permits, the Soil Management Plan Program Manager shall coordinate with the parties responsible for the existing groundwater monitoring wells within the Project site and demonstrate, to the satisfaction of the City of El Monte, that agreements for the proper abandonment of these wells are in place.

Summary

As supported by the preceding discussion, the incorporation of Mitigation Measures 4.6.1 through 4.6.3 ensures that safe handling protocols will be followed during Project construction in regard to known and previously unidentified soil contamination on the site. These measures will be implemented to ensure the protection of construction workers and the public. Mitigation Measure 4.6.4 ensures that existing groundwater monitoring wells within the Project site will be removed prior to Project development. No other potential health risks related to the transport, use or disposal of hazardous materials occurring either on-site or off-site have been identified that could expose the public or onsite workers to potential impacts. On this basis, the potential for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment is considered less-than-significant.

Level of Significance after Mitigation: Less-Than-Significant.

Potential Impact: *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to [California Government Code] Section 65962.5 and, as a result, create a significant hazard to the public or the environment.*

Impact Analysis: The Project is not located on a site included on a list of hazardous materials sites compiled pursuant to [California Government Code] Section 65962.5 and would therefore not create a resultant significant hazard to the public or the environment.

Level of Significance: Less-Than-Significant.

Potential Impact: *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

Impact Analysis: As indicated at Figure 4.6-1, presented previously within this Section, Shirpser School, which serves students in grades K-5, is located approximately one-quarter mile west of the Project site, at 4020 Gibson Road; and the Rio Vista Elementary School, serving grades K-6, is located at 4300 N. Esto Avenue, approximately one-quarter mile northeasterly of the Project site. The Nativity Catholic School, serving grades K-12, is located approximately one-third mile northeasterly of the Project site, at 10907 Saint Louis Avenue.

The Project does not propose uses or activities that would emit substantial hazardous emissions. Additionally, the Project does not propose uses or activities that would require substantive handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects at existing or proposed schools.

Additionally, the analysis presented at EIR Section 4.3, "Air Quality," substantiates that Project-source air pollutant emissions would not adversely affect any sensitive land uses (including schools). More specifically, the analysis demonstrates that Project

construction-source and operational-source emissions would not exceed applicable Localized Significance Thresholds (LSTs); and would therefore not violate applicable National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). The NAAQS and CAAQS comprise air quality standards that are considered safe, with an adequate margin of safety, to protect the public health and welfare for all land uses (including schools).

The analysis also shows that sensitive receptors would not otherwise be significantly affected by localized Project-source emissions, including Carbon Monoxide (CO) hotspots or concentrations of toxic air contaminants (TACs), such as diesel particulate matter (DPM). As such, the Project does not constitute or represent a source of toxic or hazardous emissions that would adversely affect an existing or proposed school.

Please refer also to EIR Section 4.3, "Air Quality," as well as the detailed Air Quality Impact Analysis and HRA presented at EIR Appendix D.

Summary

As supported by the preceding discussion, no potential health risks related to hazardous materials occurring either on-site or off-site have been identified that could affect school facilities (existing or future) located within one-quarter mile of the Project site. On this basis, the potential for the Project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school is considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.7 HYDROLOGY AND WATER QUALITY

4.7 HYDROLOGY AND WATER QUALITY

Abstract

This Section addresses potential impacts of the Project related to hydrology and water quality. The analysis presented herein focuses on the potential for the Project to:

- *Violate any water quality standards or waste discharge requirements;*
- *Substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;*
- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
- *Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or*
- *Otherwise substantially degrade water quality.*

As supported by the analysis presented in this Section, the above-noted potential hydrology/water quality impacts are determined to be less-than-significant as mitigated.

4.7.1 INTRODUCTION

This Section evaluates the Project's potential hydrology and water quality impacts. Information contained and referenced in this Section was obtained from: *Preliminary Hydrology Report for Wal-Mart Store #5970-01, El Monte Supercenter, 4000 Arden Drive, El Monte, CA 91731* (Tait & Associates, Inc.) October 1, 2013 (Project Hydrology Report, EIR Appendix G). Please refer also to related discussions addressing water, wastewater, and supporting infrastructure systems presented at EIR Section 4.8, "Public Services and Utilities."

4.7.2 SETTING

4.7.2.1 Introduction

The hydrologic setting described below establishes the baseline against which the Project's potential hydrology/water quality impacts were evaluated. Please refer also to EIR Section 3.0, "Project Description," for a general discussion of the Project's regional and vicinity setting.

The May 2011 *City Of El Monte General Plan And Zoning Code Update Environmental Impact Report* (City General Plan EIR), *Appendix C Existing Conditions Report,* describes area hydrologic and water quality characteristics, and is summarized and paraphrased in pertinent part within these discussions. Please refer also to City General Plan EIR Appendix C Existing Conditions–Chapter 3: Natural Resources, Section D, Water Resources, pages 20–22; Chapter 5: Public Health & Safety, Section B, Flooding, pages 38–39; and Chapter 6: Public Facilities & Services, Section C, Wastewater and Drainage, page 53, and Section D, Water Service, page 54.

4.7.2.2 Hydrology

Surface Waters

The City of El Monte lies within the southerly portions of the San Gabriel River and the Los Angeles River watersheds. Both watersheds are bounded by the San Gabriel Mountains to the north and the Pacific Ocean to the south. Northerly reaches of these watersheds are

largely undeveloped and evidence natural habitat. Central and lower portions of the watersheds are highly urbanized and contain limited natural areas (Los Angeles and San Gabriel Rivers Watershed Council, 2005, as cited at General Plan EIR Appendix C, page 20).

Notable surface hydrology features within or proximate to the City include the San Gabriel River and Rio Hondo River. The San Gabriel River flows adjacent to the eastern boundary of the City. The Rio Hondo River, a distributary of the San Gabriel River and a tributary to the Los Angeles River, flows through the westerly portion of the City. Both rivers originate in the mountainous areas to the north of the City, and flow through the mountains into the San Gabriel and San Fernando Valleys (General Plan EIR Appendix C, page 20).

No lakes, reservoirs, or large bodies of water are located within the City of El Monte. However, within the encompassing San Gabriel Valley and in the vicinity of the City are the Santa Fe Dam and flood control basin to the northeast; and Whittier Narrows Dam and Legg Lake to the southwest. In addition, the 200-acre Peck Road Water Conservation Park located along Peck Road just northerly of the City, provides stormwater detention, spreading, groundwater recharge and flood control; and is also used for recreational activities (General Plan EIR Appendix C, page 20).

As discussed herein, storm water runoff from the Project site will be directed to the City's storm drain system, and the Project does not otherwise propose or require facilities or operations that would directly affect surface waters.

Groundwater

The City of El Monte is underlain by the approximately 225-square-mile San Gabriel Valley Groundwater Basin (Basin) and encompassing San Gabriel Watershed. The Basin underlies most of the San Gabriel Valley and is bounded generally 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. The City is more specifically situated within the approximately 167 square mile Main San Gabriel Basin. Location of the City of El Monte within the Basin is indicated in Figure 4.7-1.

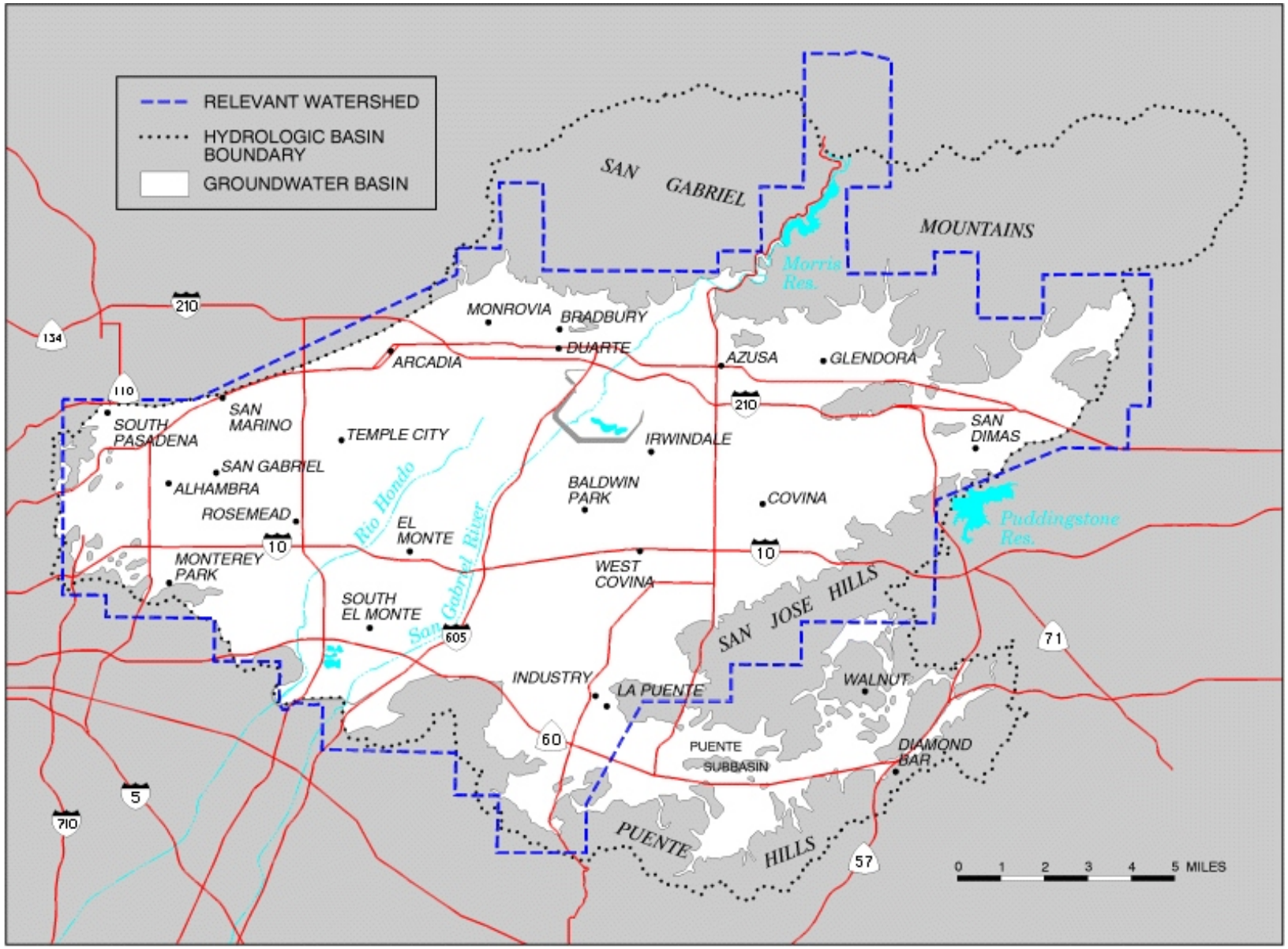
Fresh water storage capacity of the Basin is estimated at 8.6 million acre-feet (Main San Gabriel Basin Watermaster 2005, as cited at General Plan EIR Appendix C, page 21). The Rio Hondo River and San Gabriel River channels convey water to spreading basins for groundwater recharge. Peck Road Spreading Grounds/Water Conservation Park to the north of the City, and the Rio Hondo Coastal Basin Spreading Grounds south of Whittier Narrows serve as groundwater recharge facilities for the Basin. No groundwater recharge facilities are located in the City of El Monte.

4.7.2.3 Water Quality

The U.S. Environmental Protection Agency (EPA), 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 Los Angeles River, San Gabriel River, and Rio Hondo River watersheds are located within and managed by the LARWQCB–Region 4. The LARWQCB is responsible for the protection of water quality and establishes water quality standards for the Los Angeles region pursuant to the LARWQCB *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan). As described by LARWQCB:

> [The Basin Plan] is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and groundwaters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan." [1]

[1] State Water Resources Control Board. *LARWQCB Basin Plan*. Web. July 10, 2014. <http://www.waterboards.ca.gov/rwqcb4/water_issues/programs/basin_plan/>



Source: Main San Gabriel Basin Watermaster

applied planning inc

Figure 4.7-1
San Gabriel Basin

The San Gabriel Basin aquifer is a critical source of drinking water for Southern California. The Basin's groundwater provides approximately 90 percent of the drinking water used by San Gabriel Valley businesses and residents (*Progress Report on San Gabriel Valley Groundwater Cleanup* [EPA] December 2011, page 1). Accordingly, successful implementation of the Basin Plan and associated protection and maintenance of water quality is vital to the City and region. The Basin Plan in its entirety is available at: http://www.waterboards.ca.gov/rwqcb4/water_issues/programs/basin_plan/basin_plan_documentation.shtml.

Groundwater contamination is a pervasive and on-going issue for the San Gabriel Valley dating back to World War II, and associated with surface disposal of solvents and other chemicals employed in industrial and commercial processes. The severity of groundwater contamination issues became evident when high concentrations of volatile organic compounds (VOCs) were discovered in Azusa in 1979. Subsequent investigations disclosed substantial and widespread VOC contamination throughout the Basin. As a result, the EPA placed portions of the Basin under authority of Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program. ln 1984, EPA added 30 square miles within the San Gabriel Valley to the Superfund List. In 1997, newly detected contaminants, perchlorate and N-Nitrosodimethylamine (NDMA) liquid/solid rocket fuel, complicated and delayed progress of Basin cleanup activities (*San Gabriel Basin Groundwater Quality Management and Remediation Plan "§406 Plan"* [San Gabriel Basin Water Quality Authority] April 19, 2011, page 13). Key contaminants currently affecting the Basin are listed at Table 4.7-1.

Table 4.7-1
Key Contaminants in Groundwater in the San Gabriel Basin

Contaminant	Common Uses / Sources
carbon tetrachloride	Cleaning fluid
1,1-dichloroethene (1,1-DCE)	Adhesives, food packaging, semiconductor manufacture
cis-1,2-dichloroethene	Solvent, component in medicine and perfumes

Table 4.7-1
Key Contaminants in Groundwater in the San Gabriel Basin

Contaminant	Common Uses / Sources
1,4-dioxane	Stabilizer in solvents
hexavalent chromium (Cr+6)	Occurs naturally, used in chrome plating and other industries
nitrate	Component in agricultural fertilizers
N-nitrosodimethylamine (NDMA)	Liquid-fuel rockets, byproduct of wastewater treatment
perchlorate	Solid-fuel rockets, highway flares
perchloroethylene (PCE)	Dry cleaning solution, degreaser
trichloroethylene (TCE)	Industrial solvent, degreaser
1,2,3-trichloropropane (TCP)	Solvent, soil fumigant, sealant

Source: *Progress Report on San Gabriel Valley Groundwater Cleanup* (EPA) December 2011.

Areas of contamination within the Basin are apportioned into six (6) areas or Operable Units (OUs). These OUs underlie significant portions of Alhambra, Arcadia, Azusa, Baldwin Park, City of Industry, Irwindale, El Monte, La Puente, Monrovia, Rosemead, Temple City, South El Monte, West Covina, Whittier Narrows, and unincorporated Los Angeles County. The City of El Monte overlies portions of the El Monte and South El Monte OUs; and the Project site is located in the South El Monte OU.

In concert with state agencies, local water agencies, and others, the EPA is addressing groundwater contamination in the San Gabriel Basin. The EPA's *Progress Report on San Gabriel Valley Groundwater Cleanup* provides a summary of on-going groundwater contamination remediation efforts and anticipated future actions. Information germane to the El Monte and South El Monte Operable Units underlying the City of El Monte, excerpted and paraphrased from the latest available (December 2011) *Progress Report*, is presented below.

El Monte Operable Unit

The El Monte OU consists of approximately 10 square miles of groundwater contamination underlying portions of the cities of El Monte, Rosemead, and Temple City. The cleanup is divided into the East Side and West Side subprojects. Contamination is in both the shallow groundwater zone (to about 150 feet below ground surface [bgs]) and the deep groundwater zone (about 150 feet bgs to 400 feet bgs). Primary contaminants of concern affecting the El Monte OU are two chlorinated industrial solvents – tetrachloroethene (PCE) and trichloroethene (TCE). Other less widespread contaminants include 1,4-dioxane, perchlorate, and hexavalent chromium (Cr+6) (Progress Report, page 3).

EPA is overseeing construction of 11 extraction and injection wells, four sections of pipelines, and three groundwater treatment plants to supplement eight existing extraction wells and an existing treatment plant. When completed, there will be four cleanup systems to remove and treat contamination from the Eastern Shallow Zone, Southern Deep Zone, Western Shallow Zone, and Northwestern Deep Zone. Treated deep groundwater will be used as drinking water and treated shallow groundwater will be discharged to surface water or re-injected back into the aquifer (Progress Report, page 3).

EPA is directing and monitoring the work of two Potentially Responsible Parties (PRPs)[2] that are required to complete the groundwater cleanup. The East Side Performing Settling Defendants will complete groundwater cleanup of the Eastern Shallow Zone and Southern Deep Zone. The West Side Performing Settling Defendant will complete groundwater cleanup of the Western Shallow Zone and the Northwestern Deep Zone (Progress Report, page 3).

South El Monte Operable Unit

The South El Monte OU consists of approximately 8 square miles of groundwater contamination underlying portions of the cities of South El Monte, El Monte, and Rosemead. Contamination is found in the shallow groundwater zone (to about 100 feet bgs)

[2] Potentially Responsible Parties (PRPs) under CERCLA include past and present site owners, past and present operators, waste generators, and transporters who selected an affected site or area for disposal.

and the intermediate groundwater zone (from about 100–400 feet bgs). The primary contaminants of concern affecting the South El Monte OU are TCE and PCE, which have both been detected above drinking standards in the shallow and intermediate aquifers. In addition, 1,4-dioxane and low levels of perchlorate have been detected (Progress Report, page 3).

Contaminated groundwater from the intermediate groundwater zone is being extracted and treated to remove volatile organic compounds (VOCs) and to prevent the further spread of VOC-contaminated groundwater. Treatment for perchlorate was required in the past but is currently not necessary. EPA has a Cooperative Agreement with the San Gabriel Water Quality Authority to work with three local water utilities to implement remedial actions using eight of their wells. These wells and their treatment systems have the capacity to treat over 14 million gallons per day (mgd), enough water to supply approximately 56,000 homes (Progress Report, page 3).

Remedial actions within the South El Monte OU are currently funded by PRPs, EPA, and the California Department of Toxic Substances Control (DTSC). EPA is installing new monitoring wells to determine if the extraction system is meeting the goals of the Interim Record of Decision (ROD) (Progress Report, page 3).

Status of Potable Water Quality

The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Basin (General Plan EIR Appendix C, page 54). Notwithstanding known groundwater quality issues summarized herein, all water suppliers within the Basin ensure that water delivered to the public meets federal and state drinking water standards. No untreated groundwater in the San Gabriel Basin is supplied for potable uses (Progress Report, page 6).

4.7.2.4 Flooding

Overview

Seasonal rainfall, geographic conditions, topography, and proximity to dams and reservoirs make the City of El Monte potentially vulnerable to flood events. Flood events affecting the City can be characterized as urban flooding, particularly affecting low-lying areas, and potential flooding that could result from dam failure.

Urban Flooding

Flood-prone areas are designated on Federal Emergency Management Agency (FEMA) floodplain/flood hazard maps developed and maintained as part of the National Flood Insurance Program (NFIP). Flood Hazard Mapping is an important part of the National Flood Insurance Program, as it is the basis of the NFIP regulations and flood insurance requirements.

Through its Flood Hazard Mapping Program, FEMA identifies flood hazards, assesses flood risks, and partners with States and communities to provide accurate flood hazard and risk data to guide them to appropriate mitigation actions. FEMA maintains and updates data through Flood Insurance Rate Maps (FIRMs) and risk assessments. FIRMs include statistical information such as data for river flow, storm tides, hydrologic/hydraulic analyses, and rainfall and topographic surveys. FEMA uses the best available technical data to create the flood hazard maps that identify potential flood risks, delineated as Special Flood Hazard Area (SFHAs).

SFHAs are defined as areas that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year)

flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded) (see also: http://www.fema.gov/floodplain-management/flood-zones).

FEMA Flood Hazard Mapping of the City of El Monte indicates that the City does not lie within a mapped 100-year flood hazard area, and the City is designated Zone X-unshaded (see: FEMA Map Number 06037C1670F, effective date September 26, 2008). Related, the City of El Monte is identified as a "Non-Flood-Prone Community" (FEMA Map Number 06037CIND3A, effective date September 26, 2008).

Dam Inundation

No dams or reservoirs are located within the City of El Monte. The Santa Fe Dam and Reservoir is located on the San Gabriel River, approximately two (2) miles northeasterly and upstream of the City, and the Whittier Narrows Dam is located approximately one (1) mile southwesterly and dams of the City. Both dams are managed by the U.S. Army Corp of Engineers (USACE). One or both of the dams noted above could potentially fail in part or in total, with resulting flooding of downstream areas. Additionally, should the Santa Fe Dam fail, the downstream Whittier Narrows Dam would act to retain released waters, with resulting increased floodplain levels upstream of the Whittier Narrows Dam.

USACE Inundation Maps prepared for the Santa Fe Dam identify areas that would be potentially flooded should the Dam breach with the water surface at the spillway crest elevation (496 feet MSL). These Inundation Maps are not an indication of potential dam failure, but rather provide a basis for development and evaluation of evacuation plans for areas potentially subject to inundation. The City General Plan, Appendix C, provides the following information regarding potential inundation resulting from failure of the Santa Fe Dam.

> The Santa Fe Dam Emergency Plan Inundation Map (USACE 1985) shows the majority of El Monte (except the northwestern most corner) within the flood limits due to dam failure with the water surface at a spillway crest elevation

> of 496 feet. At a distance of 2.3 miles from the dam (the approximate northern City boundary), water depth would increase 0.25 feet (arrival time) in 45 minutes and 2.5 hours in the southernmost portion of the City. Similarly the majority of the City would be within the limits of the inundated area due to an immediate release of the spillway. 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 shows that the majority of the City is located within the area of wide spread flooding that would existing [*sic*] in the Floodplain upstream from the dam due to extremely high inflows (USACE 1985, as cited at General Plan EIR Appendix C, page 39).

Since preparation of the 2006 City General Plan, the USACE (in March 2009) completed a Screen Portfolio Risk Analysis (SPRA) of the Santa Fe Dam. Based on the SPRA, the Santa Fe Dam was assigned a Dam Safety Action Class II, or DSAC II, rating. As described and discussed by USACE:

> A DSAC II rating is given to dams where failure could begin during normal operations or be initiated as the consequence of an event. The likelihood of failure from one of these occurrences, prior to remediation, is too high to assure public safety; or the combination of life or economic consequences with probability of failure is very high . . .
>
> As a result of Santa Fe Dam's DSAC II rating, the Corps has implemented the following Interim Risk Reduction Measures, or IRRMs:
>
> - Inspection and monitoring
> - Flood mapping
> - Updating the Emergency Action Plan
> - Coordination with local interests/tabletop emergency exercise

- Installing piezometers adjacent to the outlet conduit . . .[3]

The USACE screening and classification of Santa Fe Dam does not mean failure is taking place. Rather, it means there are identified dam safety issues that do not meet industry standards, and the risk to public safety is unacceptable. Routine inspections and operation of the Dam will continue and emergency action plans have been developed in coordination with local emergency management officials. Currently, there is no evidence to suggest an emergency situation exists or is about to occur**.** USCAE is developing studies to determine the appropriate means to address concerns regarding the Santa Fe Dam. Potentially, some Dam modification, rehabilitation or repairs may be needed.[4]

Storm Water Management and Flood Control Improvements

The San Gabriel and Rio Hondo Rivers, two major regional flood control channels, act to control and direct storm waters through the City El Monte and surrounding areas.[5] Within the City, secondary flood control channels collect and direct localized storm water runoff to these major channelized Rivers. Throughout the City, storm water runoff is conveyed as surface flows within street rights-of-ways. Surface flows are carried to a series of interceptor storm drains ultimately discharging to the Rio Hondo and San Gabriel River channels. The City's network of storm drains and underpass pumps act to minimize or avoid flooding during periods of heavy rains.

The Los Angeles County Flood Control District (LACFCD) maintains the San Gabriel and Rio Hondo drainage channels traversing the City, while the City maintains the local storm water management system. The City also assists in hazardous spills cleanup affecting City

---

[3] U.S. Army Corps of Engineers, Los Angeles District. *Dam Safety Plan, Santa Fe Dam*. Web. July 10, 2014. <http://www.spl.usace.army.mil/Missions/CivilWorks/Media/FactSheets/tabid/1321/Article/676/dam-safety-program.aspx>

[4] Ibid

[5] Channelization and establishment and expansion of storm water retention/spreading grounds along the Rio Hondo and San Gabriel Rivers within urbanized areas has largely mitigated potential river-related flood hazards. LACFCD provides on-going management and minimization of potential flood hazards along the Rio Hondo and San Gabriel Rivers within the City of El Monte and throughout Los Angeles County.

streets, minimizing the potential for release of hazardous materials to storms drains or its subsequent percolation to groundwater.

As in most urbanized areas, minor local drainage problems are common within the City of El Monte, particularly within low-lying areas during periods of intense rainfall, or in instances where storm drains or inlets are obstructed by debris or trash.

4.7.3 EXISTING POLICIES AND REGULATIONS

4.7.3.1 Federal Water Pollution Control Act, Federal Clean Water Act (CWA)

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, or Clean Water Act (CWA), which was substantially revised by amendments in 1972 that created the bulk of the current statutory scheme. The CWA requires states to adopt water quality standards. To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. Moreover, the CWA states that discharge of pollutants into waters of the United States from any point source is unlawful unless the discharge complies with the National Pollution Discharge Elimination System (NPDES) permit.

The NPDES is a national program under Section 402 of the CWA. The CWA establishes the framework for regulating municipal and industrial (point sources) storm water discharges under the NPDES program, and allows the Environmental Protection Agency (EPA) to delegate its NPDES system permitting authority to states with an approved regulatory program. In California, the NPDES program is administered through the nine Regional Water Quality Control Boards, including the Los Angeles Regional Water Quality Control Board (LARWQCB), the agency responsible for determining the City of El Monte's compliance with the water quality requirements of the CWA.

4.7.3.2 Porter-Cologne Water Quality Act

Section 303 of the federal Clean Water Act and the State's Porter-Cologne Water Quality Act establish applicable water quality objectives for ground and surface waters in the State.

In general, protection and maintenance of surface water quality is the combined responsibility of the Regional Water Quality Control Board (RWQCB), water supply and wastewater management agencies, and City and County governments.

The RWQCB has purview over point and non-point sources of pollution. Point source water pollutants consist of controlled wastewater releases that are commonly generated by activities that use water to collect pollutants and transport them from the processing facility. When such wastewater discharges are proposed, the applicant must obtain a set of Waste Discharge Requirements from the RWQCB which serve to control water pollution to a non-significant level from such point sources.

Non-point sources of water pollution consist of surface runoff from a site or area during or following a storm where the source of pollution cannot be traced to a specific location. Typical non-point water pollution sources consist of agricultural fields with sediment and fertilizers, construction sites with sediment and debris, and roads with oil, tire particles, and debris common to roads.

Non-point pollution sources are also regulated by the RWQCBs through a number of programs and permits including Total Maximum Daily Loads (TMDLs) and Municipal Stormwater Permits. The LARWQCB is the primary agency that regulates and oversees water quality discharges from the City of El Monte, and the City is a co-permittee under Los Angeles County Municipal Permit (Order No. 2001-182) which regulates and monitors stormwater discharges generated throughout the City from both point and non-point sources.

4.7.3.3 State Water Resources Control Board, Construction Permitting

In December 1999, the State Water Resources Control Board (SWRCB) issued an NPDES General Permit for the discharge of storm water associated with construction activities. Federal regulations promulgated by USEPA (40 CFR Parts, 9, 122, 123, and 124) expanded the NPDES storm water program to include storm water discharges from municipal separate storm sewer systems and construction sites that were smaller than those

previously included in the program. Accordingly, the SWRCB issued an NPDES General Permit for the discharge of storm water associated with construction activities. The existing state NPDES Permit (Order No. 99-08-DWQ, General Permit No. CAS000002) was administratively expanded in accordance with 40 CFR Part 122-124. This permit addresses storm water discharges associated with construction activities. The permit is applicable to all of California, which is inclusive of the City of El Monte and the Project site.

Compliance with the SWRCB's General Construction Permit involves enrollment into the current permit, and development of a SWPPP to be used during construction. The Project SWPPP will identify potential pollutant sources and Best Management Practices (BMPs) that will reduce or prevent the discharge of pollutants from the site during construction.

4.7.3.4 Los Angeles Region Water Quality Control Plan (Basin Plan)

The Basin Plan describes existing water quality conditions and establishes regional water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain target water quality standards.

The Los Angeles Region's Basin Plan has been in place since 1994, with the goal of protecting the public health and welfare, and maintaining or enhancing water quality and potential beneficial uses of the water. The Basin Plan in its entirety can be reviewed at http://www.waterboards.ca.gov/losangeles/. As supported by the discussions presented here, the Project will not adversely affect water quality, nor otherwise conflict with applicable provisions of the Basin Plan.

4.7.3.5 Los Angeles Regional Water Quality Control Board, Post-Construction Permit

NPDES permitting is used for continued control and monitoring of water quality following construction, pursuant to the Clean Water Act. NPDES municipal permitting has been issued by the LARWQCB to Los Angeles County (Order No. 2001-182) and local agencies. The City of El Monte is one of many cities included as a "co-permittee" in the NPDES municipal permit issued to the County. The municipal permit requires cities to review proposed development projects to ensure compliance with environmental regulations including the development and implementation of project Low Impact Development (LID) Plans. Pursuant to the municipal permit, cities are also required to submit an annual report that illustrates compliance with NPDES requirements.

The Project would develop and implement a LID Plan pursuant to City and LARWQCB mandates. The Project LID Plan would be required to demonstrate consistency with the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit held by the City.

4.7.3.6 Los Angeles County Sanitation Districts, Wastewater Permitting

The Los Angeles County Sanitation District (LACSD), District 15, is responsible for treating and disposing wastewater collected from the Project site and the City El Monte as a whole. Collected wastewater is conveyed to the Whittier Narrows Water Reclamation Plant (WRP) for primary, secondary and tertiary treatment. The WRP serves a population of approximately 150,000 people. Virtually all of the reclaimed water is reused as groundwater recharge into the Rio Hondo and San Gabriel Coastal Spreading Grounds or for irrigation at an adjacent nursery.[6] Effluent that is not recycled and reclaimed is discharged to the San Gabriel and Rio Hondo Rivers. Sludge byproducts remaining at the completion of the treatment processes is placed back into the sewer system and conveyed to the Joint Water Pollution Control Plant (JWPCP) in Carson for further treatment prior to eventual disposal into the Pacific Ocean (General Plan EIR Appendix C, page 53).

[6] Sanitation Districts of Los Angeles County. *Whittier Narrows Reclamation Plant*. Web July 10, 2014. <http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp>

The City of El Monte is one of seventeen jurisdictions that are signatory to the Joint Outfall Agreement (Agreement). The Agreement establishes a regional interconnected system of facilities under an inter-jurisdictional agreement to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities. Facilities under the Agreement collectively comprise the Joint Outfall System (JOS).

The JOS provides the benefit of local control and the advantage of a shared regional sewerage system. The JOS covers approximately 660 square miles, from the foothills of the San Gabriel Mountains in the north to San Pedro Bay in the south, and from the Los Angeles city limits on the west to the Los Angeles County border on the east.[7]

4.7.3.7 City of El Monte

General Plan Goals and Policies

The City of El Monte General Plan Chapter 8, "Public Services and Facilities Element" at page PSF-19; and Chapter 10, "Public Health Safety Element" page PHS-19 establishes Goals and Policies addressing, in part, hydrologic and water quality issues and concerns. Goals and Policies implemented by the City through its General Plan support avoidance of flood hazards, protection against potential flooding impacts, establishment and maintenance of safe and efficient storm water management systems, and protection and maintenance of water quality. City Goals and Policies as they relate to or affect potentially significant hydrology/water quality impacts of the Project are addressed herein at Section 4.7.6, "Potential Impacts and Mitigation Measures."

Municipal Code

All required Project storm drain facilities will be funded, designed, implemented, and maintained consistent with City of El Monte policies and requirements as outlined in the City Municipal Code. General requirements are outlined below. Please refer also to the City of El Monte Municipal Code available at: http://library.municode.com/index.aspx?clientId=16228.

[7] Ibid.

More specifically, Municipal Code Chapter 13.16, "Stormwater Management and Discharge Control" regulates discharge of pollutants to the City storm drains, and establishes and requires that all pollutant discharges be reduced to the extent practical. Municipal Code Chapter 16.28, Subdivision Improvements, stipulates that "[c]urbs gutters, storm drains and culverts shall be installed to the specifications of the City Engineer" (§16.28.050, Curbs and Gutters, Storm Drains and Culverts). Continuing, Municipal Code §16.28.090, Drainage requires that "[a]dequate provision for drainage shall made and storm drains and facilities shall be installed to grade and sizes approved by the City Engineer. Municipal Code Chapter 15.08, Public Facilities Impact Fees, authorizes and establishes fees to be collected from development projects to provide for public facilities improvements, inclusive of storm water management improvements.

The Project would comply with applicable Municipal Code requirements addressing stormwater management and stormwater pollutant discharge control, and would pay all requisite development impact fees.

4.7.4 PROJECT DRAINAGE IMPROVEMENTS

4.7.4.1 Overview

The Project Hydrology Study (EIR Appendix G) demonstrates that stormwater discharges from the developed Project site would not exceed allowable discharges from the subject site, and would be adequately conveyed by the existing storm drain system serving the Project area. More specifically, the Project Hydrology Study determined the following:

- There are no existing underground utilities or paved surfaces in place to direct stormwater discharges from the Project site. Stormwater discharges currently sheet flow in 3 main directions from the Project site. Under the design criteria 50-year storm, 7.1 cubic feet per second (cfs) currently discharges westerly toward Arden Drive; 21.4 cfs discharges southerly; and 18.1 cfs discharges northerly. Runoff within Arden Drive is currently conveyed southerly via curb and gutter into an existing 24-inch RCP storm drain system within Valley Boulevard, ultimately discharging to the Rio Hondo Channel. Runoff entering the properties to the north and south is

collected in those properties' respective storm drains and discharge east to an existing 24-inch diameter storm drain aligned within Valley Circle. The Valley Circle storm drain then discharges to a 48-inch diameter CMP lateral of the Rio Hondo Channel to the east. All runoff from the site and adjacent property eventually discharges into the Rio Hondo Reach.

- Under the design criteria 50-year storm, an estimated peak flow rate of 6.30 cubic feet per second (cfs) of stormwater runoff could be directed easterly from the Project site to Arden Drive with no adverse effects to area properties or serving storm drain systems. Pursuant to the Project grading and drainage concepts, peak stormwater discharge from the Project site onto Arden Drive is estimated at 5.16 cfs. Arden Drive therefore currently provides adequate stormwater carrying capacity for the proposed improvements.

- Under the design criteria 50-year storm, the existing 24-inch storm drain along Valley Circle which serves the Project site has a residual capacity of 9.22 cubic feet per second cfs available to the Project. The calculated 50-year storm peak runoff discharging from the developed Project site into the 24-inch Valley Circle storm drain is 8.2 cfs. The existing 24-inch Valley Circle storm drain therefore provides adequate stormwater carrying capacity for the proposed improvements.

Existing, post-development, and allowable peak stormwater runoff rates from the Project site under the design criteria 50-year storm are summarized at Table 4.7-2.

Table 4.7-2
Summary Table of 50-yr Peak Stormwater Runoff

	Existing (cfs)	Post-development (cfs)	Allowed (cfs)
Runoff to Arden Drive	7.1	5.16	6.30
Runoff to Valley Circle Storm Drain	39.5	8.20	9.22
Total:	46.6	13.36	15.52

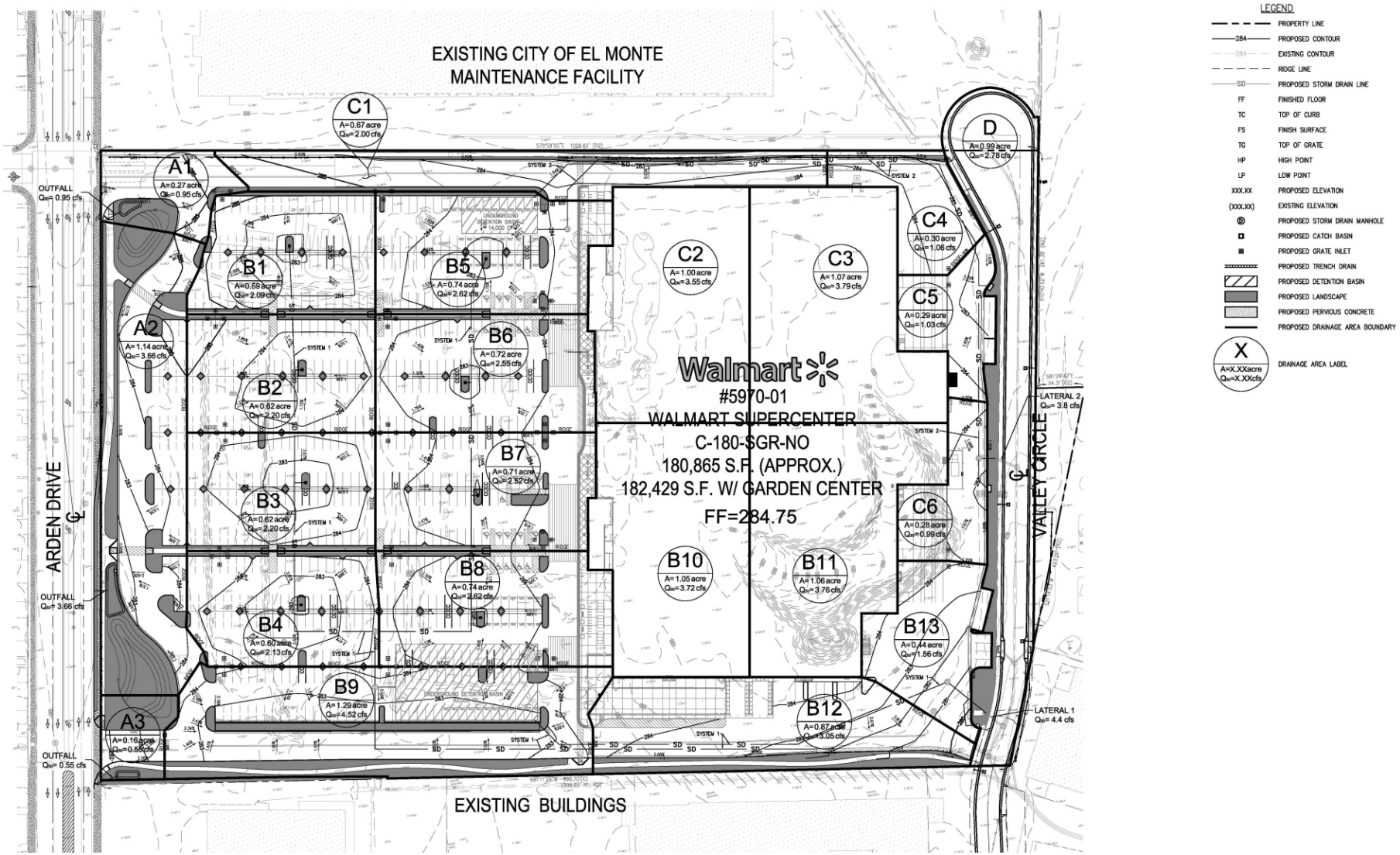
Source: *Preliminary Hydrology Report for Wal-Mart Store #5970-01, El Monte Supercenter, 4000 Arden Drive, El Monte, CA 91731* (Tait & Associates, Inc.) October 1, 2013.

4.7.4.2 Project Drainage Concept

The Project Drainage Concept is presented in Figure 4.7-2. Stormwater within the Project site will sheet flow across landscaping and paved parking areas and will be collected in several bioretention planters, pervious concrete underdrains, and curb opening catch basins located throughout the site. Under post-development conditions, site drainage will follow existing drainage patterns as discussed below.

The developed Project site would have three (3) main drainage areas ("A," "B," and "C"), served by two (2) on-site storm drain systems. Drainage Area "A" comprises a portion of the site's westerly parking lot. Stormwater from Drainage Area "A" would be treated by a system of on-site bio-retention planters, and would discharge westerly at a maximum 5.16 cfs into Arden Drive and its associated curb and gutter conveyances. Treated storm water discharges within Arden Drive would then flow southerly to the existing 24-inch RCP storm drain system within Valley Boulevard.

Drainage Area "B" includes the central portion of the Project site between Valley Circle and Drainage Area "A," as well as the southerly portion of the proposed Walmart structure, and the southeasterly corner of the Project site. Drainage Area "B" stormwater runoff would be collected via bio-retention planters, pervious concrete underdrains, and curb opening catch basins. Treated storm water runoff from sub-areas B-1 through B-12 would then be conveyed via "Storm Drain System 1," and temporarily detained within the approximately 62,000 cubic feet (1.42 acre feet) underground detention basin located in the southerly portion of the Project site. Out flow from this detention basin would be conveyed at a repressed rate via the storm drain along the southern portion of the site where it will combine with runoff from subarea B-13, subsequently discharging from the Project site via proposed "Lateral 1" at a peak flow rate of 4.4 cfs.



Source: Tait & Associates, Inc.

appliedplanning inc

Figure 4.7-2
Project Drainage Concept

Drainage Area "C" comprises northerly and easterly boundary portions of the Project site, as well as the northerly one-half of the proposed Walmart structure. Drainage Area "C" stormwater runoff would be collected via bioretention filtration systems, pervious concrete underdrains, and curb opening catch basins. Treated storm water runoff from sub areas C-1 through C-4 would then be conveyed via proposed on-site "Storm Drain System 2," and temporarily detained within the approximately 14,000 cubic foot (0.32 acre feet) underground detention basin located in the northerly portion of the Project site. Out flow from this detention basin would then be conveyed at a repressed rate via the storm drain along the northern portion of the site where it will combine with runoff from subareas C-5 and C-6, subsequently discharging from the Project site via proposed "Lateral 2" at a peak flow rate of 3.8 cfs.

Both of the above-noted underground detention basins would be constructed of molded polypropylene chambers resting on and surrounded by crushed angular stone. To prevent soil infiltration, a thermoplastic liner sandwiched between layers of nonwoven geotextile would be placed under the crushed stone bed. These types of underground detention chambers are produced by several manufacturers, and are demonstrably successful and commonplace storm water management solutions employed within Southern California. Typical detention basin design and specifications are provided at Appendix C to the Project Hydrology Study.

4.7.5 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the CEQA *Guidelines,* Appendix G, Project-related hydrologic impacts would be considered potentially significant if they cause or result in any of the following:

- Violate any water quality standards or waste discharge requirements;

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the 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);

- Substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

- Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;

- Otherwise substantially degrade water quality;

- Place a housing project 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;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Inundation by seiche, tsunami, or mudflow.

4.7.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.7.6.1 Introduction

The following discussions focus on topical areas and issues where it has been determined pursuant to the EIR Initial Study/NOP processes, that the Project may result in or cause potentially significant hydrology/water quality impacts. Of the CEQA threshold considerations identified above at Section 4.7.5, and as substantiated in the Initial Study (EIR Appendix A), the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further substantively discussed here:

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the 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);

- Place a housing project 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;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Inundation by seiche, tsunami, or mudflow.

All other CEQA topics concerning the Project's potential impacts to hydrology/water quality are discussed below. Please refer also to Initial Study Checklist Item VIII., "Hydrology and Water Quality."

4.7.6.2 Impact Statements

Potential Impacts: ***Violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.***

Impact Analysis: The Project is mandated to acquire and comply with requisite permits, and to conform to other applicable City of El Monte, LACSD, and RWQCB water quality standards and waste discharge requirements, thereby acting to preclude, or substantively reduce the potential for the Project violate any water quality standards or waste discharge requirements. The following discussions more specifically address the Project's potential water quality impacts attributable to wastewater (sewage) and storm water runoff.

Wastewater Management Improvements and Regulatory Compliance
Sanitary sewer lines with adequate capacity to serve the Project exist within Arden Drive. The Project's plan for connection to existing sanitary sewer infrastructure facilities is subject to review and approval by the City and the LACSD. The Project Applicant will be required to apply for service and pay a mandated connection fee, which will be applied toward maintenance and expansion of wastewater treatment facilities in the manner determined by the LACSD. The Project proposes typical commercial/retail uses and activities, and would not generate wastewater or wastewater constituents requiring special handling or treatment.

Stormwater Management Improvements and Regulatory Compliance
The Project will be developed and operated in compliance with City and RWQCB regulations and water quality standards. More specifically, the Project will provide connection to, and interface with, existing and proposed drainage courses and drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City and/or RWQCB prior to, or concurrent with, application for grading permits.

Calculated runoff rates and runoff volumes for the Project site area were estimated employing the Tc Calculator developed and supplied by the Los Angeles County

Department of Public Works. The Tc Calculator software implements the Modified Rational Method for single subareas and small watersheds. The 50-year design storm depths used in calculations were determined from the El Monte 50-year 24-hour Isohyet map created by the Los Angeles County Department of Public Works and supplied in the County of Los Angeles Hydrology Manual, Appendix B, Map 1-H1.20. Existing, post-development, and allowable peak stormwater runoff rates from the Project site under the design criteria 50-year storm are summarized previously at Table 4.7-2.

As indicated at Table 4.7-2, development of the Project and its associated stormwater management systems would incrementally decrease peak storm water discharge rates from the Project site. This is because the length of travel and time of concentration for stormwater flows under the developed condition is greater than under the undeveloped condition. That is, stormflows that currently exit the site unimpeded will, under the developed site condition, be detained on-site with metered and restricted release, thereby maximizing the time of stormwater concentration on-site and acting to reduce the rate of discharge from the developed Project site.

Aiding in the management and treatment of storm water, the Project design will employ landscaped stormwater filtration areas and bioretention filtration systems (where appropriate and consistent with the approved LID Plan), acting to further reduce the rate and quantity of stormwater discharges, while providing treatment of stormflows and elimination/reduction of pollutant discharges.

City of El Monte Municipal Code Chapter 13.16, "Stormwater Management and Discharge Control," et al., codify City implementation and enforcement of stormwater management requirements applicable to the Project. In this regard, all storm water discharges shall comply with applicable provisions and performance standards articulated in the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with NPDES, LARWQCB and City requirements, waste materials will not be discharged to drainage areas. Compliance with these, and other previously referenced state and regional water

quality permitting mandates, will ensure the control of pollutants entering receiving waters. Applicable storm water discharge permitting requirements are summarized below.

Construction Permitting

As required by the SWRCB and in compliance with the City of El Monte's requirements, the Project Applicant shall file a Notice of Intent (NOI) with the State of California to comply with the requirements of the NPDES General Construction Permit. Before the issuance of a grading permit, the Project applicant shall prepare a Construction Stormwater Pollution Prevention Plan (SWPPP), in compliance with the applicable ordinances and regulations of the City of El Monte, the Los Angeles County Flood Control District, and the SWRCB. The Construction SWPPP shall incorporate BMPs for control of pollutants in stormwater runoff during construction-related activities, and will be designed to address water erosion control, sediment control, off-site tracking control, wind erosion control, non-stormwater management control, and waste management and materials pollution control. A Draft Project SWPPP is included at EIR Appendix G.

BMPs incorporated in the Project's Construction SWPPP shall include, but will not be limited to, the following:

- Off-site sediment release and on-site erosion shall be controlled through temporary sediment basins, filter screens, and gravel bags.

- Control devices shall be placed at the facility entrance to restrict off-site tracking of sediment on vehicles exiting the site.

- Disturbed areas shall be watered on a regular basis and as necessary to control windblown dust.

- Construction vehicles shall be fueled and maintained in a designated area to avoid and contain spills.

- All hazardous materials shall be properly stored and contained on site. Spill containment and cleanup tools and materials shall be kept at the vehicle fueling and maintenance area on the site.

- The construction contractor shall implement good housekeeping programs to reduce litter and contaminants.

- All solid wastes shall be placed in designated storage containers until removed from the site.

- On-site portable toilet facilities shall be provided during construction.

- Designated concrete washout areas or containers shall be provided on-site.

- Following a major storm event, all physical BMPs shall be inspected and repaired, as necessary, to assure that they will continue to function properly.

- Employees shall be trained in Best Management Practices.

Consistent with LARWQCB and City permit requirements, appropriate BMPs will be employed throughout construction processes, thereby controlling potential discharge of pollutants, preventing sewage spills, and avoiding discharge of sediments into streets, storm water channels, or waterways.

Post-Construction Permitting

Low Impact Development (LID) Plan

In compliance with the City's required LID Plan and municipal stormwater permit, the Project Applicant shall develop and implement a Project-specific LID Plan. This LID Plan shall ensure that post-development peak stormwater runoff discharge rates from the Project do not exceed the estimated pre-development rate. Further, the LID Plan will effectively prohibit non-stormwater discharges from new development and/or

redevelopment projects, and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable (MEP) statutory standard. Each LID Plan must address and/or incorporate the following conditions.

Conserve Natural Areas

- Limit clearing and grading of native vegetation at a site to the minimum amount needed to build lots, allow access, and provide fire protection.

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- Promote natural vegetation by using parking lot islands and other landscaped areas.

Minimize Storm Water Pollutants of Concern

- The development must be designed so as to minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts, generated from site runoff of directly connected impervious areas, to the stormwater conveyance system.

- Pollutants of concern consist of any pollutant that exhibits one or more of the following characteristics: current loadings or historic deposits of the pollutant are impacting the beneficial uses of a receiving water; elevated levels of the pollutant are found in sediments of a receiving water and/or have the potential to bioaccumulate in organisms therein; the detectable inputs of the pollutant are at concentrations or loads considered potentially toxic to humans and/or flora and fauna; or as identified on the current Clean Water Act Section (303d) List of Impaired Water Quality Limited Segments.

- The "minimization of the pollutants of concern" will require the incorporation of a BMP or combination of BMPs best suited to maximize the reduction of pollutant loadings in that runoff to the MEP.

Storm Drain Stenciling and Signage

- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the Project area.

- Legibility of stencils and signs must be maintained.

Design of Outdoor Material Storage Area

- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.

- The storage area must be paved and sufficiently impervious to contain leaks and spills.

- The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

Design of Trash Storage Areas

- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).

- Trash container areas must be screened or walled to prevent off-site transport of trash.

Proof of Ongoing BMP Maintenance

For all properties, the verification will include the developer's signed statement, as part of the Project application, accepting responsibility for all structural and treatment control BMP maintenance until the time the property is transferred and, where applicable, a signed agreement from the public entity assuming responsibility for structural or treatment control BMP maintenance (Covenant Agreement).

Design Standards for Structural or Treatment Control BMPs

Post-construction Structural or Treatment Control BMPs shall be designed to mitigate (infiltrate or treat) stormwater runoff from either:

- **Volumetric Treatment Control BMP:**

  (1) The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or

  (2) The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook - Industrial/ Commercial (1993); or

  (3) The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system; or

  (4) The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" (0.75-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

- **Flow Based Treatment Control BMP:**

  (1) The flow of runoff produced from a rain event equal to at least 0.2 inches per hour intensity; or

  (2) The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for Los Angeles County; or

(3) The flow of runoff produced from a rain event that will result in treatment of the same portion of runoff as treated using volumetric standards above.

The Project LID Plan and all required drainage improvements and BMPs will be designed and implemented to the satisfaction of the City and LARWQCB. Moreover, it is anticipated stormwater management practices and physical improvements required of the Project pursuant to NPDES, SWPPP, and LID requirements will act to improve local runoff conditions under which storm waters exiting the subject site are effectively uncontrolled and untreated.

Summary

With implementation of the SWPPP and LID programs described in the preceding discussions, and compliance with applicable regulations in regard to fuel storage and dispensing, the potential for the Project to violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Mitigation Measures: To ensure that water quality standards and waste discharge requirements are not adversely affected, and to provide for monitored compliance with the requirements of the City, County, and State agencies responsible for regional water quality, the following are incorporated as EIR Mitigation Measures:

4.7.1 *The City of El Monte requires a Notification of Intent (NOI) and compliance with all applicable general permits. Each discharger associated with construction activity, or other discharger described in any general stormwater permit addressing such discharges as may be adopted by the United States Environmental Protection Agency, the State Water Resources Control Board (SWRCB), or the Los Angeles Regional Water Quality Control Board, shall provide Notice of Intent, comply with, and undertake all other activities required by any general stormwater permit applicable to such discharges (Article X Stormwater*

Management Division 3. Discharge Regulations and Requirements Section.18-495. Reduction of pollutants in stormwater).

4.7.2 *The Project Applicant shall obtain environmental clearance from the City of El Monte prior to receiving any grading or building permits. The County of Los Angeles Municipal Stormwater (MS4) Permit does not allow the City of El Monte to issue permits until such time as the Project has obtained environmental clearance.*

4.7.3 *As required by the SWRCB and in compliance with the City of El Monte requirements for environmental clearance, the Project developer shall file a NOI with the State of California to comply with the requirements of the National Pollution Discharge Elimination System General Construction Permit. Before issuance of a grading permit, the Project Applicant shall prepare a Construction a Stormwater Pollution Prevention Plan (SWPPP), in compliance with the applicable ordinances and regulations of the City of El Monte, the Los Angeles County Flood Control District, and the SWRCB. The Construction SWPPP shall incorporate Best Management Practices (BMPs) for control of pollutants in stormwater runoff during construction-related activities, which will be designed to address the following: water erosion control, sediment control, offsite tracking control, wind erosion control, non-stormwater management control, and waste management and materials pollution control.*

4.7.4 *The Project Applicant shall develop a Project-specific LID Plan in compliance with the City-required LID Plan and Municipal Stormwater Permit.*

Potential Impacts: ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding or substantial erosion or siltation on- or off-site or; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.***

Impact Analysis: The Project incorporates all necessary drainage and storm water management systems, and will comply with all storm water system design, construction,

and operational requirements mandated under the EIR mitigation measures, the City Municipal Code and within regulations established by other agencies, such as the LARWQCB and California Department of Water Resources. In combination, the Project's storm water management components, implementation of Mitigation Measures 4.7.1 through 4.7.4, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts.

More specifically, the Project drainage concept will maintain the site's primary drainage patterns, and will modify and enhance existing drainage areas in order to accept developed storm water discharges from the Project site. Storm water conveyance capabilities and capacities provided by the Project will ensure that post-development storm water runoff volumes and velocities do not substantively exceed pre-development conditions. In this regard, the Project would not adversely contribute to or otherwise exacerbate any pre-existing localized flooding conditions as demonstrated in the Project Hydrology Study and summarized at Table 4.7-2 presented in this Section. Potential sources of pollution are addressed through the EIR Mitigation Measures 4.7.1 through 4.7.4, and through measures articulated in the Project's mandated SWPPP and LID Plan.

Summary

Based on the preceding discussion, with the application of proposed Mitigation Measures 4.7.1 through 4.7.4 and compliance with City, County, and State regulatory requirements, and the Project's mandated SWPPP and LID Plan, the Project's impacts to Hydrology and Water Quality will be less-than-significant.

Level of Significance: Less-Than-Significant.

Mitigation Measures: Please refer to Mitigation Measures 4.7.1 through 4.7.4.

4.8 PUBLIC SERVICES AND UTILITIES

4.8 PUBLIC SERVICES AND UTILITIES

Abstract

This Section of the EIR addresses the potential impacts to public services of the El Monte Walmart Project. Specifically, the public services analysis examines whether the Project would:

- *Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services;*

- *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;*

- *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;*

- *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;*

- *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or*

- *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

As supported by the discussion presented in this Section, the potential for the Project to adversely affect public services and utilities or to result in potentially adverse environmental impacts due to the construction or expansion of service facilities or utilities systems is less-than-significant.

4.8.1 INTRODUCTION

For each of the public services discussed, existing service conditions are described, any improvements required to accommodate the proposed development are identified, and any resulting or associated impacts and required mitigation are discussed.

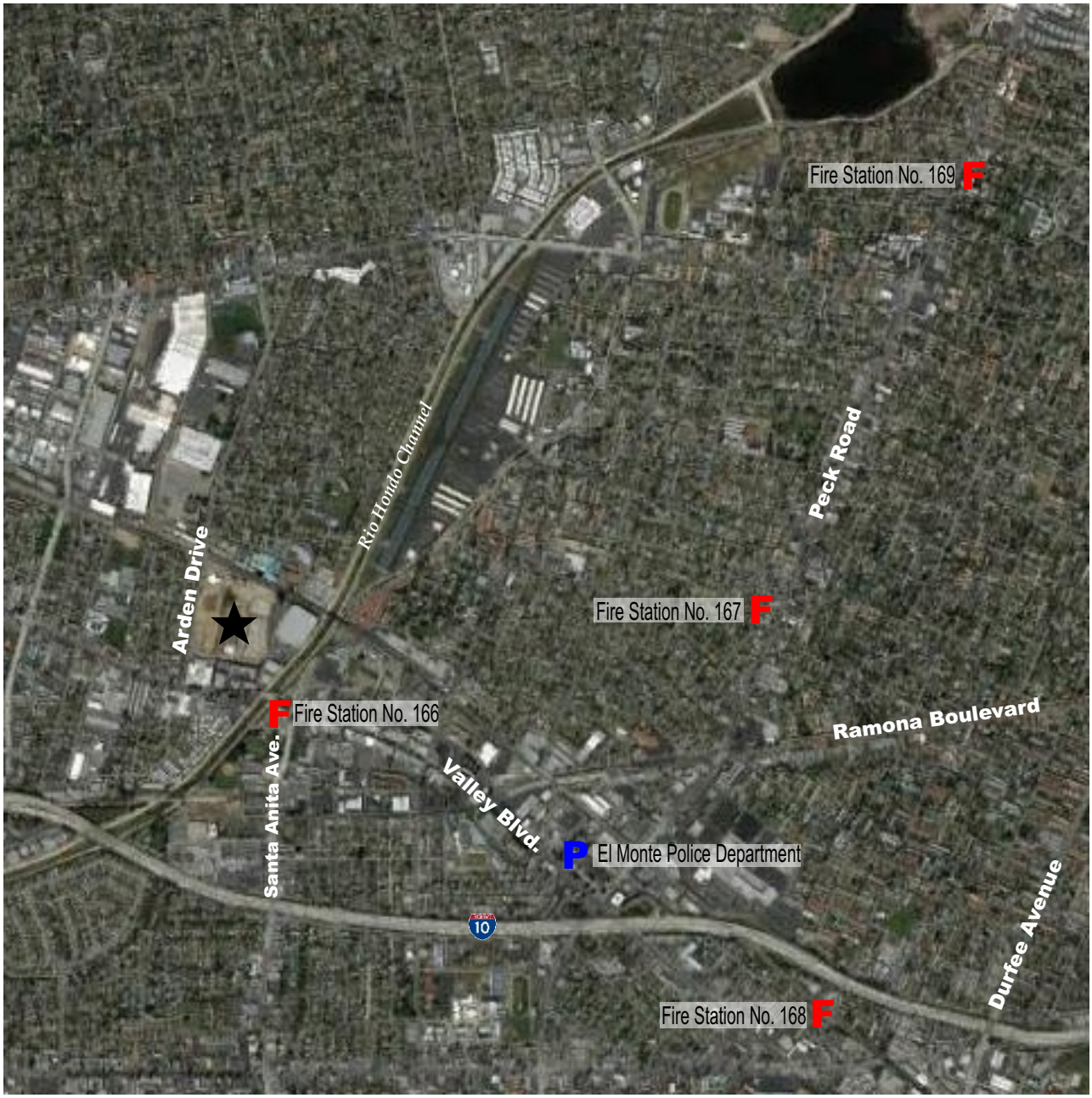
4.8.2 EXISTING CONDITIONS

4.8.2.1 Fire Protection Services

Fire protection services for the City of El Monte are provided under contract by the Los Angeles County Fire Department (LACoFD). The LACoFD responds to approximately 300,000 incidents annually, and provides fire protection services to approximately four million people within its 2,305-square-mile service area.[1]

The City of El Monte lies within the LACoFD Division IX service area and is provided first response services by Battalion 10. More specifically, fire protection and emergency response services are provided by nine stations within Battalion 10. Of these facilities, Fire Station No. 166 (Battalion 10 Headquarters) is located nearest the Project site. This station is located less than 500 feet southeasterly of the Project site, across the Rio Hondo Channel at 3615 Santa Anita Avenue. Three additional stations are located within the City of El Monte: Station 167 at 11567 Bryant Road, approximately one mile east of the Project site; Station 168 at 3207 Cogswell Road, approximately two miles southeast of the Project site; and Station 169, located at 5112 N. Peck Road, approximately two miles northeast of the Project site. The locations of the fire stations nearest the Project site are illustrated at Figure 4.8-1.

[1] Los Angeles County Fire Department, 2012 Statistical Summary, http://www.fire.lacounty.gov/wp-content/uploads/2014/02/2012_StatSummary.pdf, accessed April 7, 2014.



Legend:
- ★ Project Site
- F Fire Station
- P Police Station

N
NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 4.8-1
Nearest Fire and Police Facilities

Station No. 166 is staffed by nine personnel, including two captains, two firefighter specialists, three firefighters, and a 2-person paramedic squad. All LACoFD firefighters are certified as Emergency Medical Technicians (EMT-1). The LACoFD responds to a variety of service needs, including traffic accidents, emergency medical services, hazardous material incidents, grass/vegetation fires, and residential calls. Within its service area, current LACoFD emergency response time is approximately 4-5 minutes.[2]

4.8.2.2 Police Protection Services

Police protection for the Project site and vicinity properties is currently provided by the El Monte Police Department. The Department includes a Patrol Unit, Air Support Unit, SWAT Team, Mounted Patrol Unit, and Traffic Unit. The Patrol Division is made up of four lieutenants, seven sergeants, nine lead agents, and 51 police officers.[3]

The El Monte Police Station is located at 11333 Valley Boulevard, approximately 1.5 miles southeasterly of the Project site. The location of the Police Department in relation to the Project site is indicated at Figure 4.8-1. The El Monte Police Department receives 17,000 to 20,000 calls per month. Of this total, approximately 17 percent are emergency calls. Calls are prioritized on a scale from 1 to 4 based on the severity of the situation. The City's average response time for Priority 1 calls, which are conflicts in progress, is 4 minutes and 40 seconds.[4]

The Police Department has divided the City into five geographic "beats." Each officer assigned to a beat is responsible to enforce all laws and preventing crime from occurring. A patrol officer is assigned a Reporting District where he/she is familiar with the residents and businesses in the area. The officers work with these residents on improving the quality of life issues within their Reporting Districts.

The Police Department also commands an air-support unit office at the El Monte Airport, where two helicopters can be dispatched to assist police operations in the City.

[2] Phone conversation, 3/25/2014, Los Angeles County Fire Department, Information Officer.
[3] http://www.elmonte.org/Government/Police/PatrolServices/Patrol.aspx, accessed April 7, 2014.
[4] General Plan Final EIR, page 5.11-5.

The cities of Montebello, Irwindale, and Baldwin Park contract with the City of El Monte to receive air support for police operations as well.

4.8.2.3 Water and Wastewater Treatment Services

All of the City's water supply comes from groundwater pumped from its active wells. The City's water system is comprised of reservoirs, booster pumps, water wells, disinfection facilities, Granulated Activated Carbon (GAC) filters and emergency connections with neighboring water purveyors. The City's water department delivers potable water through a pressurized distribution system, which operates approximately 40 miles of pipeline.

The Los Angeles County Sanitation District (LACSD), District 15, is responsible for treating and disposing wastewater collected from the Project site and the City of El Monte as a whole. Collected wastewater is conveyed to the Whittier Narrows Water Reclamation Plant (WRP) for primary, secondary and tertiary treatment. The WRP serves a population of approximately 150,000 people. Virtually all of the reclaimed water is reused as groundwater recharge into the Rio Hondo and San Gabriel Coastal Spreading Grounds or for irrigation at an adjacent nursery.[5] Effluent that is not recycled and reclaimed is discharged to the San Gabriel and Rio Hondo Rivers. Sludge byproduct remaining at the completion of the treatment processes is placed back into the sewer system and conveyed to the Joint Water Pollution Control Plant (JWPCP) in Carson for further treatment prior to eventual disposal into the Pacific Ocean[6].

4.8.2.4 Solid Waste Disposal Services

Solid waste generated within the City is delivered to either the Puente Hills Material Recovery Facility or to privately-owned material recovery/transfer stations. The waste is separated into recyclable materials and landfill waste. The trash requiring landfill disposal is consolidated onto large trucks and delivered to either Olinda Alpha Landfill

[5] http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp; retrieved April 7, 2014.

[6] General Plan EIR Appendix C, page 53.

in Brea or El Sobrante Landfill in Corona. Table 4.8-1 provides a summary of these facilities.

Table 4.8-1
Landfill Information

Name	Location	Size (acres)	Permitted Daily Throughput (tons)	Average Daily Throughput (tons)	Remaining Capacity	Projected Closure Date
Olinda Alpha Landfill	Brea	565	8,000	7,000[1]	38 million cubic yards	2021
El Sobrante Landfill	Corona	1,322	16,000	6,460.65[2]	145 million tons	2045

Source: http://www.calrecycle.ca.gov

[1] Per OC Waste and Recycling.

[2] Average 2013 daily throughput provided by County of Riverside Waste Management Department.

4.8.3 EXISTING POLICIES AND REGULATIONS

4.8.3.1 City of El Monte General Plan

The City of El Monte General Plan Chapter 8, "Public Services and Facilities Element" establishes Goals and Policies addressing public service issues and concerns. Applicable Goals and Policies implemented by the City through its General Plan support public safety, fire protection, and environmental services. City Goals and Policies as they relate to, or affect, potentially significant public service impacts of the Project are addressed herein at Section 4.8.5, "Potential Impacts and Mitigation Measures."

4.8.3.2 California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (AB939) was signed into law on September 29, 1989. AB939 requires each city and counties in the State of California to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting.

4.8.3.3 California Solid Waste Reuse and Recycling Access Act

Enacted in 1991, the California Solid Waste Reuse and Recycling Access Act requires areas to be set aside for collecting and locating recyclable materials in development projects.

4.8.3.4 Countywide Integrated Waste Management Plan

Under Assembly Bill 939, municipal agencies are required to develop realistic programs to achieve the State's waste diversion goals. The Los Angeles County Countywide Integrated Waste Management Plan demonstrates that the County would meet the disposal capacity requirements of Assembly Bill 939 through a multi-pronged approach which includes permitting and developing in-County landfill expansions, utilizing available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, and developing conversion and other alternative technologies.

4.8.4 STANDARDS OF SIGNIFICANCE

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether a Project may have a significant impact upon public services or utilities, the following questions are to be analyzed and evaluated. Would the Project:

- Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services;

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

- 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;

- Have sufficient water supplies available to serve the project from existing entitlements and resources;

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

- Comply with federal, State, and local statutes and regulations related to solid waste.

4.8.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.8.5.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant public services impacts, based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A). That is, as substantiated in the Initial Study, the Project will not result in potentially significant impacts related to the provision of new or physically altered schools, parks, or other public facilities. Additionally, Project impacts related to water supplies and solid waste regulations were determined to be less-than-significant. Please refer also to

Initial Study Checklist Items XIV., "Public Services" and XVII., "Utilities and Service Systems."

4.8.5.2 Impact Statements

Potential Impact: *Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.*

Impact Analysis:

Fire Protection Services

As discussed previously in this Section, fire protection and emergency medical services for the Project would be provided by the Los Angeles County Fire Department (LACoFD). Fire protection and emergency medical response services are provided throughout the City under municipal contract. Countywide, the LACoFD operates 171 fire stations that are divided into 22 batallions. The City of El Monte is served primarily by Battalion 10, which includes nine active fire stations located throughout El Monte, South El Monte, Temple City, and Rosemead; however, personnel and equipment from stations within other nearby batallions could also be dispatched to respond, if needed.

LACoFD Fire Station No. 166, which also serves as Batallion 10 Headquarters, is nearest the subject site, and would provide first response. This station is located approximately 500 feet southeasterly of the Project site at 3615 Santa Anita Avenue. All firefighters employed by the Los Angeles County Fire Department are certified as Emergency Medical Technicians (EMT-1), which allows them to respond to emergency medical calls and, if necessary, provide life support services. Ambulance services are currently provided under County contract and dispatched by LACoFD.

Two additional fire stations are located near the Project site: Station 167 at 11567 Bryant Road, approximately one mile east of the Project site; and Station 168, located at 3207 Cogswell Road, approximately two miles southeast of the Project site. The location of these fire stations in relation to the Project site is presented at Figure 4.8-1.

Prior to issuance of building permits, the Project site plan and design of proposed structures will be reviewed by the City and the County Fire Department to ensure compliance with Fire Department Conditions of Approval, to include emergency access and fire flow requirements, along with any fire prevention, protection, and/or suppression requirements (e.g., sprinkler systems, fire hydrants) as specified under existing City/County Ordinances and applicable Building Code and Fire Code provisions.

Moreover, the Project is required to comply with agency-specific criteria outlined in the Project Conditions of Approval. The Project will comply with these Conditions of Approval and subsequent requirements of the Fire Department identified through the City's final site plan and plan check/building permit review processes. Compliance with these requirements acts to further reduce potential demands for, and impacts upon, fire department and emergency response services.

It is also noted that development fees assessed by the City will provide funding available to expand or enhance current fire protection services available to the Project and vicinity. The City of El Monte, in consultation with LACoFD, will ultimately determine the most effective use of revenues generated by the Project, and how they will be employed for the provision and enhancement of fire protection services.

Police Protection Services

For commercial facilities such as those proposed by the Project, provision and maintenance of adequate police protection services is typically realized through a combination of:

- Site and facility designs that incorporate appropriate safety and security elements; and

- Adequate Police Department funding and staffing.

The Project will result in the addition of a commercial retail use on a parcel that is currently vacant, which will necessarily result in an increase in the calls for police services. Crimes occurring at retail/commercial uses typically consist of property crimes, including shoplifting, fraud, car theft and the like, though less-frequent incidences of assault or other crimes against persons are also typically reported. The Project site plan and proposed facilities designs will be reviewed by the El Monte Police Department to ensure the incorporation of appropriate safety and security elements throughout the Project, e.g., appropriate building security and alarm systems, adequate outdoor lighting, and defensible spaces. Concept designs of the Project presented at EIR Section 3.0, Project Description, illustrate site and security features such as area lighting, perimeter fencing/walls, and parking area landscaping that support visibility.

As discussed previously in this Section, police protection for the Project site and vicinity properties is currently provided by the El Monte Police Department. The Police Station is located at 11333 Valley Boulevard, approximately 1.5 miles southeasterly of the Project site.

It is further noted that development fees assessed by the City from all new development will provide supplemental funding available to expand or enhance current police protection services available to the Project and vicinity. The City of El Monte, in consultation with the El Monte Police Department, will ultimately determine the most effective use of revenues generated by the Project, and how they will be employed for the provision and enhancement of police protection services.

Summary

Development of the Project would result in an incremental increase in the overall City-wide demand for fire protection and/or police protection services, which could result in

additional staffing or equipment requirements. However, based on the availability of existing facilities and services to the subject site, the Project will not result in a potential need or requirement for new physical facilities, the construction of which would result in potentially significant environmental impacts. The Project is not anticipated to significantly affect existing response times or service ratios in regard to the provision of emergency services. Development impact fees and sales tax revenues generated by the Project will provide funding sources available for support and enhancement of fire and police protection services. The City of El Monte (through their contract with the Los Angeles County Fire Department) and the El Monte Police Department administration will ultimately determine the most effective use of revenues generated by the Project, and how these funds will be employed for the provision and enhancement of fire and police protection services.

Level of Significance: Less-Than-Significant.

Potential Impact: *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*

Impact Analysis: Wastewater generated by the Project will be collected for treatment by the City of El Monte, a permittee of the Los Angeles Regional Water Quality Control Board (LARWQCB).

Project-generated wastewater would be typical of commercial/retail sources, and would not require treatment beyond that provided by existing and programmed City facilities. Collection lines exist immediately adjacent to the Project site, within Arden Drive. Moreover, the Project will be developed and operated in compliance with the City regulations and standards of the LARWQCB.

Wastewater generated by the Project would be primarily from sinks and toilets. Treatment of such wastewater can be accommodated within the scope of existing/programmed City facilities and would not cause or result in exceedance of wastewater treatment requirements of the LARWQCB. Based on the preceding, the

potential for the Project to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Impact Analysis:

Water Treatment

In addition to its active wells, the City's water system also is comprised of reservoirs, booster pumps, water wells, disinfection facilities, Granulated Activated Carbon (GAC) filters and emergency connections with neighboring water purveyors. The groundwater is pumped to City facilities and then delivered to the City's customers via a pressurized distribution system, which operates approximately 40 miles of pipeline.

Water provided to the Project will be treated as required through the City's water system, and no additional treatment is required to specifically meet the Project's water demands. Service and connection fees paid by the Project and other water customers act to fund area water treatment facilities. Any necessary water delivery system upgrades will be a condition of project approval and the costs will be borne by a combination of development costs and/or connection fees.

Wastewater Treatment

Wastewater generated by the Project will be conveyed for treatment to the Whittier Narrows WRP. The WRP is operated by LACSD, and currently treats an average of 9 million gallons per day (mgd) and has capacity to treat 15 mgd.[7] According to the LACSD, approximately 66 percent of the effluent is reused as recycled water. The

[7] Personal communication with Mr. Bob Shomokochi, Maintenance Supervisor on June 18, 2014.

balance of effluent is discharged to the San Gabriel River and eventually flows to the ocean.

As discussed subsequently in this Section, wastewater treatment capacities will not be discernibly affected by the Project. LACSD, as a regional wastewater treatment provider, will determine when and in what manner treatment facilities will be constructed and/or upgraded to meet increasing demands of areawide development, including incremental demands of the Project. The Project will pay sewer connection and service fees which act to fund areawide LACSD improvement plans, operations, and maintenance.

Summary

Based on the preceding discussion, the Project's potential to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Require or result in the construction of storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Impact Analysis: As detailed within Section 4.7, "Hydrology and Water Quality," the Project Hydrology Study (EIR Appendix G) demonstrates that stormwater discharges from the developed Project site would not exceed allowable discharges from the subject site, and would be adequately conveyed by the existing storm drain system serving the Project area. More specifically, the Project Hydrology Study determined the following:

- There are no existing underground utilities or paved surfaces in place to direct stormwater discharges from the Project site. Stormwater discharges currently

sheet flow in 3 main directions from the Project site. Under the design criteria 50-year storm, 7.1 cubic feet per second (cfs) currently discharges westerly toward Arden Drive; 21.4 cfs discharges southerly; and 18.1 cfs discharges northerly. Runoff within Arden Drive is currently conveyed southerly via curb and gutter into an existing 24-inch RCP storm drain system within Valley Boulevard, ultimately discharging to the Rio Hondo Channel. Runoff entering the properties to the north and south is collected in those properties' respective storm drains and discharge east to an existing 24-inch diameter storm drain aligned within Valley Circle. The Valley Circle storm drain then discharges to a 48-inch diameter CMP lateral of the Rio Hondo Channel to the east. All runoff from the site and adjacent property eventually discharges into the Rio Hondo Reach.

- Under the design criteria 50-year storm, an estimated peak flow rate of 6.30 cubic feet per second (cfs) of stormwater runoff could be directed easterly from the Project site to Arden Drive with no adverse effects to area properties or serving storm drain systems. Pursuant to the Project grading and drainage concepts, peak stormwater discharge from the Project site onto Arden Drive is estimated at 5.16 cfs. Arden Drive therefore currently provides adequate stormwater carrying capacity for the proposed improvements.

- Under the design criteria 50-year storm, the existing 24-inch storm drain along Valley Circle which serves the Project site has a residual capacity of 9.22 cubic feet per second (cfs) available to the Project. The calculated 50-year storm peak runoff discharging from the developed Project site into the 24-inch Valley Circle storm drain is 8.2 cfs. The existing 24-inch Valley Circle storm drain therefore provides adequate stormwater carrying capacity for the proposed improvements.

Existing, post-development, and allowable peak stormwater runoff rates from the Project site under the design criteria are summarized at Table 4.8-2.

Table 4.8-2
Summary Table of 50-year Peak Stormwater Runoff

	Existing (cfs)	Post-development (cfs)	Allowed (cfs)
Runoff to Arden Drive	7.1	5.16	6.30
Runoff to Valley Circle Storm Drain	39.5	8.20	9.22
Total:	46.6	13.36	15.52

Source: *Preliminary Hydrology Report for Wal-Mart Store #5970-01, El Monte Supercenter, 4000 Arden Drive, El Monte, CA 91731* (Tait & Associates, Inc.) October 1, 2013.

Based on the preceding discussion, storm water flows would be adequately conveyed by the existing storm drain system and the Project's potential to 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, is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*

Impact Analysis: The LACSD, District 15, is responsible for treating and disposing wastewater collected from the Project site and the City of El Monte as a whole. Collected wastewater is conveyed to the Whittier Narrows WRP for primary, secondary and tertiary treatment. Virtually all of the reclaimed water is reused as groundwater recharge into the Rio Hondo and San Gabriel Coastal Spreading Grounds or for irrigation at an adjacent nursery. Effluent that is not recycled and reclaimed is discharged to the San Gabriel and Rio Hondo Rivers. Sludge byproduct remaining at the completion of the treatment processes is placed back into the sewer system and conveyed to the Joint Water Pollution Control Plant in Carson for further treatment prior to eventual disposal into the Pacific Ocean.

Based on the wastewater generation of a prototypical Walmart building of similar size, the wastewater generation of the Project has been estimated, as presented at Table 4.8-3.

Table 4.8-3
Wastewater Generation

Generation Rate	Calculation	Average Daily Wastewater Generation	Average Annual Wastewater Generation
23 gallons/1,000 sq. ft.	(182,429 sq. ft.) x (0.023 gallons/sq. ft./day)	4,196 gallons	1.5 million gallons (4.6 acre-feet)[1]

Source: Nasland Engineering; Applied Planning, Inc.
[1] 1 acre-foot = 325,851.43 gallons.

The wastewater flow anticipated from the Project site is 4,196 gallons per day. This represents approximately 0.02 percent of the current daily Whittier Narrows WRP capacity of 15 mgd. As noted previously within this section, the WRP currently treats an average of 9 mgd, leaving 6 mgd of available capacity. While the Project's nominal incremental demand on treatment plant capacities is considered insignificant given the available capacity, the Project considered herein, as well as all development within the LACSD service area, contribute to increasing demands on treatment plant capacities. To this end, the LACSD has formulated and adopted connection fees that are "imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project."

The Project's plans for connection to existing sanitary sewer infrastructure facilities are subject to review and approval by the City, and the Project Applicant will be required to apply for service and pay a mandated Connection Fee to the LACSD. Fees paid by the Project will be applied toward maintenance and expansion of treatment facilities as determined by the LACSD. Wastewater generated by the Project is typical of domestic generators, and wastewater resulting for the Project uses will not require treatment beyond that provided by existing LACSD facilities.

Summary

As supported by the preceding discussion, the Project's potential to 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 is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

Impact Analysis: Solid waste generated within the City is delivered to either the Puente Hills Material Recovery Facility or to privately-owned material recovery/transfer stations. The waste is separated into recyclable materials and landfill waste. The trash requiring landfill disposal is consolidated onto large trucks and delivered to either Olinda Alpha Landfill or El Sobrante Landfill. Olinda Alpha is a 565-acre landfill, located east of the 57 Freeway in the City of Brea. Olinda Alpha is permitted to accept up to 8,000 tons per day and currently accepts approximately 7,000 tons per day. Based on average tonnage per day figures, the Olinda Alpha Landfill has capacity for the next 25 years. El Sobrante Landfill is located on the east side of Interstate 15, in the City of Corona. The 1,322-acre landfill is permitted to accept up to 16,000 tons per day through 2045. El Sobrante currently accepts approximately 6,500 tons per day.

The City's General Plan also identifies the waste-to-rail system that is currently being developed as an additional means of handling future solid waste needs of the City. The project, which is being developed by the Los Angeles County Sanitation District, would collect solid waste at an intermodal facility being constructed at the former Puente Hills Landfill. The trash would be placed into cargo containers and delivered to the Mesquite Regional Landfill, located in Imperial County, via rail. The system is estimated to be operational by 2018.

Walmart would develop and implement a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of any metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as

part of Project implementation. Walmart would work with the City and serving waste management company to fully research all available C&D recycling facilities in the area, and the Walmart C&D program would seek to include the widest possible range of materials recovery options. Throughout the course of Project construction, any demolished concrete or asphalt, concrete truck wash out, scrap building materials and construction refuse would be removed and recycled/disposed of consistent with the City's adopted Source Reduction and Recycling Element (SRRE), thereby maximizing reuse of building materials and minimizing recyclables placed within landfills.

With regard to operational solid waste generation, the City of El Monte General Plan contains solid waste generation rates for the various land uses contained within the City. It is important to note that the Project is requesting an amendment to the General Plan land use designation for the site from Industrial/Business Park to General Commercial. The solid waste generation rate presented within the General Plan for Industrial/Business Park uses is double the generation rate for General Commercial uses, such as those proposed by the Project.

Thus, the solid waste generation of the Project has been estimated based on General Plan solid waste generation rate for General Commercial uses.

Table 4.8-4
Solid Waste Generation

Generation Rate	Calculation	Daily Waste Generation
0.009 pounds/sq. ft./day	(182,429 sq. ft.) x (0.009 pounds/sq. ft./day)	1,641 pounds[1]

Source: City of El Monte General Plan; Applied Planning, Inc.
[1] Does not take into account any diversion of recyclable materials.

As shown, the Project is expected to generate 1,641 pounds (0.8 ton) of solid waste per day, or approximately 6 tons per week. This equates to approximately 0.0018 percent of the solid waste generation estimated for the buildout of the General Plan. Based on the information within previously-presented Table 4.8-1, if all Project-generated solid waste was delivered exclusively to either Olinda Alpha Landfill or El Sobrante Landfill, it

would represent a less than one (1) percent increase to the existing tonnage at these facilities and is well within the permitted tonnage at both landfills.

Based on the preceding discussion, the Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs; impacts are considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.9 GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

4.9 GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

Abstract

This Section identifies and addresses potential greenhouse gas (GHG) emissions impacts that may result from construction and implementation of the Project. More specifically, the GHG emissions impacts analysis evaluates the potential for the Project to cause or result in the following impacts:

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

On the basis of the analysis presented herein, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Project's potential GHG emissions impacts are therefore determined to be less-than-significant.

4.9.1 INTRODUCTION

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Most scientists believe that recent increases in greenhouse gases resulting from human activity and industrialization have accelerated and amplified GCC effects.

An individual development proposal, such as the Project considered herein, cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may contribute to the global climate change through its increment of greenhouse gases in combination with the cumulative increase in greenhouse gases from all other sources, which when taken together constitute potential influences on global climate change. This Section summarizes the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to global climate change. Detailed analysis of the Project's potential GHG/GCC impacts are presented in *El Monte Walmart Greenhouse Gas Analysis, City of El Monte* (Urban Crossroads, Inc.) March 21, 2014 (Project GHG Analysis). The Project GHG Analysis is presented at EIR Appendix H.

4.9.2 EXISTING CONDITIONS

4.9.2.1 Global Climate Change

Global Climate Change refers to the change in average meteorological conditions with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally-occurring atmospheric gases such as water vapor, CO_2 (Carbon Dioxide), N_2O (Nitrous Oxide), CH_4 (Methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the atmosphere, but prevent heat from escaping, thus warming the atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. According to the CARB, the climate change that is currently in effect differs from previous climate changes in both rate and magnitude (CARB, 2004, *Technical Support*

document for Staff Proposal Regarding Reduction of Greenhouse Gas Emissions from Motor Vehicles).

4.9.2.2 Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the average temperature would be approximately 61˚Fahrenheit (F) cooler than it is currently. The accumulation of these gases in the atmosphere is considered to be the cause for the observed increase in the Earth's temperature.

Although California's rate of growth of greenhouse gas emissions is slowing, the state is still a substantial contributor. In 2004, the state is estimated to have produced 492 million gross metric tons of carbon dioxide equivalent greenhouse gas emissions. For the purposes of this analysis, Project-related emissions of carbon dioxide, methane, and nitrous oxide were evaluated because these gases are the primary contributors to global climate change from development projects. Emissions from Project facilities and stationary sources as well as emissions generated by Project-related vehicular traffic were included in the evaluation of potential GHG emissions impacts.

Greenhouse gases have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of greenhouse gases that would be generated by the Project are summarized at Table 4.9-1.

Table 4.9-1
Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 - 200	1
Methane	12 (+/-3)	21
Nitrous Oxide	120	310

Source: *El Monte Walmart Greenhouse Gas Analysis, City of El Monte* (Urban Crossroads, Inc.) March 21, 2014.

The following discussions summarize and describe commonly occurring greenhouse gases, their sources, and general characteristics.

Water Vapor

Water vapor (H_20) is the most abundant, important, and variable greenhouse gas in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect (or secondary) change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. For example, increased atmospheric water vapor translates to increased cloud cover and increased reflection of incoming solar radiation (thus diminishing potential radiant heating of Earth's surface).

The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include: evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

Carbon Dioxide

Carbon dioxide (CO_2) is an odorless and colorless GHG. Outdoor levels of carbon dioxide are not high enough to result in negative health effects. Carbon dioxide is emitted from natural and anthropogenic sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Carbon dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.

Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.

Methane

Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs. No health effects are known to occur from exposure to methane.

Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is used in rocket engines and in race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction.

Chlorofluorocarbons

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface).

CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the greenhouse gases, they are one of three groups with the highest global warming potential. The HFCs with the greatest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were of HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant. The U.S. Environmental Protection Agency (EPA) estimates that concentrations of HFC-23 and HFC-134a are now about 10 parts per trillion (ppt) each; and that concentrations of HFC-152a are about 1 ppt. No health effects are known to result from exposure to HFCs, which are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Not until the PFCs reach the mesosphere, about 60 kilometers above Earth, do very high-energy ultraviolet rays from the sun destroy them. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The EPA estimates that concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

4.9.2.3 Greenhouse Gases Emissions Inventories

Global

Worldwide anthropogenic (man-made) GHG emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2011. Global GHG emissions are summarized at Table 4.9-2. As indicated, global emissions totaled approximately 25,285,543 gigagrams (Gg) Carbon Dioxide Equivalent (CO2e) for the Year 2011.[1] The GHG emissions in more recent years may differ from the inventories presented in Table 4.9-2; however, the data is representative of currently available inventory data.

Table 4.9-2
Global GHG Emissions by
Major GHG Source Countries

Source Countries	GHG Emissions (Gg CO2e)
China	8,715,307
United States	6,665,700
European Union (27 member countries)	4,550,212
Russian Federation	2,320,834
India	1,725,762
Japan	1,307,728
Total	**25,285,543**

Source: *El Monte Walmart Greenhouse Gas Analysis, City of El Monte* (Urban Crossroads, Inc.) March 21, 2014.

United States

As identified in Table 4.9-2, the United States, as a single country, was the number two producer of GHG emissions in 2011. The primary greenhouse gas emitted by human activities in the United States was CO_2, representing approximately 83 percent of U.S. total greenhouse gas emissions. Carbon dioxide from fossil fuel combustion accounted for approximately 78 percent of U.S. GHG emissions.[2]

[1] Project GHG Analysis, pages 16, 17.

[2] *Ibid.*, at page 17.

State of California

CARB compiles GHG inventories for the State of California. CARB GHG inventory data indicates that in 2008 (the most recent inventory of record) California emitted 474 Million Metric Ton of Carbon Dioxide Equivalent (MMTCO2e) including emissions resulting from imported electrical power in 2008.[3] Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMTCO2e excluding emissions related to imported power.

4.9.2.4 Effects of Global Climate Change

Climate

The California Environmental Protection Agency (CalEPA) published a report titled "Scenarios of Climate Change in California: An Overview" (Climate Scenarios Report) in February 2006 (California Climate Change Center 2006). The Climate Scenarios Report is generally instructive about the potential effects of Global Climate Change within California.

The Climate Scenarios Report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.5°F); medium warming range (5.5-8.0°F); and higher warming range (8.0-10.5°F). The Climate Scenarios Report then presents an analysis of future climatic conditions in California under each warming range that, while uncertain, are descriptive of potential impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the State's Natural Resources Agency released a public review draft of its "California Climate Adaptation Strategy" report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation

[3] *Ibid.*

changes. This report responds to the Governor's Executive Order S-13-2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts.

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. Under the emissions scenarios of the Climate Scenarios Report, the impacts of global warming in California have the potential to include, but are not limited to, the following areas.

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios Report indicates that large wildfires could become more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there may be years with marginal insufficient snow for skiing and snowboarding, as was evidenced for the period 2013–2014.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply they need. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency,

California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate O_3 pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts.

In addition, continued global climate change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued global climate change could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, terrain, and vegetation, future risks would likely not be uniform throughout the state. For example, wildfires in northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued global climate change has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of global climate change.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Increased sea level elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

4.9.2.5 GHG Health Effects

Health effects of greenhouse gases are summarized below.

Water Vapor

There are no known direct health effects related to water vapor at this time. It should be noted, however, that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.

Carbon Dioxide

According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of carbon dioxide can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of carbon dioxide in the earth's atmosphere are estimated to be approximately 370 ppm, while the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a

40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period (NIOSH 2005).

Methane

Methane may displace oxygen in an enclosed space, act as an asphyxiant, and is extremely reactive with oxidizers, halogens, and other halogen-containing compounds (Occupational Safety and Health Administration (OSHA) 2003).

Nitrous Oxide

Nitrous Oxide is a colorless greenhouse gas and is often referred to as laughing gas. The health effects associated with exposure to elevated concentrations of nitrous oxide include dizziness, euphoria, and slight hallucinations; in extreme cases of elevated concentrations, nitrous oxide can also cause brain damage (OSHA 1999).

Chlorofluorocarbons

CFCs are no longer being used; therefore, it is not likely that health effects would be experienced. Nonetheless, in confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.

Fluorinated Gases (HFCs, PFCs, SF_6)

High concentrations of fluorinated gases can also result in adverse health effects such as asphyxiation, dizziness, headache, cardiovascular disease, cardiac disorders, and in extreme cases, increased mortality (NIOSH 1989, 1997).

4.9.2.6 GCC Regulatory Setting

Western Regional Climate Action Initiative (WCI)

The Western Regional Climate Action Initiative (WCI) is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal

to reduce the heat trapping emissions that cause global warming to 15% below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that this would require 2007 levels to be reduced worldwide between 50% and 85% by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach.

EPA Actions and the Clean Air Act

Coinciding the 2009 meeting in Copenhagen, on December 7, 2009, the U.S. Environmental Protection Agency (EPA) issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of greenhouse gases. The Endangerment Finding notes that greenhouse gases threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the EPA has not promulgated regulations on GHG emissions, but it has already begun to develop them.

Previously, the EPA had not regulated greenhouse gases under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address global climate change and that such regulation would be unwise without an unequivocally established causal link between greenhouse gases and the increase in global surface air temperatures. In Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007), however, the U.S. Supreme Court held that greenhouse gases are pollutants under the Clean Air Act and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate greenhouse gases because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representatives and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of greenhouse gases with or without Congress.

Vehicle Standards

Other regulations have been adopted to address vehicle standards including EPA and National Highway Traffic Safety Administration (NHTSA) joint rulemaking for vehicle standards:

- On March 30, 2009, the NHTSA issued a final rule for model year 2011;
- On May 7, 2010, the EPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles. The NHTSA intends to set standards for model years 2022-2025 in a future rulemaking;
- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the EPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which applies to vehicles from model year 2014-2018.

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA, Act) was signed into law. Among other key measures, the Act would aid in the reduction of national GHG emissions, both mobile and non-mobile.

California Title 24 Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on January 1, 2010.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2013 Standards continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Building Energy Efficiency Standards are 30 percent more efficient than previous standards for nonresidential construction. The 2013 Standards, which took effect on January 1, 2014, offer builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses.

CALGreen contains both mandatory and voluntary measures. For Non-Residential land uses, there are 39 mandatory measures including, but not limited to: exterior light pollution reduction, wastewater reduction by twenty percent, and commissioning of projects over 10,000 square feet. There are two tiers of voluntary measures for Non-Residential land uses for a total of 36 additional elective measures. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject to the requirements of the CALGreen Code.

California Assembly Bill No. 1493 (AB 1493)

California Assembly Bill 1493 requires CARB to develop and adopt the nation's first greenhouse gas emission standards for automobiles. The Legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment

in California; and stated that technological solutions to reduce greenhouse gas emissions would stimulate the California economy and provide jobs.

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards in 2004. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961) and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016.

In December 2004, a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against CARB to prevent enforcement of CCR 13 1900 and CCR 13 1961 as amended by AB 1493 and CCR 13 1961.1 (Central Valley Chrysler-Jeep et al. v. Catherine E. Witherspoon, in her official capacity as Executive Director of the California Air Resources Board, *et al*.). The suit, heard in the U.S. District Court for the Eastern District of California, contended that California's implementation of regulations that in effect regulate vehicle fuel economy violates various federal laws, regulations, and policies. In January 2007, the judge hearing the case accepted a request from the State Attorney General's office that the trial be postponed until a decision is reached by the U.S. Supreme Court on a separate case addressing greenhouse gases. In the Supreme Court Case, Massachusetts vs. EPA, the primary issue in question is whether the federal CAA provides authority for the EPA to regulate CO_2 emissions. In April 2007, the U.S. Supreme Court ruled in Massachusetts' favor, holding that greenhouse gases are air pollutants under the CAA. On December 11, 2007, the judge in the Central Valley Chrysler-Jeep case rejected each plaintiff's arguments and ruled in California's favor. On December 19, 2007, the EPA denied California's waiver request. California filed a petition with the Ninth Circuit Court of Appeals challenging EPA's denial on January 2, 2008.

Subsequently, the EPA and the U.S. Department of Transportation agreed to adopt a federal program to reduce greenhouse gases and improve fuel economy, respectively, from

passenger vehicles in order to achieve equivalent or greater greenhouse gas benefits as the AB 1493 regulations for the 2012–2016 model years. Manufacturers agreed to ultimately drop current and forego similar future legal challenges, including challenging a waiver grant, which occurred on June 30, 2009. The State of California committed to (1) revise its standards to allow manufacturers to demonstrate compliance with the fleet-average GHG emission standard by "pooling" California and specified State vehicle sales; (2) revise its standards for 2012–2016 model year vehicles so that compliance with EPA-adopted GHG standards would also comply with California's standards; and (3) revise its standards, as necessary, to allow manufacturers to use emissions data from the federal Corporate Average Fuel Economy (CAFE) program to demonstrate compliance with the AB 1493 regulations. Both of these programs are aimed at light-duty auto and light-duty trucks.

Executive Order S-3-05

Executive Order S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary also is required to submit biannual reports to the Governor and state Legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Action Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

California Assembly Bill 32 (AB 32)

California Assembly Bill 32 **(**AB 32), the California Climate Solutions Act of 2006, requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. As of 2012, this reduction is being accomplished through an enforceable phased statewide cap on GHG emissions. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 indicates further that regulations adopted in response to AB 1493 should address GHG emissions from vehicles. Assembly Bill 32 contingencies also include provisions stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons CO_2 equivalent ($MMTCO_2e$; emission sources by sector were: transportation, 35 percent; electricity generation, 26 percent; industrial, 24 percent; residential, 7 percent; agriculture, 5 percent; and commercial, 3 percent). Accordingly, 427 $MMTCO_2e$ was established as the emissions limit for 2020. In comparison, CARB's estimate for baseline GHG emissions was 473 MMT for 2000 and 532 MMT for 2010. "Business as usual" conditions (without the 28.4 percent reduction to be implemented by CARB regulations) for 2020 were projected to be 596 MMTs.

In December 2007, CARB approved a regulation for mandatory reporting and verification of GHG emissions for major sources. This regulation covered major stationary sources such as cement plants, oil refineries, electric generating facilities/providers, and co-generation facilities, which comprise 94 percent of the point source CO_2 emissions in the State.

On December 11, 2008, CARB adopted a Scoping Plan (CARB Scoping Plan, Scoping Plan) to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, as well as Voluntary Early Actions and Reductions. In order to achieve 2020 greenhouse gas emissions reductions targets, the CARB Scoping Plan indicates that implementation of individual measures should have been initiated no later than January 1, 2012.

The Project Greenhouse Gas Analysis (EIR Appendix H) summarizes estimated year 2020 GHG emissions reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use changes are projected to achieve approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately two percent through land use planning, resulting in a potential GHG reduction of 2 $MMTCO_2e$ (or approximately 1.2 percent of the GHG reduction target).

California Senate Bill No. 1368

In 2006, the State Legislature adopted Senate Bill 1368 (SB 1368), which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a greenhouse gas emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Coal-fired plants cannot meet this standard because such plants emit roughly twice as much carbon as combined cycle natural gas power plants.

Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out of state producers that cannot satisfy the EPS standard required by SB 1368.

CEQA Guidelines

CEQA Guideline § 15064.4(a) states "A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance based standards."

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See: *CEQA Guidelines* Section 15130(f)).

Section 15064.4(b) of the *CEQA Guidelines* provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of

a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

4.9.3 GCC SIGNIFICANCE THRESHOLDS AND PERFORMANCE STANDARDS

CEQA Guidelines

The *CEQA Guidelines* do not identify a numerical threshold of significance for greenhouse gas emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Rather, the Guidelines call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project" (Guidelines §15064.4 [a]).

Appendix G of the California Environmental Quality Act (*CEQA*) Guidelines, as adopted by the City of El Monte, indicates that a Project will may have a significant effect related to greenhouse gas emissions if it would:

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

The *Guidelines* encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The *Guidelines* also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. *CEQA Guidelines'* suggested Environmental Checklist GHG topical issues have been incorporated into the analytic discussions presented subsequently within this Section.

Executive Order S-01-07

Executive Order S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuel by at least ten percent by 2020. The Order also requires that a California-specific Low Carbon Fuel Standard be established for transportation fuels.

Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least twenty percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. Executive Order S-14-08 expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020.

Senate Bill 375 (SB 375)

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) prescribing land use allocations in that MPO's regional transportation plan (RTP). The California Air Resources Board, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035.

GHG reduction targets will be updated every 8 years but can be updated every 4 years if advancements in emissions technologies would affect the target reduction strategies. The California Air Resources Board is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet their assigned GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

SB 375 also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans)

consistency with the regional transportation plan (and associated SCS or APS) is not required. However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

The Southern California Association of Governments (SCAG) is required by law to update the Southern California Regional Transportation Plan (RTP) every four years. On April 4, 2012, the Regional Council of the SCAG adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. The RTP/SCS incorporates land use and housing policies to meet the greenhouse gas emissions targets established by the CARB.

South Coast Air Quality Management District Recommendations

In April 2008, the South Coast Air Quality Management District (SCAQMD), in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects: residential, non-residential, industrial, etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) as a screening numerical threshold for stationary sources. More importantly, it should be noted that when setting the 10,000 $MTCO_2e$ threshold, the SCAQMD did not consider mobile sources (vehicular travel); rather, the threshold is based mainly on stationary source generators such as boilers, refineries, power plants, etc. Therefore, it would be misleading to apply this threshold, developed without consideration for mobile sources, to a Project where the

majority of emissions are related to mobile sources. Moreover, by its terms, the threshold applies only to projects where the SCAQMD is the lead agency, and would therefore not be applicable here. There is no SCAQMD threshold that can be applied to this Project.

In September 2010, the Working Group released additional revisions which recommended a threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects. Additionally, the working group identified a project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan level target for 2035 was 4.1 $MTCO_2e$. The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board; thus, these proposed thresholds are not applicable to the proposed project. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable to boilers and process heaters, forestry, and manure management projects, none of which are germane to the Project considered herein.

To date, the SCAQMD and CARB have not established quantified GHG emissions significance thresholds for projects being evaluated under CEQA. For the purposes of this analysis, the Project's GHG emissions have been compared with a "Business as Usual" (BAU) scenario to determine whether the development is likely to be consistent with the CARB Scoping Plan which was designed to implement AB 32 in California. The 2008 Scoping Plan indicated that statewide AB 32 compliance would be achieved provided that there was a minimum 28.5 percent reduction in Business As Usual GHG emissions for the time frame 1990 to 2020 (based on the 2008 Scoping Plan baseline inventory and growth projections made at the time). The First Update to the Scoping Plan was recently approved by the ARB on May 22, 2014, which has now determined that a statewide 21.8 percent reduction would be sufficient to meet the 1990 levels and achieve compliance with AB 32. Notwithstanding, the analysis contained herein utilizes the 28.5 percent reduction threshold in order to provide the most conservative analysis.

Project GHG emissions levels that are consistent with state GHG emissions reductions targets would be considered compliant with AB 32, and potential Project GHG emissions/Global Climate Change impacts would be considered less-than-significant.

4.9.4 IMPACT STATEMENTS

Potential Impact: *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

Impact Analysis:

California Emissions Estimator Mode (CalEEMod) Employed to Estimate GHG Emissions

CEQA Guidelines 15064.4 (b) (1) states that a Lead Agency may employ a model or methodology of its choice to quantify greenhouse gas emissions associated with a project. The SCAQMD-approved California Emissions Estimator Model (CalEEMod, Model) is accepted by the Lead Agency for modeling of greenhouse gas (GHG) emissions, and was employed in the analysis of Project GHG emissions impacts. CalEEMod calculates air pollutant/GHG emissions from direct and indirect sources, and quantifies pollutant/GHG emissions reductions achieved from mitigation measures. The Model includes and evaluates GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. Considerations applicable to each of these categories are addressed briefly in the following paragraphs.

Construction-Source GHG Emissions

Project construction activities would generate the GHG emissions of CO_2 and CH_4. Construction-source GHG emissions are quantified and amortized over the life of the Project. To this end, and consistent with SCAQMD-recommended methodology, greenhouse gas emissions generated by Project construction activities were totaled and then divided by 30, reflecting an assumed 30-year Project life. The resulting quotient was then summed with annual operational phase GHG emissions under the "Business As Usual" and Project scenarios presented below.

Operational-Source GHG Emissions

Operational activities associated with the proposed Project will generate CO_2, CH_4, and N_2O emissions due to area sources; building energy use; water supply, treatment and distribution (water use); solid waste management; and mobile-sources (vehicular) energy consumption.

Area Sources

Area Sources (generalized activities associated with landscape and building maintenance) would generate GHG emissions over the life of the Project.

Building Energy Use

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by building energy use.

Water Supply, Treatment and Distribution (Water Use)

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water is determined by the volume of water used, as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by water supply, treatment and distribution activities and processes.

Solid Waste Management

Commercial land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are

associated with the anaerobic breakdown of material. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by solid waste management activities and processes.

Mobile-Source Emissions

GHG emissions would also be generated by Project-related mobile sources. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and customers. Project mobile source emissions are dependent on overall daily vehicle trip generation. Trip characteristics available from the Project TIA (EIR Appendix C) were utilized in this analysis.

GHG Emission Reduction Targets

The CARB Scoping Plan BAU Scenario reflects development of the Project site absent design features, operational programs, mitigation measures, and state requirements established by AB 32 which would collectively act to reduce GHG emissions.

The 2008 CARB Scoping Plan considered statewide GHG emissions, and indicated that statewide AB 32 compliance would be achieved provided there was a minimum 28.5 percent reduction in statewide Business As Usual GHG emissions, when considering the time frame 1990 to 2020. As discussed above, this standard for compliance has recently been reduced to 21.8 percent by the 2014 First Update to the Scoping Plan.

Project GHG emissions levels that are consistent with the above-noted CARB Scoping Plan GHG emissions reductions targets would be considered compliant with AB 32, and potential Project GHG emissions/Global Climate Change impacts would be considered less-than-significant.

Annual GHG emissions that would be generated by the Project under BAU Scenario assumptions and that would result pursuant to GHG emissions reductions achieved through the Project design and operational programs in combination with state policies and requirements (Project Scenario) are summarized at Table 4.9-3. GHG emissions reductions by source/measure are summarized in Table 4.9-4.

Table 4.9-3
GHG Emissions Summary
BAU Scenario vs. Project Scenario

Emission Source	Annual Emissions (CO_2E-metric tons per year)	
	BAU Scenario	Project Scenario
Construction-source emissions; annual, amortized over 30 years	23.09	23.09
Energy Consumption	895.19	614.37
Mobile Sources	10,479.09	6,521.28
Solid Waste Management	357.05	357.05
Water Use	93.77	59.53
Totals	**11,848.22**	**7,575.35**
Project Scenario Reduction in BAU GHG Emissions	**(4,272.87 CO_2E)/36.06%**	

Source: *El Monte Walmart Greenhouse Gas Analysis, City of El Monte* (Urban Crossroads, Inc.) March 21, 2014.

Table 4.9-4
GHG Emissions Reductions by Source and Reduction Measure
BAU Scenario vs. Project Scenario

GHG Source	GHG Emissions (CO_2e-Metric Tons per Year)				
	BAU GHG Emissions	GHG Reduction resulting from *State Measures*	GHG Reduction resulting from *Project Design, and EIR AQ Mitigation Measures**	Total GHG Reduction	Net Project GHG Emissions Reduction vs. BAU Scenario
Construction	23.09	0.00	0.00	0.00	23.09
Area Sources	0.03	0.00	0.00	0.00	0.03
Energy Use	895.19	153.43 *- Renewable Portfolio Standards* *- 2013 Title 24 Requirements*	127.39 *- MM 4.3.4 (Exceed Title 24 by 5%)*	280.82	614.37
Mobile Sources (Traffic)	10,479.09	2,908.18 *- Pavley Fuel Efficiency Standards (AB 1493)* *- Title 17 California Code of Regulations (Low Carbon Fuel Standard)*	1,049.63 *- Project Design Features (Increase Diversity / Implement a Pedestrian Network)*	3,957.81	6,521.28
Solid Waste Management	357.05	0.00	0.00	0.00	357.05
Water Use	93.77	15.31 *- Renewable Portfolio Standards*	18.94 *- MM 4.3.5 (20% indoor / 30% outdoor reduction in water use)*	34.25	59.53
Total	**11,848.22**	**3,076.92**	**1,195.96**	**4,272.88**	**7,575.35**

Source: *El Monte Walmart Greenhouse Gas Analysis, City of El Monte* (Urban Crossroads, Inc.) March 21, 2014.
* Certain GHG emissions reduction inputs available under CalEEMod also provide operational-source criteria pollutant emissions reductions, and are incorporated in this EIR as mitigation for potentially significant operational-source criteria pollutant emissions impacts. These same measures would also act to reduce Project-source GHG emissions. No GHG-specific mitigation measures are required however. That is, even without these measures, the Project would achieve an estimated 34.8 percent reduction in emissions when compared to the BAU scenario, and therefore would conform to AB 32 and the 2008 CARB Scoping Plan GHG emissions reduction target of 28.5 percent. Emissions estimates include fugitive hydrofluorocarbons emissions from normal operation of refrigeration and HVAC systems.

Summary and Conclusions

The analysis demonstrates that the Project is consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB Scoping Plan. The Scoping Plan establishes strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the 2008 CARB Scoping Plan called for an approximately 28.5 percent reduction in GHG emissions when compared to BAU conditions. As substantiated herein, Project GHG emissions would be reduced by approximately 36.06 percent when compared to the BAU scenario. This reduction not only exceeds the 28.5 percent reduction target based on CARB's AB 32 analysis, but even further exceeds the recently revised 21.8 percent reduction target identified by the 2014 First Update to the Scoping Plan. This reduction in emissions compared to BAU conditions supports the conclusion that Project GHG emissions would not, directly or indirectly have a significant impact on the environment.

Level of Significance: Less-Than-Significant.

Potential Impact: *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

As substantiated in the preceding discussions, the Project is consistent with and supports AB 32 and the CARB Scoping Plan. At present, there are no other applicable plans, policies or regulation adopted for the purpose of reducing the Project's GHG emissions.

AB 32 compliance would be achieved provided there was a minimum 28.5 percent reduction in statewide Business As Usual GHG emissions, when considering the time frame 1990 to 2020. As discussed above, this standard for compliance has recently been reduced to 21.8 percent by the 2014 First Update to the Scoping Plan.

Project GHG emissions levels that are consistent with the above-noted CARB Scoping Plan GHG emissions reductions targets would be considered compliant with AB 32, and potential Project GHG emissions/Global Climate Change impacts would be considered less-than-significant.

As substantiated herein, Project GHG emissions would be reduced by approximately 36.06 percent when compared to the BAU scenario. This reduction not only exceeds the 28.5 percent reduction target based on CARB's AB 32 analysis, but even further exceeds the recently revised 21.8 percent reduction target identified by the 2014 First Update to the Scoping Plan. This reduction in emissions compared to BAU conditions supports the conclusion that Project is Consistent with and Supports AB 32 and the CARB Scoping Plan. Please refer also to the Project GHG Impact Analysis (included at EIR Appendix D) Table 1-2: *Project Consistency With Scoping Plan Greenhouse Gas Emission Reduction.*

As supported by the analysis presented herein, the potential for the Project to: conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases is considered less-than-significant.

Level of Significance: Less-Than-Significant.

5.0 OTHER CEQA CONSIDERATIONS

5.0 OTHER CEQA CONSIDERATIONS

This Section of the EIR addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, Significant and Irreversible Environmental Changes, and Energy Conservation.

5.1 CUMULATIVE IMPACT ANALYSIS

The *CEQA Guidelines* (*Guidelines*) require that an EIR identify any significant cumulative impacts associated with a project [*Guidelines*, Section 15130 (a)]. When potential cumulative impacts are not deemed significant, the document should explain the basis for that conclusion. Cumulative impacts are "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." [*CEQA Guidelines*, Section 15355]. Thus, a legally adequate cumulative impact analysis is an analysis of a particular project viewed over time and with other related past, present, and foreseeable probable future projects, whose impacts might compound or interrelate with those of the Project considered here.

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness [*Guidelines*, Section 15130 (b)]. Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone.

The *Guidelines* identify two basic methods for satisfying the cumulative impacts analysis requirement: the list-of-projects methodology, and the summary-of-projections methodology. Because each environmental resource is affected by its surroundings in different manners, either of the two methodologies, or a combination of both, may be applied to the analysis of cumulative impacts to each resource. For example, because the approval process and construction phase of development typically takes at least one (1) to two (2) years, the list-of-projects method is likely to provide a more accurate projection of near-term growth. This method tends to overstate potential cumulative impacts because the considered list-of-projects may include proposals that would never be developed. Similarly, because development proposals are rarely publicly known until within five (5) years of the expected development, the summary-of-projections method provides a more accurate projection of growth over the long-term. This method may not precisely predict growth in any given year, but does provide a reasoned approximation of aggregated growth trends over the long term.

For each topical discussion presented herein, the cumulative geographic context is identified, which in turn relates to the amount and type of growth that is anticipated to occur within the geographic area under consideration. Where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of off-site "related projects," as described at *CEQA Guidelines* §15130(b). In this manner, the EIR appropriately characterizes and evaluates potential cumulative impacts.

Consistent with direction provided in the *CEQA Guidelines,* related projects considered in these cumulative analyses are "only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation." In this regard, it is recognized that within the context of the cumulative impacts analysis, varied criteria are employed in determining the scope and type of "cumulative projects" considered. For example, the analysis of cumulative traffic impacts evaluates the Project's traffic impacts in the context of other known or probable "related" development proposals that would discernibly affect traffic conditions within the Traffic Impact Analysis Study Area. As another example, cumulative air quality impacts

are considered in terms of the Project's contribution to other air emissions impacts affecting the encompassing Air Basin.

The manner in which each resource may be affected also dictates the geographic scope of the cumulative impacts analysis. For example, cumulative traffic impacts would typically be localized to the vicinity of a given project site because after a relatively short distance, traffic patterns tend to normalize; whereas cumulative air quality impacts are more appropriately analyzed through a Basin-wide approach because the Basin's meteorological and geographic conditions generally define the extent of cumulative air quality considerations. Similar considerations are discussed in evaluating potential cumulative impacts for each of the EIR's environmental topics (Land Use and Planning, Traffic and Circulation, Air Quality, Noise, Cultural Resources, Hazards/Hazardous Materials, Hydrology and Water Quality, Public Services and Utilities, and Global Climate Change and Greenhouse Gas Emissions).

Unless otherwise noted herein, the cumulative impact analysis evaluates long-term effects of the Project within the context of anticipated buildout of the City as envisioned under the General Plan and related regional plans. Specific cumulative projects have also been identified where this information may be different, more detailed than that provided within the General Plan or applicable regional plans, or where such specific information otherwise benefits the cumulative impact analyses.

5.1.1 DISCUSSION OF CUMULATIVE IMPACTS

Section 15139(a) of the *CEQA Guidelines (Guidelines)* notes that "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined at *Guidelines* Section 15065(c). Where a lead agency is examining a project with an incremental effect that is not 'cumulatively considerable,' a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable." Potential cumulative impacts for each of the EIR's environmental topics are presented below and include:

- Land Use and Planning;
- Traffic and Circulation;
- Air Quality;
- Noise;
- Cultural Resources;
- Hazards/Hazardous Materials;
- Hydrology and Water Quality;
- Public Services and Utilities; and
- Global Climate Change and Greenhouse Gas Emissions.

5.1.1.1 Cumulative Impacts Related to Land Use and Planning

The cumulative impact area when considering potential cumulative land use and planning issues includes areas that are currently, or are anticipated to be, subject to provisions of the City General Plan and Zoning Ordinance. These areas include incorporated areas of El Monte and surrounding areas lying within the City's Sphere of Influence.

General Plan and Zoning Considerations. The City of El Monte General Plan Land Use designation of the Project site is "Industrial/Business Park." The Project site also lies within the General Plan's Northwest Industrial District (District). Zoning for the site is "General Manufacturing," (M-2). The Applicant has requested a General Plan Amendment (GPA) (Land Use) re-designating the Project site as a "General Commercial" General Plan Land Use; with a correlating Zone Change re-designating the Project site as "Heavy Commercial" (C-4). Modification of the Northwest Industrial District boundaries is also requested to remove the Project site and adjacent properties from the District (Northwest Industrial District Amendment Area). Existing and proposed General Plan Land Use designations, Northwest Industrial District Amendment Area boundaries, and existing and proposed Zoning designations for the Project site and adjacent properties are presented at EIR Section 4.1, "Land Use and Planning," Figures 4.1-2, 4.1-3, and 4.1-4, respectively. With approval of the requested changes in land use designations, the Project would not result in potentially significant General Plan or Zoning impacts.

It is assumed that other development projects within the cumulative impact area would request and process appropriate land use applications where necessary. The City comprehensively updates and amends associated General Plan and Zoning documents to reflect cumulative land use changes within the impact area. Regional agencies employ development-specific information and General Plan/Zoning information provided by the City in developing regional plans and growth projections. In combination, these actions ensure that potential cumulative effects of evolving land use plans are appropriately addressed at local and regional levels.

Economic Effects and Urban Decay Considerations

The Project Urban Decay Study, Study (*Urban Decay Study for El Monte Walmart* [The Natelson Dale Group, Inc.] September 4, 2013, Draft EIR Appendix B) evaluates potential economic effects of the Project that could lead to store closures, long-term vacancies, and physical deterioration, which could constitute urban decay.[1] Specifically, urban decay may occur when there are stores closed, cannot be re-tenanted, creating permanent or long-term vacancies. These vacancies, in turn, may cause property owners to neglect their maintenance and repair responsibilities, thereby creating the deterioration of building, improvements and facilities.

Within the Study, economic effects of the Project are evaluated in the context of similar existing commercial/retail development and known or probable related commercial/retail projects. In this manner, incremental and cumulative economic effects of the Project and related potential for the Project to cause or result in urban decay are evaluated.

The cumulative impact area for urban decay considerations is defined by the Primary Trade Area (PTA) in which the Project could have potential competitive economic effects, and thereby cause or result in store closures and long-term vacancies. The Project Urban Decay Study PTA boundaries are defined as follows:

[1] Urban decay is a potential consequence of a downward spiral of store closures, long-term vacancies and physical deterioration. (Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal. App 4th 1184, p 2).

- *Eastern Boundary* – The eastern boundary is represented by Interstate-605 (I-605), which is approximately 2.75 miles from the Project site.
- *Western Boundary* – The western boundary is represented by South Atlantic Boulevard, which is approximately 5.0 miles from the Project site.
- *Southern Boundary* – The southern boundary is represented by the I-10, which is approximately 0.70 miles from the Project site.
- *Northern Boundary* – The northern boundary is represented by Las Tunas Drive and East Live Oak Avenue, which is approximately 2.0 miles from the Project site.

A commercial center similar in scale and scope to the proposed El Monte Walmart Project would typically have a primary trade area radius extending 3 to 6 miles from the proposed commercial uses. However, to remain analytically conservative, the Project Urban Decay Study evaluated a more constrained primary trade area so as not to potentially overestimate market demand for the Project (Study, page 19).

The Project Urban Decay Study concludes that the proposed El Monte Walmart Project "would not result in urban decay in the evaluated primary trade area. This conclusion applies both when the project is considered by itself and when it is considered in combination with the cumulative projects included in this study," and further concludes that the proposed El Monte Walmart Project "would not have significant economic impacts on existing retailers" (Study, page 6).

This conclusion is based on the Study's determination that no store closures are projected to result from implementation of the Project (Study, page 17). Therefore, it is unlikely that owners of existing occupied retail space would allow their properties to physically deteriorate. Moreover, even if certain uses in the PTA were to close, provisions of the City of El Monte's municipal code would limit the potential for vacant commercial buildings to deteriorate physically and ultimately result in urban decay. Specifically, the City Municipal Code Chapter 8.44–Property Maintenance, Section 8.44.030–"Public nuisances designated," states that it is unlawful for buildings to remain "damaged, abandoned, boarded up, [or] dilapidated." Violations could result in

penalties, administrative citations, and potential demolition of structures or facilities determined to be public nuisances.

Further, the Project Urban Decay Study shows that with specific regard to potential supermarket closures that could result from the Project, there are viable non-supermarket retail reuse options for each of the 17 existing supermarkets in the PTA, indicating that in the unlikely event that one of the specific stores were to close, the vacated space would not be expected to remain permanently vacant. The relatively low existing vacancy rate of 8.6 percent provides further evidence of the relative market strength in the PTA, and the strong re-tenanting potential of any vacated supermarket. Along with single-tenant retail reuse options, many of the existing supermarket sites could potentially be subdivided for multiple smaller tenants in the non-grocery categories. Along with potential retail reuse options, a vacant supermarket would also be a candidate for some type of adaptive reuse, including uses ranging from a recreational facility (e.g., bowling alley, ice rink, fitness center) to institutional uses (e.g., government office facility, library, church) to office/service type uses (e.g., call centers). There are numerous examples of vacant "big box" stores being converted for these types of uses[2] (Study, pages 18-19).

Summary

Based on the preceding discussions, the Project's contributions to potential cumulative land use impacts related to General Plan and Zoning consistency are not considerable, and the cumulative effects of the Project are determined to be less-than-significant. Further, the potential for the Project's cumulative economic effects to result in adverse physical change (urban decay) is also determined to be less-than-significant.

5.1.1.2 Cumulative Impacts Related to Traffic and Circulation

The cumulative impact area for traffic circulation impacts is defined by the Traffic Impact Study Area, as described within the Project Traffic Impact Analysis (EIR Appendix C). This Area includes, but is not limited to, potentially affected roadways

[2] For example, 24-Hour Fitness has opened up fitness clubs in vacant big box stores in a number of markets.

and intersections within the City of El Monte and the neighboring cities of Arcadia, Rosemead, Temple City and South El Monte, and also considers all potentially affected Caltrans and Congestion Management Program facilities.

The Project Traffic Impact Analysis (TIA) comprehensively addresses potential cumulative traffic impacts resulting from, or affecting the Project. In this regard, for Opening Year (2016) and Horizon Year (2035) conditions, the TIA considers traffic generated by the Project within the context of cumulative traffic that would be generated by other known or probable developments (see Table 5.1-1, Figure 5.1-1).

Table 5.1-1

TIA Related Projects

ID		Address	Description	Quantity	Units[1]
City of El Monte					
Residential					
R-1	TTM 71784	12417-12467 Denholm Drive	Single Family Homes	62	DU
R-2	TTM 71583	4610 Peck Road	Condominiums	23	DU
R-3	--	4127-4123 Rowland Drive	Condominiums	69	DU
Commercial					
C-1	DR 07-12	12346 Valley Boulevard	Flex-Space	27.280	TSF
C-2	DR 01-12	9235 Whitmore Street	Office	60.0	TSF
C-3	--	9920 Valley Boulevard	Hotel	133	Rooms
Industrial					
I-1	--	10525 Valley Boulevard	Light Industrial/Warehouse	24.4	TSF
I-2	--	4097 Temple City Boulevard	Business Park	502.39	TSF
I-3	--	4304 Temple City Boulevard	Light Industrial	24.95	TSF
I-4	--	9133 Garvey Avenue	Light Industrial	96.66	TSF
Mixed Use					
M-1	El Monte Bus Station Redevelopment	Between I-10 and Valley Boulevard, and Rio Hondo Channel and Santa Anita Ave.	Apartments/condominiums Retail	480 25.0	DU TSF
Temple City					
Commercial					
C-T1	The Gateway Project	Las Tunas Drive at Rosemead Boulevard	Shopping Center	75.0	TSF
City of Arcadia					
Residential					
R-A2	--	715 S. Old Ranch Road	Condominiums	11	DU

Table 5.1-1
TIA Related Projects

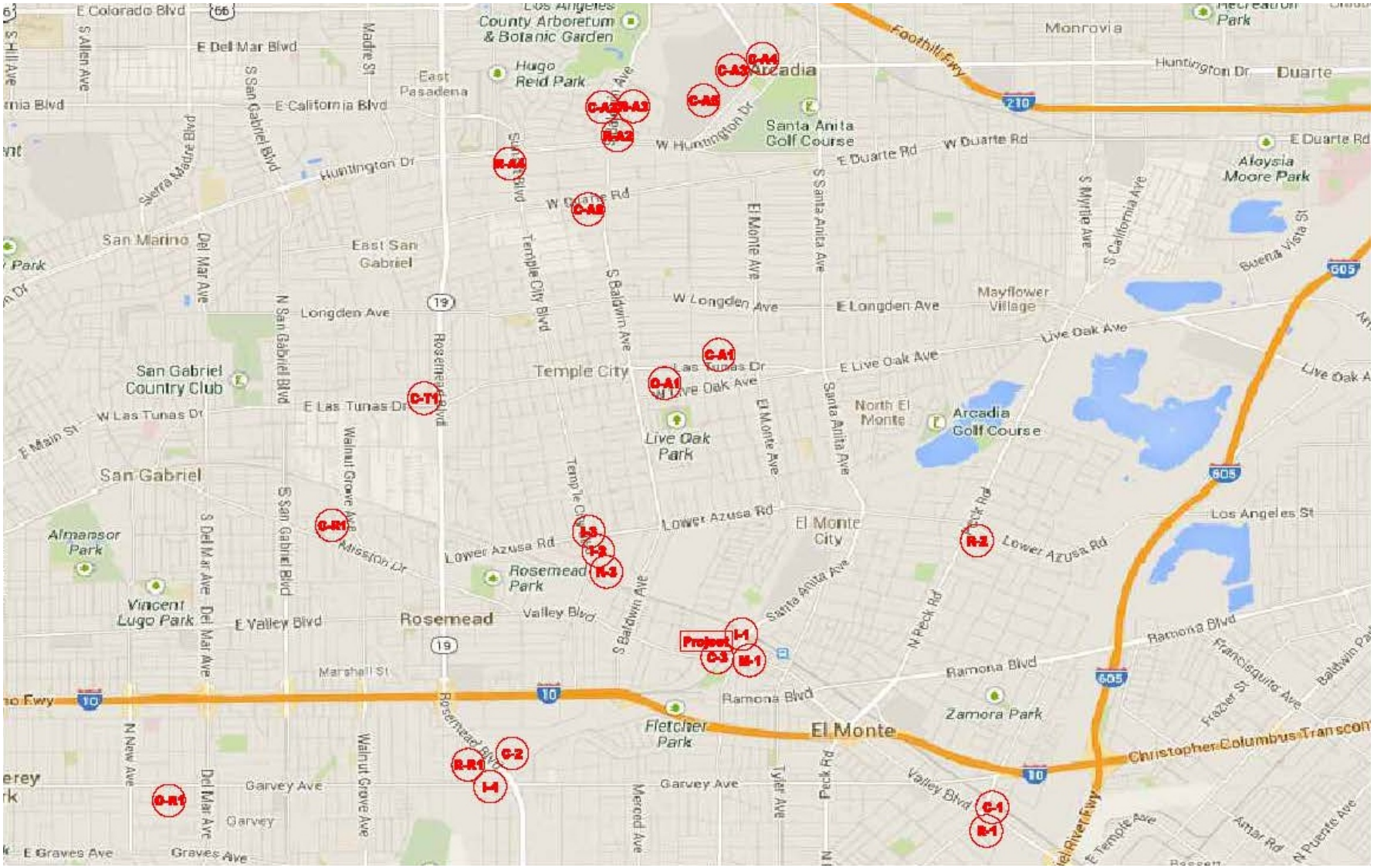
ID		Address	Description	Quantity	Units[1]
R-A3	--	650 W. Huntington Drive	Condominiums	34	DU
R-A4	--	948-950 Arcadia Avenue	Condominiums	18	DU
Commercial					
C-A1	--	168 W. Las Tunas Drive	Retail	9.148	TSF
C-A2	--	400 S. Baldwin Avenue	Restaurant	30.0	TSF
C-A3	--	289 W. Huntington Drive	Medical Office	72.0	TSF
C-A4	--	161 Colorado Place/ 125 W. Huntington Drive	Medical Office (includes ancillary restaurant)	64.26	TSF
C-A5	--	301 W. Huntington Drive	Medical Office	62.54	TSF
C-A6	--	1271 S. Baldwin Avenue	Restaurant	15.0	TSF
Other					
O-A1		630 West Live Oak Avenue	Church	24.46	TSF
City of Rosemead					
Residential					
R-R1	--	8929 Emerson Place	Single Family Homes	2	DU
Commercial					
C-R1	San Gabriel County Water District Office Expansion	8366 Grand Avenue	Office	0.25	TSF
Other					
O-R1	--	--	Buddhist Temple	2.0	TSF

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014.

Notes:

[1] DU = Dwelling Units; TSF = Thousand Square Feet

No related projects were identified in the cities of Baldwin Park or South El Monte.


E Colorado Blvd
E Del Mar Blvd
E California Blvd
Los Angeles County Arboretum & Botanic Garden
Hugo Reid Park
East Pasadena
Arcadia
Monrovia
Foothill Fwy
Huntington Dr
Duarte
Santa Anita Golf Course
W Duarte Rd
E Duarte Rd
Aloysia Moore Park
Sierra Madre Blvd
San Marino
East San Gabriel
Longden Ave
W Longden Ave
E Longden Ave
Mayflower Village
Live Oak Ave
E Live Oak Ave
Temple City
Las Tunas Dr
W Las Tunas Dr
E Las Tunas Dr
San Gabriel Country Club
Live Oak Park
North El Monte
Arcadia Golf Course
San Gabriel
Almansor Park
Vincent Lugo Park
Mission Dr
Lower Azusa Rd
Rosemead Park
El Monte City
Los Angeles St
E Valley Blvd
Rosemead
Valley Blvd
Marshall St
Ramona Blvd
Zamora Park
Fletcher Park
El Monte
Garvey Ave
Garvey
E Graves Ave
Graves Ave
Christopher Columbus Transcon
Project
C-A1
C-A2
C-A3
C-A4
C-A5
C-A6
C-A7
C-A8
C-A9
C-T1
C-R1
C-1
C-2
C-3
I-1
I-2
I-3
I-4
R-1
R-2
R-3
R-A1
R-A2
R-A3
R-A4
R-A5
R-A6
R-A7
R-A8
R-A9
R-A10
R-A11
R-A12
R-A13
R-A14
R-A15
R-A16
R-A17
R-A18
R-A19
R-A20
R-A21
R-A22
R-A23
R-A24
R-A25
R-A26
R-A27
R-A28
R-A29
R-A30
R-A31
R-A32
R-A33
R-A34
R-A35
R-A36
R-A37
R-A38
R-A39
R-A40

The TIA estimates of cumulative traffic growth also incorporate ambient growth factors to account for non-specific traffic generation.[3] Lastly, the TIA reflects planned or programmed transportation improvements. Notably, work on the Baldwin Avenue rail overcrossing (currently under construction) is expected to be completed before the Project's opening. As a conservative premise, the rail crossing is reflected as complete under the TIA evaluation of Horizon Year (2035) traffic conditions, but not by the time of the Project's Opening Year (2016).

Under Opening Year and Horizon Year conditions, Project traffic in combination with traffic from other existing, approved, or probable development proposals, as well as traffic volumes and distribution patterns modeled for long range growth projections, would contribute to, and would be affected by, potentially significant cumulative intersection and/or freeway deficiencies. Opening Year and Horizon Year cumulative impacts (deficiencies) at Study Area facilities are further discussed below.

Cumulative Impacts

Intersections

Opening Year (2016) Cumulative Traffic Impacts

Under Opening Year with Project conditions, Project traffic would contribute to potentially significant cumulative impacts at the Study Area Intersections listed in Table 5.1-2.

[3] Opening Year (2016) Cumulative Background No-Project traffic conditions include an ambient traffic growth factor of 0.0082 annually for four years (from existing count year to Opening Year) to account for regional traffic growth from development outside of the study area as well as any unspecified development not explicitly included as a "related" project in the Project vicinity. This traffic growth rate was obtained from the generalized growth factors provided in the 2010 Los Angeles County Metropolitan Transportation Agency (LACMTA) Congestion Management Plan (CMP). Horizon Year (2035) No-Project traffic conditions include an ambient traffic growth rate of 0.0052 per year for 23 years (from existing count year to Horizon Year), based on the growth factors provided in LACMTA CMP. (See also: Project TIA, Draft EIR Appendix C, p. ii, *et al.*)

Table 5.1-2
Potentially Significant Cumulative Impacts
Study Area Intersections–Opening Year with Project

Study Area Intersection No.	Location
16	Lower Azusa at Arden Way
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.) April 2014.

General Plan Buildout (2035) Cumulative Traffic Impacts

Under General Plan Buildout with Project conditions, Project traffic would contribute to potentially significant cumulative impacts at the intersections listed in Table 5.1-3.

Table 5.1-3
Potentially Significant Cumulative Impacts
Study Area Intersections–Horizon Year with Project

Study Area Intersection No.	Location
4	Valley Boulevard at Santa Anita Avenue
16	Lower Azusa at Arden Way
31	Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps
34	Arden Drive at Arden Way

Source: *Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.) April 2014.

Mitigation

The Project Applicant would pay requisite fees toward the construction of the improvements necessary to mitigate its contributions to potentially significant cumulative impacts affecting Study Area intersections. Notwithstanding, the payment of fees does not ensure timely completion of those traffic improvements, some of which are under the jurisdiction of other municipalities or agencies and thus not wholly within the City of El Monte's control. On this basis, pending completion of required improvements, the Project's contributions to Opening Year and Horizon Year cumulative traffic impacts at the intersections identified in Tables 5.1-2 and 5.1-3 are considered cumulatively significant and unavoidable.

Freeway Facilities

AM peak hour operational deficiencies currently exist, and are projected to persist under Opening Year and Horizon Year Conditions at the I-10 Westbound On-ramp at Temple City Boulevard/Olney Street. The identified deficiencies are summarized in EIR Section 4.2, "Traffic and Circulation," and are described in detail in the Project TIA at Table 34. The Project would contribute 10 additional AM peak hour trips to pre-existing deficient conditions at this location, and the Project's impacts on this basis would be cumulatively considerable.

Mitigation

Pursuant to EIR Mitigation Measure 4.2.5, and consistent with General Plan Policy C-1.7, the Project Applicant is required to pay fair-share fees toward the funding of a "project-specific report for regionally significant projects" (El Monte General Plan Circulation Element Policy C-1.7).

Nevertheless, the timing of the completion of this report is undetermined and the project-specific report may recommend alternative improvements to this on-ramp in combination with other regional improvements. As such, pending completion of the report for specific regional improvements and specific improvement to this ramp, the Project's contributions to existing deficiencies at the I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street during the AM peak-hour period are determined to be cumulatively significant and unavoidable, notwithstanding that the Project has fulfilled its mitigation requirements through its fair share fee payment.

Cumulative Access Considerations

Site access driveways, traffic controls, and on-site circulation improvement concepts proposed by the Project act to reduce potential access and on-site circulation impacts. Final site access and on-site circulation designs would incorporate any additional provisions or modifications suggested within the Project TIA, or as may otherwise be required by the City. City design review processes, and any resultant modifications incorporated in the Project Final Site Plan, would ensure that potential parking, site access, and internal circulation impacts are less-than-significant.

It is further assumed that other development projects within the cumulative impact area would design and construct adequate and appropriate parking areas, site access, and internal circulation systems, thereby avoiding or reducing the extent and scope of potential parking, access and internal circulation impacts. On this basis, the Project's potential contribution to cumulative impacts in regard to site access are not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Summary

The Project would pay all requisite fees toward completion of improvements necessary to mitigate potentially significant cumulative traffic impacts affecting Study Area facilities. Notwithstanding, payment of fees does not assure timely implementation of required improvements, particularly for those improvements that are not wholly within the City of El Monte's jurisdiction. Accordingly, Project traffic impacts at the intersections listed in Tables 5.1-2 and 5.1-3 are considered cumulatively significant and unavoidable. Additionally, Project traffic contributions to AM peak hour deficiencies at the I-10 Westbound On-ramp at Temple City Boulevard/Olney Street are cumulatively significant and unavoidable.

No other potentially significant cumulative traffic/circulation impacts would result from, or be caused by, the Project.

5.1.1.3 Cumulative Impacts Related to Air Quality

The cumulative impact area for air quality considerations is generally defined by the encompassing Air Basin and boundaries of the jurisdictional air quality management agency, which in this case, are the South Coast Air Basin (SCAB, Air Basin) and the South Coast Air Quality Management District (SCAQMD) respectively. Project air pollutant emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the jurisdictional Air Basin. Due to the defining geographic and meteorological characteristics of the Air Basin, criteria air pollutant emissions that would potentially cumulatively impact air quality would be, for practical purposes, restricted to the Air Basin. Accordingly, the

geographic area encompassed by the Air Basin is the appropriate limit for this cumulative Air Quality analysis.

As discussed at EIR Section 4.3, "Air Quality," and EIR Appendix D, even after the application of mitigation measures, the Project would result in operational emissions of oxides of nitrogen (NO_x) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. This is a significant individual and cumulative air quality impact. Moreover, the Project is located within an ozone non-attainment area (NO_x is an ozone precursor). Project operational NO_x emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.

Compliance with existing regulations and application of mitigation measures proposed in this EIR would act to minimize the Project's operational pollutant emissions levels. However, no feasible mitigation measures exist which would reduce these impacts to levels that are less-than-significant. On this basis, the regional threshold exceedance for NO_x, resulting from long-term operations of the Project is individually and cumulatively significant.

Additionally, the Project's proposed change in land use designations for the subject site is not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with the AQMP. This is a significant Project-level and cumulative air quality impact. The requested changes in land use designations for the Project site are necessary to allow for development of the Project. There are no mitigation measures available that would avoid or substantively reduce the resulting inconsistency with land uses and related emissions inventories reflected in the current AQMP.

Other potential air quality impacts of the Project are either less-than-significant or can be reduced to levels that are less-than-significant with application of the mitigation measures described herein.

Cumulative Toxic Air Contaminants (TACs), Emissions Impacts

As discussed at Section 4.3 of this Draft EIR, a health risk assessment (HRA) was prepared to evaluate the Project's long-term, operational effects in regard to emissions of toxic air contaminants (TACs), including diesel particulate matter (DPM). Based on the findings of the HRA performed as part of the Project Air Quality Study (EIR Appendix D), Project-related TAC-source health risks are considered less-than-significant. Results and conclusions of the Project HRA are summarized below.

Background

The South Coast Air Quality Management District (SCAQMD)[4] has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the South Coast Air Basin (Basin). This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.[5] *MATES-III* estimates that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately 1,200 incidents per one million population. Related, *MATES-III* estimates the cumulative TAC-source cancer risk for the localized area encompassing the Project site at 1,373 incidents per million population.[6] Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6%) of the total risk shown in *MATES-III*.

[4] SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

[5] Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

[6] SCAQMD 2008, MATES-III Carcinogenic Interactive Map–http://www3.aqmd.gov/webappl/matesiii/ Localized background TAC-source cancer risk estimates are extrapolated from TAC monitoring data collected at ten fixed sites within the South Coast Air Basin. MATES-III extrapolates cancer risk levels throughout the Basin at 1.25 mile by 1.25 mile grids.

Ambient TAC Impacts Presumed Cumulatively Significant

The SCAQMD *has* established a significance threshold for incremental *project-level* TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD *has not,* however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of El Monte (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, MATES-III estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized area encompassing the Project site the risk is estimated at 1,373 incidents per million population. Either of these existing cumulative TAC-source cancer risk levels (1,200 per million, or 1,373 per million) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

Comparing the ambient cumulative TAC-source cancer risk (1,200 per million Basin-wide; or 1,373 per million locally) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 120 to 137 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds

SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 120 to 137 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant under existing conditions without the Project.

Related Projects Contribution to Cumulative TAC Impacts

In addition to the MATES-III cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the MATES-III study.

In consultation with the Lead Agency, related TAC-generating projects located within a one-quarter mile radius of the Project were identified and are reflected in this cumulative TAC analysis. The one-quarter mile radius encompassed within the cumulative TAC analysis reflects CARB and South Coast District analyses indicating an 80-percent drop-off in TAC concentrations at approximately 1,000 feet from the TAC source under consideration (California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.) Beyond 1,000 feet, the TAC emissions would be reduced and diffused such that they would not substantively and discernibly contribute to or interact with TAC emissions from other distinct sources. The one-quarter mile (1,320 feet) Study Area radius employed in the Project HRA therefore encompasses and extends beyond the distance at which related projects would generate TACs that would likely interact with TACs generated by the proposed El Monte Walmart Project.

Related TAC-generating projects located within a one-quarter mile radius of the Project site include:

- 24,400 square feet of light industrial/warehouse facilities at 10525 Valley Boulevard; and
- 480 apartments/condominiums and 25,000 square feet of retail between I-10 and Valley Boulevard and Rio Hondo Channel and Santa Anita Avenue.

TACs generated by these related projects could potentially contribute to, or interact with, the Project's TAC emissions. The primary source of TACs generated by these related projects would be DPM emissions generated by delivery trucks accessing the respective sites.

No environmental documentation is available that discloses potential TAC-source cancer risk associated with these two related projects. Notwithstanding, in an effort to overstate rather than understate cumulative impacts, a screening-level risk assessment has been conducted for these two related projects based on the limited information available. The results of the screening-level risk assessment presented in the Project HRA indicates that the maximum cancer risk attributable to both related projects would be approximately 0.07 in one million.

Project Contribution to Cumulative TAC Impacts

Project-source TACs would incrementally increase the background cancer risk by a maximum of 0.24 incidents per million population. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts is 10 incidents per million population. Similarly, SCAQMD significance thresholds state that Project contributions to cumulative TAC-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 0.24 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

Summary and Conclusions

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related projects identified herein, were added to the total background risk derived by the

MATES-III study, yielding a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated at Table 5.1-4, the maximum potential cumulative cancer risk within the Study Area is estimated at 1,373.31 incidents per million.

Table 5.1-4
Study Area Cumulative Cancer Risk

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	1,373	---	---	**1,373**
Cumulative Impact With Project	1,373	---	0.24	**1,373.24**
Cumulative Impact With Project and Related Projects	1,373	0.07	0.24	**1,373.31**

Source: *El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte* (Urban Crossroads, Inc.) April 17, 2014.
Notes: Background TAC risk from: MATES III Carcinogenic Risk Interactive Map (http://www2.aqmd.gov/webappl/matesiii/) (SCAQMD 2008).

The MATES-III ambient cumulative TAC impact represents approximately 99.9 percent of the total cumulative impact identified at Table 5.1-4; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant in order to ensure the most conservative analysis. The Project would incrementally contribute to this significant cumulative impact. However the Project's incremental contribution of 0.24 incidents per million population does not exceed, or even remotely approach the established SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, the Project TAC emissions impacts are not considered cumulatively considerable.

Summary

Even after the application of all feasible mitigation measures, the Project would contribute to cumulatively considerable, significant, and unavoidable air quality impacts as follows:

- The Project's long-term, operational exceedance of the SCAQMD regional threshold for NOx emissions is cumulatively significant air quality impact.
- The Project's long-term, operational exceedance of the SCAQMD regional threshold for NOx emissions (NOx is an ozone precursor) would result in a cumulatively considerable net increase of ozone within an ozone non-attainment area. This is a cumulatively significant air quality impact.

For ease of reference, Project operational emissions exceedances contributing to the above-noted cumulative impacts are summarized at Table 5.1-5.

Table 5.1-5
Operational-Source Emissions Summary
Maximum Daily Winter/Summer (lbs/day)

Emissions Sources	Pollutants					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Sources (Landscape and Building Maintenance, Consumer Products)	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Building Energy Consumption	0.01	0.11	0.10	6.80e-4	8.64e-3	8.64e-3
Mobile Sources	40.67	86.23	368.11	0.73	48.15	13.62
Maximum Daily Emissions	**51.50**	**86.34**	**368.30**	**0.73**	**48.15**	**13.63**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads, Inc.) March 17, 2014.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 9.40e-4 = 9.40 $x10^{-4}$ = 9.40 x 0.0001 = 0.000940.

Please refer also to the discussion of operational air quality impacts presented within the Project Air Quality Impact Analysis, Draft EIR Appendix D.

5.1.1.4 Cumulative Impacts Related to Noise

The cumulative impact area for noise considerations is generally defined as surrounding properties that could receive Project-generated noise (either construction or operational), and would also include roadway corridors affected by Project-related traffic and associated vehicular noise. Potential noise impacts of the Project are discussed at EIR Section 4.4, "Noise," and EIR Appendix E.

Construction-Source Noise

As discussed within the EIR, even after compliance with regulations and application of mitigation measures, the Project's construction-source noise levels received at nearby properties would represent a substantial temporary periodic increase in noise conditions compared to conditions without the Project. As such, construction noise impacts affecting these properties are recognized as significant. Project-construction-source noise in combination with ambient noise levels would also represent a substantial temporary increase in noise conditions compared to conditions without the Project and would be considered cumulatively considerable for the duration of construction activities. It is further recognized, however, that individual and cumulative construction noise impacts would be temporary and transient, and would dissipate entirely at the conclusion of construction activities.

Operational Noise - Area Sources

The Project's area-source operational noise levels are determined to be less-than-significant, and there are no known or potential off-site noise sources that would interact with, or compound noise generated by Project operations.

Operational Noise - Mobile Sources

Cumulative noise impacts resulting from mobile sources (traffic) are presented at Table 5.1-6. Cumulative effects are demonstrated by comparing noise levels without the Project under Opening Year Conditions (2016), to noise levels with the Project under Horizon Year Conditions (2035). As indicated at Table 5.1-6, the cumulative noise increase along roadways within the Study Area (with the exception of the segment of Valley Circle from Valley Boulevard to the Project driveway) would range from 0.3 dBA CNEL to 1.7 dBA CNEL.

Table 5.1-6
Cumulative Vehicular-Source Noise

Road	Segment	CNEL at 100 Feet (dBA)				
		2016 Without Project	2035 Without Project	2035 With Project	2016 w/o Project–2035 w/Project	Project Impact Cumulatively Considerable
Arden Dr.	Valley Bl. – Rose Ave.	61.8	62.1	63.5	1.7	No
Valley Blvd.	Arden Ave. – Gibson Ave.	67.5	67.8	68.0	0.5	No
Valley Cir.	Valley Bl. – Project Dwy	46.4	46.6	49.6	3.2	No
Valley Blvd.	Arden Dr. – Valley Circle	68.5	68.9	69.2	0.7	No
Arden Dr.	Rose Ave. – Lower Azusa Rd.	62.4	62.8	63.3	0.9	No
Rose Ave.	Aden Dr. – Gibson Ave.	55.9	56.3	56.4	0.5	No
Santa Anita Ave.	Valley Bl. – Tyler Ave.	67.5	67.8	67.8	0.3	No
Valley Blvd.	Tyler Ave. – Ramona Bl.	67.2	67.5	68.0	0.8	No
Tyler Ave.	Valley Bl. – Santa Anita Ave.	61.4	61.8	61.9	0.5	No
Valley Blvd.	Santa Anita Ave. – Tyler Ave.	66.5	66.9	67.3	0.8	No
Valley Blvd.	Tyler Ave. – Ramona Bl.	66.7	67.0	67.3	0.6	No
Ramona Blvd.	Tyler Ave. – Valley Bl.	62.9	63.2	63.2	0.3	No
Peck Rd	Ramona Bl. – Valley Bl.	67.0	67.4	67.4	0.4	No
Valley Blvd.	Ramona Bl. – Peck Rd.	68.4	68.7	68.8	0.4	No
Peck Rd	Ramona Bl. – Lower Azusa Rd.	67.8	68.1	68.2	0.4	No
Ramona Blvd.	Valley Bl. – Peck Rd.	63.7	64.0	64.2	0.5	No
Gibson Rd	Valley Bl. – Rose Ave.	53.9	54.2	54.4	0.5	No
Valley Blvd.	Gibson Rd. – Baldwin Ave.	67.5	67.8	68.0	0.5	No
Baldwin Ave.	Valley Bl. – Lower Azusa Rd.	67.0	67.3	67.4	0.4	No
Valley Blvd.	Baldwin Ave. – Temple City Bl.	67.3	67.6	67.7	0.4	No
Temple City Blvd.	Valley Bl. – Lower Azusa Rd.	66.7	67.0	67.1	0.4	No
Valley Blvd.	Temple City Bl. – Mission Bl.	67.3	67.6	67.7	0.4	No
Rio Hondo Ave.	North of Valley Bl.	54.4	54.8	54.9	0.5	No
Mission Blvd.	Valley Bl. – Rosemead Bl.	61.6	61.9	61.9	0.3	No
Valley Blvd.	Mission Bl. – Rosemead Bl.	65.2	65.5	65.6	0.4	No
Rosemead Blvd.	Valley Bl. – Lower Azusa Rd.	69.2	69.6	69.6	0.4	No
Valley Blvd.	West of Rosemead Bl.	66.7	67.1	67.1	0.4	No
Arden Dr.	North of Lower Azusa Rd.	58.4	58.7	59.0	0.6	No
Lower Azusa Rd.	Baldwin Ave. – Arden Dr.	65.6	65.9	66.0	0.4	No
Santa Anita Ave.	North of Lower Azusa Rd.	68.4	68.7	68.7	0.3	No
Lower Azusa Rd.	Arden Dr. – Santa Anita Ave.	64.8	65.2	65.2	0.4	No
Peck Rd.	North of Lower Azusa Rd.	67.3	67.6	67.6	0.3	No
Lower Azusa Rd.	Santa Anita Ave. – Peck Rd.	66.0	66.3	66.4	0.4	No
Baldwin Ave.	North of Lower Azusa Rd.	66.8	67.1	67.1	0.3	No
Lower Azusa Rd.	Baldwin Ave. – Temple City Bl.	65.3	65.6	65.7	0.4	No
Temple City Blvd.	North of Lower Azusa Rd.	66.8	67.1	67.2	0.4	No
Lower Azusa Rd.	Temple City Bl. – Rosemead Bl.	64.6	65.0	65.0	0.4	No
Rosemead Blvd.	North of Lower Azusa Rd.	67.3	67.6	67.7	0.4	No
Rosemead Blvd.	Valley Bl. – Garvey Ave.	70.3	70.6	70.6	0.3	No
Santa Anita Ave.	I-10 – Garvey Ave.	68.2	68.6	68.6	0.4	No
Garvey Ave.	Rosemead Bl.– Santa Anita Ave.	67.8	68.1	68.1	0.3	No

Table 5.1-6
Cumulative Vehicular-Source Noise

Road	Segment	CNEL at 100 Feet (dBA)				
		2016 Without Project	2035 Without Project	2035 With Project	2016 w/o Project–2035 w/Project	Project Impact Cumulatively Considerable
Peck Rd.	I-10 – Garvey Ave.	66.7	67.1	67.1	0.4	No
Garvey Ave.	Santa Anita Ave. – Peck Rd.	67.0	67.3	67.3	0.3	No
Valley Blvd.	I-10 – Garvey Ave.	67.2	67.5	67.6	0.4	No
Garvey Ave.	Peck Rd. – Valley Bl.	66.0	66.3	66.9	0.9	No
Santa Anita Ave.	Valley Bl. – Ramona Bl.	68.5	68.8	68.9	0.4	No
Santa Anita Ave.	Ramona Bl. – I-10	68.7	69.0	69.1	0.4	No
Brockaway Street	Santa Anita Ave. – I-10 WB ramps	62.5	62.9	62.9	0.4	No
Temple City Blvd.	Valley Bl. – Olney St./I-10 WB ramps	65.3	65.7	65.7	0.4	No
Baldwin Ave.	Valley Bl. – Flair Dr./I-10 WB ramps	66.8	67.1	67.2	0.4	No
Lower Azusa Rd.	East of Peck Rd.	65.8	66.1	66.2	0.4	No
Ramona Blvd.	East of Peck Rd.	65.2	65.6	65.7	0.5	No
Valley Blvd.	South of Garvey Ave.	65.3	65.7	65.7	0.4	No
Arden Way	East of Arden Dr.	61.4	61.7	61.9	0.5	No

Source: *Walmart El Monte Noise Impact Analysis, City of El Monte, California* (Urban Crossroads, Inc.) September 9, 2013.

As discussed in EIR Section 4.4, outside of controlled laboratory conditions, increases of less than 3.0 dB are considered inaudible. As such, the Project's contributions to cumulative traffic noise exposure levels, which in all but one instance were calculated at 1.7 dB or less, would not discernibly contribute to future noise levels, and therefore would not be significant.

As seen in Table 5.1-6, for the segment of Valley Circle between Valley Boulevard and the Project driveway, the addition of the Project-related traffic to existing and anticipated traffic from known or planned development in the area would result in vehicular noise increases that are greater than 3.0 dBA CNEL from Project Opening Year 2016 (without Project) to Horizon Year 2035 with-Project conditions. As discussed in EIR Section 4.4, although this segment would experience a noise level impact greater than 3.0 dBA CNEL, noise levels are not expected to exceed the City's 65 dBA CNEL exterior noise level standard for sensitive residential land use, nor are any sensitive land uses located adjacent to this roadway segment.

For the roadway segment of Lower Azusa Road from Arden Drive to Santa Anita Avenue, cumulative increases in noise levels would result in a transition from below 65 dBA (Normally Acceptable for Residential uses) to above 65 dBA (Conditionally Acceptable for Residential Uses). This is a potentially significant cumulative impact. For this roadway segment however, the cumulative noise condition without and with the Project is 65.2 dBA CNEL. The Project contribution to the cumulative impact would be non-detectable (essentially 0.0 dBA) and is therefore not cumulatively considerable. In all other instances, Project vehicular-source noise would not cause ambient noise levels to transition above "Normally Acceptable" or "Conditionally Acceptable" conditions.

Based on the preceding discussions, the Project's contribution to vehicular-source noise impacts is not considered to be cumulatively significant.

Summary

Even after compliance with regulations and application of mitigation measures, Project construction-source noise levels received at residential properties would represent a substantial temporary increase in ambient noise conditions without the Project. As such, Project construction-source noise impacts are recognized as individually and cumulatively significant. This impact would diminish over the course of Project construction, with the predominance of any potential noise exceedances occurring during the initial site preparation/grading operations, anticipated to be completed within approximately 60 days of their commencement. Potential construction-source noise impacts would dissipate entirely at the conclusion of construction activities. In total, Project construction is estimated to occur in various portions of the Project area over a period of approximately ten to twelve months.

Based on the preceding discussions, the Project's potential contribution to long-term cumulative impacts in regard to noise is not considerable, and the long-term cumulative effects of the Project in relation to noise are determined to be less-than-significant.

5.1.1.5 Cumulative Impacts Related to Cultural Resources

The cumulative impact area for prehistoric, archaeological, and historic resources generally includes the City of El Monte and surrounding areas. Impacts to any cultural resources within this area would be site-specific. In the event that potentially significant resources are encountered at any development sites within the cumulative impact area, specific mitigation measures (please refer to Draft EIR Table 1.10-1, "Summary of Impacts and Mitigation") would be applied before construction activities could proceed. As discussed at Draft EIR Section 4.5, Cultural Resources, potential impacts to cultural resources are determined to be less-than-significant as mitigated.

Mitigation proposed for the Project (i.e., monitoring of construction activities for potential discovery of cultural resources) is typical of, and consistent with, mitigation required for construction within urban and suburban areas throughout the City of El Monte and surrounding region. The Project would also comply with all regulatory requirements and City standard conditions of approval addressing potential impacts to cultural resources.

To the extent that each development proposal within the cumulative impact area provides appropriate mitigation during landform modification activities (as is the case for the Project), cumulative impacts to cultural resources are reduced to levels that are less-than-significant. Pursuant to the provisions of CEQA, each development project within the cumulative impact area that requires a discretionary action by a public agency would be assessed for its potential impacts on cultural resources. Appropriate cultural resources mitigation would also be required of other projects within the cumulative impact area.

Related, the City General Plan Final EIR concluded that based on implementation of regulatory requirements and compliance with standard City conditions of approval, . . . "[b]uildout of the El Monte General Plan and Zoning Code Update would not cause significant impacts to cultural resources" (General Plan Final EIR, page 5.3-15). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, cultural resources impacts resulting from

development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable.

Buildout of the City would include development of the Project site, and although the Project proposes to amend the City General Plan and Zoning Ordinance to allow for the commercial/retail uses proposed, the requested amendments would not substantively affect the General Plan Final EIR cultural resources impact significance conclusions. On this basis, the General Plan Final EIR substantiates that development of the Project would not result in cumulatively significant cultural resources impacts.

Summary

Analysis of cultural resources impacts presented in the City General Plan Final EIR indicates that based on compliance with all regulatory requirements and standard City conditions of approval, buildout of the City (including development of the Project site) would not result in potentially significant cultural resources impacts. The General Plan Final EIR in this regard addresses cumulative impacts to cultural resources within the City, and has determined that these impacts are less-than-significant. Notwithstanding the Project's requested changes in land use designations, the implemented Project would substantively conform to General Plan buildout cultural resources conditions evaluated in the General Plan Final EIR. As one component of the City's buildout condition analyzed in the General Plan Final EIR, the Project's cultural resources impacts would therefore not be cumulatively considerable. Mitigation measures in this EIR provide for timely implementation of, and monitored compliance with, regulatory requirements and standard City Conditions of Approval which collectively act to preclude potentially significant impacts to cultural resources. Based on the preceding, the Project's potential contribution to cumulative cultural resources impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.6 Cumulative Impacts Related to Hazards/Hazardous Materials

For the purposes of this analysis, the cumulative impact area when considering potential hazards and hazardous materials issues generally includes the area to be developed within the Project site, as well as off-site locations that might be affected by or contribute to hazards or hazardous conditions resulting from the Project and its operations. These areas generally include neighboring properties within the City of El Monte. The cumulative hazards and hazardous materials impact analysis evaluates effects of the Project construction and operations, and reflects long-term buildout conditions within the cumulative impact area.

As discussed at EIR Section 4.6, "Hazards/Hazardous Materials," historic uses within the Project site have resulted in various residual potential hazards/hazardous conditions. Documented hazards are, in large part, the result of past activities on the site, including heavy manufacturing operations that occurred between the late 1930s and 2007. As documented in the Project Phase II ESA, onsite soils evidence low level concentrations of petroleum hydrocarbons, VOCs, and/or lead, none of which exceed California Human Health Screening Levels (CHHSLs). The Phase II ESA also documents the presence of arsenic that exceeds CHHSLs in soils that are less than ten feet below ground surface at several locations around the site. The Project site also evidences one (1) uncapped groundwater well and one (1) groundwater monitoring well. Contaminated soils within the Project site and the presence of uncapped wells are considered potentially significant hazardous conditions. Accordingly, mitigation is incorporated in the EIR to ensure that any potentially contaminated materials are removed and disposed of in accordance with an approved Soils Management Plan, and that existing wells are properly abandoned. As mitigated, potential impacts in these regards are less-than-significant.

The Project does not propose uses or activities that would require substantive handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. To the extent that such materials or substances may be present during Project construction or operations they would be transported, stored, used and disposed of consistent with the multiple and broad regulatory requirements.

It is further assumed that other development projects within the cumulative impact area would be subject to similar regulations regarding the handling and transport of hazardous materials, thereby avoiding or reducing the extent and scope of potential cumulative impacts in regard to hazardous materials exposure or release.

In addition, the City's General Plan EIR concluded that, based on implementation of regulatory requirements and compliance with standard City conditions of approval . . . "[n]o significant [hazards/hazardous materials] impacts have been identified, and no significant and unavoidable impacts would occur" (General Plan Final EIR, page 5.6-24). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, hazards/hazardous materials impacts resulting from, or associated with, development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable.

Buildout of the City would include development of the Project site, and although the Project proposes to amend the City General Plan and Zoning Ordinance to allow for the commercial/retail uses proposed, the requested amendments would not substantively affect the General Plan Final EIR hazards/hazardous materials impact significance conclusions. On this basis, the General Plan Final EIR substantiates that development of the Project would not result in cumulatively significant hazards/hazardous materials impacts.

Summary

Analysis of hazards/hazardous materials impacts presented in the City General Plan Final EIR indicates that based on compliance with all regulatory requirements and City standard conditions of approval, buildout of the City (including development of the Project site) would not result in potentially significant hazards/hazardous materials impacts. The General Plan Final EIR in this regard addresses cumulative hazards/hazardous materials impacts resulting from, or associated with, development projects within the City and has determined that these impacts are less-than-significant.

Notwithstanding the Project's requested changes in land use designations, the implemented Project would substantively conform to General Plan buildout hazards/hazardous materials conditions evaluated in the General Plan Final EIR. As one component of the City's buildout condition analyzed in the General Plan Final EIR, the Project's hazards/hazardous material impacts would therefore not be cumulatively considerable.

Mitigation measures proposed in this EIR provide for timely implementation of, and monitored compliance with regulatory requirements and standard City Conditions of Approval which collectively act to preclude potentially significant hazards/hazardous materials impacts. Based on the preceding, the Project's potential contribution to cumulative hazards/hazardous materials impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.7 Cumulative Impacts Related to Hydrology and Water Quality

The cumulative impact area for hydrology/water quality impact considerations is generally defined as the area encompassed by the jurisdictional Regional Water Quality Control Board (RWQCB), in this case the Los Angeles Regional Water Quality Control Board (LARWQCB). Local oversight is also provided by the City of El Monte and Los Angeles County.

Development of the Project site would incrementally increase impervious surfaces within the cumulative impact area, and could potentially increase the rate and quantity of local storm water discharges. However, as summarized at EIR Section 4.7, the implemented Project and its associated stormwater management systems would incrementally *decrease* peak storm water discharge rates from the Project site. This is because the length of travel and time of concentration for stormwater flows under the developed condition with the Project would be greater than under the undeveloped condition. That is, stormflows that currently exit the site unimpeded will, under the developed site condition, be detained on-site with metered and restricted release, thereby maximizing the time of stormwater concentration on-site and acting to reduce the rate of discharge from the developed Project site.

City of El Monte Municipal Code Chapter 13.16, "Stormwater Management and Discharge Control," et al., codify City implementation and enforcement of stormwater management requirements applicable to the Project. In this regard, all storm water discharges would comply with applicable provisions and performance standards articulated in the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with NPDES, LARWQCB and City requirements, waste materials will not be discharged to drainage areas. Compliance with these requirements and corollary state and regional water quality permitting mandates would ensure the control of pollutants entering receiving waters.

More specifically, in compliance with the City's required SUSMP and municipal stormwater permit, the Project Applicant would develop and implement a Project-specific SUSMP. This SUSMP would ensure that post-development peak stormwater runoff discharge rates from the Project do not exceed the estimated pre-development rate. Further, the SUSMP would effectively prohibit non-stormwater discharges from new development and/or redevelopment projects, and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable (MEP) statutory standard.

The EIR incorporates mitigation measures to ensure monitored compliance with City, County, and State water quality standards and waste discharge requirements. As mitigated, potential hydrology and water quality impacts of the Project are less-than-significant.

In addition, the City General Plan Final EIR concluded that based on implementation of regulatory requirements and compliance with standard City conditions of approval, . . . [n]o significant [hydrology/water quality] impacts have been identified and no mitigation measures are required (General Plan Final EIR, page 5.7-11). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, hydrology/water quality impacts resulting from development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable.

Buildout of the City according to the General Plan would include development of the Project site, and although the Project proposes to amend the City General Plan and Zoning Ordinance to allow for the commercial/retail uses proposed, the requested amendments would not substantively affect the General Plan Final EIR hydrology/water quality impact significance conclusions. On this basis, the General Plan Final EIR substantiates that development of the Project would not result in cumulatively significant hydrology/water quality impacts. Moreover, stormwater management systems to be implemented under the Project would improve existing localized stormwater discharge conditions, and in this respect would likely further reduce less-than-significant hydrology/water quality impacts identified in the General Plan Final EIR.

Summary

Analysis of hydrology/water quality impacts presented in the City General Plan Final EIR indicates that, based on compliance with all regulatory requirements and City standard conditions of approval, buildout of the City in accordance with the General Plan (including development of the Project site) would not result in potentially significant hydrology/water quality impacts. The General Plan Final EIR in this regard addresses cumulative hydrology/water quality impacts resulting from, or associated with, development projects within the City and has determined that these impacts are less-than-significant.

Notwithstanding the Project's requested changes in land use designations, the implemented Project would substantively conform to General Plan buildout hydrology/water quality conditions evaluated in the General Plan Final EIR. As one component of the City's buildout condition analyzed in the General Plan Final EIR, the Project's hydrology/water quality impacts would therefore not be cumulatively considerable.

The Project would comply with all regulatory requirements and standard City conditions of approval addressing potential hydrology/water quality impacts. As complemented by implementation of Project-specific storm water management

components, the Project's potential contribution to cumulative hydrology/water quality impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.8 Cumulative Impacts Related to Public Services and Utilities

Section 4.8 of this DEIR addresses public services and utilities impacts. No potentially significant impacts to public services or utilities were identified based on Project development. Topical considerations under the general heading of Public Services and Utilities are discussed below.

Police and Fire Protection Services

The cumulative impact areas for fire and police protection services are generally defined by respective fire protection and police protection service boundaries, though such agencies also provide extra-jurisdictional mutual support allowing for additional and supplemental services under emergency situations.

Cumulatively, the Project and other development in the City and surrounding communities would add to demands for fire protection, law enforcement, and emergency medical response services. Cumulative demands for these services are reduced through review and coordination of development projects with potentially affected service providers, and incorporation of appropriate design and construction elements which act to enhance safety and minimize potential hazards. The Project site plan and building plans are subject to review and approval by responsible fire protection and law enforcement agencies, acting to reduce or avoid potential increased demands on fire protection and law enforcement services.

The cumulative areawide demands for fire protection and law enforcement services are funded through payment of taxes and fees that support government services. Tax revenues and fees generated by the Project would contribute to City funds available to improve fire protection and law enforcement facilities and equipment, and to hire and train additional staff and officers. Service providers, in combination with City decision-makers, would ultimately determine the most effective use of revenues generated by

the Project, and how these may be employed for the provision and enhancement of police and fire protection services.

In addition, the City General Plan Final EIR concluded that based on implementation of regulatory requirements and compliance with standard City conditions of approval, . . . "[i]mpacts to fire protection would be less than significant, and no significant and unavoidable to fire protection would occur" (General Plan Final EIR, page 5.11-4); and that [i]mpacts to police protection would be less than significant, and no significant and unavoidable to police protection would occur" (General Plan Final EIR, page 5.11-8). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, fire protection and police protection impacts resulting from development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable even at full General Plan buildout.

Buildout of the City would include development of the Project site; and although the Project proposes to amend the City General Plan and Zoning Ordinance to allow for the commercial/retail uses proposed, the requested amendments would not substantively affect the General Plan Final EIR fire protection and police protection impact significance conclusions. That is, as with the land uses evaluated in the General Plan EIR, the Project would be required to implement all regulatory requirements and comply with standard City conditions of approval, thereby acting to avoid potentially significant impacts to police and fire services. On this basis, the General Plan Final EIR substantiates that development of the Project would not result in cumulatively significant fire protection and police protection impacts.

Water Treatment

The cumulative impact area for water treatment demands is defined by the service area of the water provider, in this case, the City of El Monte. The City of El Monte service area, water sources, water treatment, and resulting water quality are described in the City of El Monte General Plan, Appendix C, "Existing Conditions Report," as excerpted below:

> The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The Department does not import water nor is connected to a transmission pipeline of any water wholesaler. The City's water system serves 20% of the city's land area, comprising 3,342 connections totaling 22,446 residents. Six deep wells, one 200,000-gallon elevated tank, and one 1-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. According to the City's 2004 Annual Consumer Confidence Report, drinking water provided by the City meets or surpasses all federal and state drinking water standards. (General Plan, Appendix C, page 54).

The City of El Monte Water Department 2010 Annual Consumer Confidence Report (the most recent year of record) indicates the City's continuing compliance with all state and federal safe drinking water standards and regulations.[7] Water provided to the Project would be treated prior to delivery by the existing City treatment system, and no additional treatment is required to specifically meet the Project's water demands. Service and connection fees paid by the Project and other water customers within the City's water service area would provide revenues available for improvement and expansion of water treatment facilities commensurate with service area demands, thereby avoiding potentially significant cumulative impacts to water treatment services. Moreover, the Project's water demands and related water treatment demands would be reduced pursuant to the water conservation/water efficiency measures incorporated in the Project, as described at EIR Section 3.0, Project Description.

In addition, the City General Plan Final EIR concluded that based on implementation of regulatory requirements and compliance with standard City conditions of approval . . .

[7] City of El Monte. *Water Department. 2010 Consumer Confidence Report/Water Quality Table*. Web. July 16, 2014. <http://www.ci.el-monte.ca.us/Government/Water.aspx>

"[a]ll impacts to utilities and service systems would be less than significant, and no significant and unavoidable impacts would occur." (General Plan Final EIR, page 5.14-18). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, water treatment impacts resulting from development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable.

Buildout of the City would include development of the Project site; and although the Project proposes to amend the City General Plan and Zoning Ordinance to allow for the commercial/retail uses proposed, the requested amendments would not substantively affect the General Plan Final EIR water treatment impact significance conclusions. That is, as with the land uses evaluated in the General Plan EIR, the Project would be required to implement all regulatory requirements and comply with standard City conditions of approval, thereby acting to avoid potentially significant impacts to water treatment services. On this basis, the General Plan Final EIR substantiates that development of the Project would not result in cumulatively significant water treatment impacts.

Based on the preceding, the Project's potential contribution to cumulative water treatment impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Wastewater Treatment

The cumulative impact area for wastewater treatment demands is defined by the service area of the wastewater treatment provider, in this case, the LACSD Whittier Narrows Water Reclamation Plant (WRP). Wastewater generated by the Project would be conveyed for treatment to the Whittier Narrows WRP. The WRP currently treats an average of 9 million gallons per day (mgd) and has capacity to treat 15 mgd.[8] According to the LACSD, approximately 66 percent of the effluent is reused as recycled water. The

[8] Personal communication with Mr. Bob Shomokochi, Maintenance Supervisor on June 18, 2014.

balance of effluent is discharged to the San Gabriel River and eventually flows to the ocean.

Service and connection fees paid by the Project and other wastewater generators within the Whittier Narrows WRP service area would provide revenues available for improvement and expansion of wastewater treatment facilities commensurate with service area demands, thereby avoiding or potentially significant cumulative impacts to wastewater treatment services. Moreover, the Project's water demands and related wastewater treatment demands would be reduced pursuant to the water conservation/water efficiency measures incorporated in the Project, as described at EIR Section 3.0, Project Description.

Related, the City General Plan Final EIR concluded that based on implementation of regulatory requirements and compliance with standard City conditions of approval . . . "[a]ll impacts to utilities and service systems would be less than significant, and no significant and unavoidable impacts would occur." (General Plan Final EIR, page 5.14-18). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, wastewater treatment demand impacts resulting from development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable.

Buildout of the City would include development of the Project site; and although the Project proposes to amend the City General Plan and Zoning Ordinance to allow for the commercial/retail uses proposed, the requested amendments would not substantively affect the General Plan Final EIR wastewater treatment impact significance conclusions. That is, as with the land uses evaluated in the General Plan EIR, the Project would be required to implement all regulatory requirements and comply with standard City conditions of approval, thereby acting to avoid potentially significant impacts to water treatment services. On this basis, the General Plan Final EIR substantiates that development of the Project would not result in cumulatively significant wastewater treatment impacts.

Based on the preceding, the Project's potential contribution to cumulative wastewater treatment impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Stormwater Management

Cumulative impacts to stormwater management facilities have been previously addressed in Section 5.1.1.7, "Cumulative Impacts Related to Hydrology and Water Quality."

Solid Waste Management

Typically, proximity to a given landfill is the determining factor in its selection for waste disposal. For the purposes of his analysis the cumulative impact area for solid waste management is considered to be the area served by the receiving landfill(s), in this case the Olinda Alpha Landfill and/or El Sobrante Landfill.

Solid waste generated within the City is delivered to either the Puente Hills Material Recovery Facility or to privately-owned material recovery/transfer stations. The waste is separated into recyclable materials and landfill waste. Trash requiring landfill disposal is consolidated onto large trucks and delivered to either Olinda Alpha Landfill or El Sobrante Landfill. Olinda Alpha is a 565-acre landfill, located east of the 57 Freeway in the City of Brea. Olinda Alpha is permitted to accept up to 8,000 tons per day and currently accepts approximately 7,000 tons per day. Based on average tonnage per day figures, the Olinda Alpha Landfill has capacity for the next 25 years. El Sobrante Landfill is located on the east side of Interstate 15, in the City of Corona. The 1,322-acre landfill is permitted to accept up to 16,000 tons per day through 2045. El Sobrante currently accepts approximately 6,500 tons per day.

Walmart would develop and implement a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of any metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as part of Project implementation. Walmart would work with the City and serving waste management company to fully research all available C&D recycling facilities in the area,

and the Walmart C&D program would seek to include the widest possible range of materials recovery options. Throughout the course of Project construction, any demolished concrete or asphalt, concrete truck wash out, scrap building materials and construction refuse would be removed and recycled/disposed of consistent with the City's adopted Source Reduction and Recycling Element (SRRE), thereby maximizing reuse of building materials and minimizing recyclables placed within landfills.

Additionally, consistent with Section 5.408 "Construction Waste Reduction, Disposal, and Recycling" of the California Green Building Standards Code (CALGreen Code), as adopted by the City of El Monte, Walmart would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. A Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code. These measures would collectively reduce Project construction waste and would act to reduce demands on solid waste management resources.

With regard to the implemented Project's on-going solid waste generation, the City of El Monte General Plan contains solid waste generation rates for the various land uses contained within the City. It is important to note that the Project is requesting an amendment to the General Plan land use designation for the site from Industrial/Business Park to General Commercial. The solid waste generation rate presented within the General Plan for Industrial/Business Park uses is double the generation rate for General Commercial uses, such as those proposed by the Project.

Related, the City General Plan Final EIR concluded that based on implementation of regulatory requirements and compliance with standard City conditions of approval . . . "[a]ll impacts to utilities and service systems would be less than significant, and no significant and unavoidable impacts would occur." (General Plan Final EIR, page 5.14-18). The General Plan Final EIR in this regard substantiates that within the cumulative impact area defined by the City boundaries, solid waste impacts resulting from development projects (such as the proposed El Monte Walmart Project) would not be cumulatively considerable, particularly given that the impacts for commercial projects,

such as the Project, would be less than for industrial uses anticipated under the General Plan.

Based on the preceding, the Project's potential contribution to cumulative solid waste management impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Summary

Analysis presented in the City General Plan Final EIR indicates that based on compliance with all regulatory requirements and City standard conditions of approval, buildout of the City (including development of the Project site) would not result in potentially significant public services and utilities impacts. The General Plan Final EIR in this regard addresses cumulative public services and utilities impacts resulting from, or associated with, buildout of the City and has determined that, based on implementation of all regulatory requirements and compliance with standard City conditions of approval, these impacts would be less-than-significant.

Notwithstanding the Project's requested changes in land use designations, the Project would, consistent with the General Plan EIR analysis and its requirements, implement all regulatory mandates and comply with standard City conditions of approval, thereby acting to avoid or minimize cumulative impacts affecting Public Services. The Project's contributions to cumulative Public Services impacts would, in this respect, substantively conform to public services and utilities impacts conditions evaluated in the General Plan Final DEIR, and would not be cumulatively considerable.

Cumulatively, areawide demands for public services and utilities are funded through payment of taxes and fees that support service providers and utilities purveyors. Tax revenues and fees generated by the Project would contribute to funds available to facilities and equipment, and to hire and train additional personnel. Service providers, and utility purveyors in combination with City decision-makers, would ultimately determine the most effective use of revenues generated by the Project, and how these may be employed for the provision and enhancement of services and infrastructure.

Based on the preceding discussion, the Project's potential contribution to cumulative impacts in regard to public services and utilities is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.9 Global Climate Change and Greenhouse Gas Emissions Impacts

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See: *CEQA Guidelines* Section 15130(f)). In this regard, the Project Greenhouse Gas (GHG) Analysis (EIR Appendix H) is by its nature a cumulative analysis.

As demonstrated in the Project Greenhouse Gas Analysis and the information presented in EIR Section 4.9, the Project would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario, and Project GHG emissions would not exceed a threshold of significance that the lead agency determines applies to the Project. Further, the Project GHG analysis demonstrates that the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In this latter regard, the GHG Analysis demonstrates that Project-source GHG emissions represent an approximate 36.06 percent reduction in GHG emissions when compared to a BAU scenario. This is consistent with and supports California AB 32 Scoping Plan directives calling for an approximate 28.5 percent reduction in GHG emissions when compared to the BAU scenario. The approximate 36.06 percent reduction in Project-source GHG emissions is also consistent with, and supports the City General Plan GHG emissions reduction target of 15 percent from existing (2010) conditions by 2020 that would be established under the City Climate Action Plan (CAP) when implemented.[9] The Project's potential to contribute considerably (either

[9] The City General Plan Final EIR at Mitigation Measure 5-1 requires that the City implement a Climate Action Plan. GHG emissions reductions achieved under the Project would meet or exceed targeted reductions that would be implemented under the City CAP.

individually or cumulatively) to a global climate change impact through GHG emissions is therefore considered less-than-significant.

5.2 ALTERNATIVES ANALYSIS

Pursuant to *CEQA Guidelines* Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. As further presented in the *CEQA Guidelines*, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the *CEQA Guidelines* indicate that the range of alternatives selected for examination in an EIR should be governed by "rule of reason," and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

Consistent with the provisions of the *CEQA Guidelines*, the following analysis presents a reasonable range of alternatives to the Project that would potentially lessen its environmental effects while allowing for attainment of most of the basic Project Objectives. Supporting reasoning behind the selection of alternatives is presented together with a summary description of each alternative. The merits of the selected alternatives compared to the Project are described and evaluated.

The alternatives analysis concludes with identification of the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, the *CEQA Guidelines* require that one of the remaining considered Alternatives be identified as the environmentally superior selection.

5.2.1 Alternatives Overview

Descriptions of, and the rationale underlying, the alternatives considered in this EIR are presented below. As provided for under CEQA, the ultimate rationale underlying the development and selection of alternatives to the Project is the reduction or avoidance of otherwise resulting significant environmental impacts while allowing for attainment of

most of the basic Project Objectives. Alternatives considered within this analysis include:

- No Project Alternative;
- No Build Alternative;
- Reduced Intensity Alternative;
- Alternative Site;
- No Threshold Exceedance Alternative for Traffic; and
- No Threshold Exceedance Alternative for Construction-Source Noise.

These Alternatives are described in greater detail in Section 5.2.2, "Description of Alternatives." To provide context for the subsequent consideration of Alternatives, significant Project impacts are summarized, and Project Objectives are restated.

Significant Project-Related Traffic Impacts

The following significant impacts are summarized from the discussions presented at EIR Section 4.2, Traffic and Circulation.

Existing (2012) Intersection Conditions

Under Existing Conditions, Project traffic contributions to deficiencies at the following intersections would be significant and unavoidable Project impacts:

- Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);
- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans).

Opening Year (2016) Intersection Conditions

Under Opening Year Conditions, Project traffic contributions to deficiencies at the following intersections would be cumulatively significant and unavoidable impacts:

- Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);
- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans).

Horizon Year (2035) Intersection Conditions

Under Horizon Year Conditions, Project traffic contributions to deficiencies at the following intersections would be cumulatively significant and unavoidable impacts:

- Valley Boulevard at Santa Anita Avenue (Study Area Intersection 4, City of El Monte)
- Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);
- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans); and
- Arden Drive at Arden Way (Study Area Intersection 34, City of El Monte).

Freeway Ramp Queuing Deficiencies

Project traffic would contribute to cumulatively significant morning peak hour traffic queues at:

- I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street.

All other Study facilities would operate acceptably with the addition of Project traffic.

Significant Project-Related Air Quality Impacts

Draft EIR Section 4.3 details the Project's potential impacts on air quality. As discussed within that Section, even after the application of mitigation measures, the Project would result in operational emissions of oxides of nitrogen (NO_x) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. This is a significant individual and cumulative air quality impact. Moreover, the Project is located within an ozone non-attainment area (NO_x is an ozone precursor). Project

operational NO_x emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant and unavoidable air quality impact.

Additionally, the Project's proposed change in land use designations for the subject site is not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with the AQMP. This is a significant and unavoidable Project-level and cumulative air quality impact.

Significant Project-Related Noise Impacts

As discussed in Draft EIR Section 4.4, "Noise," even after compliance with regulations and application mitigation measures, the Project's construction-source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, Project construction-source noise impacts affecting these adjacent properties are recognized as significant and unavoidable. These impacts would also be considered cumulatively significant for the duration of Project construction activities.

Project Objectives

The primary goal of the Project is the development of the subject site with a major commercial/retail store. Complementary Project Objectives include the following:

- To provide a commercial/retail development that is responsive to current and anticipated demands for goods and services in the Project trade area;

- To provide a commercial/retail development that serves the local market area and beyond;

- To provide a convenient source of grocery and food items to serve the local community;

- To attract new customers to the City of El Monte;

- To provide goods and services at a local site, thereby reducing the number and length of trips currently being made to shop for these same goods and services;

- Maximize and broaden the City's tax base by providing a new tax-generating uses and by increasing property tax revenues;

- Expand retail options by establishing a contemporary and energy efficient major store that provides daytime and nighttime shopping opportunities in a safe and secure environment;

- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new major commercial/retail store;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;

- To provide a commercial development that creates new jobs for City residents.

Please refer also to Draft EIR Section 3.5, "Project Objectives."

5.2.2 Description of Alternatives

Alternatives to the Project that are considered in this analysis are described below.

5.2.2.1 No Project Alternative

Overview

The *CEQA Guidelines* specifically require that the EIR include in its evaluation a No Project Alternative. The No Project Alternative should make a reasoned assessment as

to future disposition of the subject site should the Project under consideration not be developed. In this latter regard, the *CEQA Guidelines* state in pertinent part:

> If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (*CEQA Guidelines*, Section 15126.6 (e)(3)(b)).

No Project/No Build Alternative

In the case considered here, the subject site is a vacant and available property absent any significant environmental or physical constraints. Further, the Project site is fully served by proximate available utilities and supporting public services; and is provided appropriate access. Areas around the subject site are developed with, or are being developed with urban uses.

The current General Plan Land Use designation of the Project site is "Industrial/Business Park." Existing zoning for the site is "General Manufacturing," (M-2). Given the subject site's Industrial/Business Park General Plan Land Use designation and overlying General Manufacturing zoning designation; availability of infrastructure/services; lack of substantive environmental or physical constraints; and proximity of other urban development, it is considered unlikely that the subject site

would remain vacant or in a "No Build" condition, and evaluation of a No Build condition would "analyze a set of artificial assumptions that would be required to preserve the existing physical environment." This is inconsistent with direction provided at *CEQA Guidelines*, Section 15126.6 (e)(3)(b), as presented above.

In this context, failure to proceed with the Project would likely not result in preservation of existing environmental conditions, and the practical result of the Project's non-approval would be the development of some other variety or configuration of urban uses within the subject site. Accordingly, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another development proposal representing the highest and best use of the subject site.

If however, a No Project/No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. In all instances, a hypothetical No Build scenario would result in reduced environmental impacts when compared to the Project. A No Build condition would achieve none of the basic Project Objectives.

Evaluated No Project Alternative

In light of the preceding discussions, for the purposes of this Alternatives Analysis, and to provide for analysis differentiated from the Project, the No Project Alternative considered herein assumes that if the Project were not constructed, under the No Project Alternative, another development proposal designed to maximize the site's intensity under its current land use designations would be constructed.

The City of El Monte General Plan Land Use designation of the Project site is currently "Industrial/Business Park." The Project site also lies within the General Plan Northwest Industrial District. Zoning for the site is "General Manufacturing," (M-2). As provided under the City General Plan, "[a]llowable uses [within the Industrial/ Business Park designation] include a mix of sustainable manufacturing, processing, office,

warehousing, and distribution uses that generate employment, minimize traffic, and are compatible with residential neighborhoods. . . . Industrial uses are allowed at an intensity of up to 1.0 [Floor-to-Area-Ratio] FAR" (General Plan, page L-8). In comparison, the Project would result in a FAR of approximately 0.27.[10]

While any number of varying development scenarios could be implemented under a No Project Alternative, the analysis presented here assumes development of allowed industrial park uses at an approximate forty (40) percent lot coverage, providing a low-to-mid-range development intensity scenario that allows for differentiation of impacts when compared to the Project.

Table 5.2-1 compares the resulting "building areas" that would be realized under the above-noted No Project Alternative and the Project. As indicated at Table 5.2-1, development of the subject site under the considered No Project Alternative would yield industrial park uses totaling approximately 268,504 square feet, or approximately 86,705 square feet more than would otherwise be implemented under the Project. This would represent an approximate 48 percent increase in site development intensity when compared to the Project.

Table 5.2-1
Comparison of Development Intensity - No Project Alternative and Project

Scenario	Approximate Site Area Square Feet	Lot Coverage[1]	Building Area (Square Feet)
No Project Alternative	671,260	Approx. 40%	268,504
Project	671,260	Approx. 27%	182,429

Source: Applied Planning, Inc.

A conceptual No Project Alternative development scenario for the subject site was established based on land uses allowed under the current General Plan Land Use designation ("Industrial/Business Park"), and development that is permitted or

[10] Project building area (approximately 182,429 square feet) divided by the Project site total area (15.41 acres, or approximately 671,260 square feet) = 0.27.

conditionally permitted pursuant to the current M-2 ("General Manufacturing") Zoning designation. In these regards, the No Project Alternative evaluated herein assumes development of the subject site with permitted or conditionally permitted "Industrial Park" uses. As described in Institute of Traffic Engineers (ITE) *Trip Generation*, 9th Edition . . ." [i]ndustrial parks contain a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities . . . Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries"(ITE *Trip Generation* 9th Edition, Land Use: 130 Industrial Park, page 135). In this manner, the No Project Alternative would be differentiated from the Project, and would evaluate potential development of the site that is currently allowed under the current "Industrial/Business" Park General Plan Land Use designation and "General Manufacturing" Zoning designation for the subject site. In summary, the No Project Alternative considered here would implement approximately 268,504 square feet of industrial park uses within the approximately 15.41-acre subject site. All necessary parking, landscaping, site amenities, and supporting infrastructures would also be provided.

Comparative No Project and Project Trip Generation

Arguably, the predominance of significant or potentially significant environmental impacts resulting from the Project or any development of the subject site are sourced back to trip generation and related traffic, air quality, and noise impacts. In this regard, a rough approximation of comparative environmental impacts of alternative development scenarios can be ascertained by reviewing their comparative trip generation attributes. Accordingly, as a point of departure, Table 5.2-2 compares potential trip generation under the No Project Alternative and the Project.

Table 5.2-2
Trip Generation Comparison –
No Project Alternative and Project

Land Use Designation	ITE Code	Daily Trip Generation Factor[1]	*Project* *No Project Alternative*	
			Building Area	Average Weekday Daily Trips
No Project				
Industrial Park	130	6.83/1,000 sf	268,504 sf	1,834
Project				
Free-Standing Discount Store	815	50.75/1,000 sf	182,500	9,262
Difference	**---**	**(43.92/1,000 sf)**	**86,004**	**(7,428)**

Sources: Project Trip Generation-*Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California* (Mountain Pacific, Inc.), April 2014; No Project Trip Generation-Applied Planning, Inc.
Notes:
[1] All trip generation factors are from the Institute of Traffic Engineers (ITE) *Trip Generation*, 9th Edition. For purposes of comparison, no "pass-by rate" or "internal trip capture rate" are assumed.

As indicated at Table 5.2-2, should the site be developed under the No Project Alternative, traffic that would be added to the roadway system would be reduced by approximately 7,428 trips/day or by approximately 80.2 percent when compared to the number of trips that would be added by the Project. Reduced vehicle trips under this Alternative would likely diminish Project-related impacts on study area roadways.

Based on decreased vehicular trips, operational air pollutant emissions would also decrease under the No Project Alternative. The resulting decrease in operational emissions would be approximately proportional to the increased trip generation (-80.2 percent) indicated above. Table 5.2-3 provides a comparison of operational emissions under the considered No Project Alternative and the Project. For the purposes of this analysis, Area and energy source emissions under the Project and the No Project Alternative would constitute a nominal portion (less than 3 percent by weight) of total operational-source emissions and are for the purposes of this analysis, are considered substantively equal under both scenarios.

Relative to construction impacts, however, the overall scope of development under the No Project Alternative would be increased.[11] As a result, the duration of construction activities would likely be prolonged, with corollary extended time frames under which construction-source noise and air pollutant emissions could be expected.

Table 5.2-3
Operational-Source Emissions -(pounds per day)
Project and No Project Alternative

Operational Activities	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
PROJECT						
Area Source Emissions	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Energy Source Emissions	8.70e-3	0.08	0.07	4.70e-4	6.01e-3	6.01e-3
Mobile Source Emissions	39.31	76.37	335.82	0.60	41.18	11.66
Maximum Daily Emissions	**50.13**	**76.45**	**335.99**	**0.60**	**41.19**	**11.66**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	**YES**	No	No	No	No
NO PROJECT ALTERNATIVE						
Area Source Emissions	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Energy Source Emissions	8.70e-3	0.08	0.07	4.70e-4	6.01e-3	6.01e-3
Mobile Source Emissions	7.78	15.12	66.49	0.12	8.15	2.31
Maximum Daily Emissions	**18.60**	**15.20**	**66.66**	**0.12**	**8.15**	**2.31**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Sources: Project emissions-*El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads, Inc.) March 17, 2014;
No Project Alternative emissions-Applied Planning, Inc.

As indicated in the preceding discussions, an aggregate decrease in environmental impacts could be expected under the considered No Project Alternative. The significant and unavoidable air quality impacts of the Project would be avoided under the No Project Alternative.

[11] Development of the subject site under the considered No Project Alternative would yield industrial park uses totaling approximately 268,504 square feet, approximately 86,705 square feet more than would otherwise be implemented under the Project, and an approximate 48 percent increase in site development intensity when compared to the Project.

5.2.2.2 Reduced Intensity Alternative

The Reduced Intensity Alternative considered herein focuses on alternatives to the Project which would reduce or avoid certain significant air quality impacts. As previously discussed within this Section, and as detailed in Section 4.3, "Air Quality," operational air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for NO_x. This is an individually and cumulatively significant air quality impact.

Further, the Project lies within a region that has been designated "non-attainment" for ozone. As such, the Project's operational exceedance of the SCAQMD regional threshold for NOx (NOx is an ozone precursors) in combination with NOx emissions generated by other sources affecting the non-attainment area, would result in a cumulatively considerable net increase in ozone within the region. This is a cumulatively significant air quality impact. More specifically, even after application of mitigation measures, Project operational-source NOx would result in exceedance of the applicable SCAQMD regional threshold, as summarized below:

Project NO_x emissions =76.45 pounds per day
SCAQMD threshold = 55 pounds per day
(SCAQMD threshold = 71.9 percent of Project NO_x emissions)

Of the total operational VOC, NOx, CO and PM_{10} emissions generated by the Project, more than 99 percent of NOx emissions, and more than 97 percent of other criteria pollutant emissions (by weight) are due to Project-related mobile sources (i.e., vehicular traffic). As such, in order to achieve meaningful reductions in Project operational emissions, correlating reductions in Project traffic generation would be required. In this regard, the Project's operational air pollutant emissions could be reduced to levels that are less-than-significant through a reduction in the Project scope that would sufficiently reduce vehicular trips and associated vehicular emissions. Such a reduction in vehicular emissions would also decrease the Project's contributions to cumulative air quality impacts to levels that are less-than-significant.

As indicated by the preceding calculations, to achieve the SCAQMD operational threshold for NOx emissions (PM_{10} emissions), Project traffic generation would need to be reduced by approximately 28.1 percent. Accordingly, and to avoid significant operational-source NOx emissions impacts otherwise occurring under the Project, the Reduced Intensity Alternative reflects a 28.1 percent reduction in the scope of commercial/retail development of the Project site. The Reduced Intensity Alternative would therefore result in development of the subject site with approximately 131,218 square feet of commercial/retail uses.

Trip generation under the Reduced Intensity Alternative is assumed to be reduced proportionally to the reduction in development scope, or a 28.1 percent in trip reduction when compared to the Project (8,407 trips under the Reduced Intensity Alternative vs. 11,693 trips under the Project). Lower numbers of vehicle trips generated under the Reduced Intensity Alternative would also incrementally reduce the Project's contribution to Study Area traffic impacts, and could reduce requirements for, and the extent of, mitigation required at City facilities. Table 5.2-4 compares operational-source emissions generated by the Project with emissions reductions that would result from the Reduced Intensity Alternative. Area and energy source emissions under the Project and the Reduced Intensity Alternative would constitute a nominal portion (less than 3 percent by weight) of operational-source emissions and are, for the purposes of this analysis, considered substantively equal.

Table 5.2-4
Comparison of Operational-Source Emissions -(pounds per day)
Project and Reduced Intensity Alternative

	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
PROJECT						
Area Source Emissions	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Energy Source Emissions	8.70e-3	0.08	0.07	4.70e-4	6.01e-3	6.01e-3
Mobile Source Emissions	39.31	76.37	335.82	0.60	41.18	11.66
Maximum Daily Emissions	**50.13**	**76.45**	**335.99**	**0.60**	**41.19**	**11.66**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	**YES**	No	No	No	No

Table 5.2-4
Comparison of Operational-Source Emissions -(pounds per day)
Project and Reduced Intensity Alternative

REDUCED INTENSITY ALTERNATIVE						
Area Source Emissions	10.81	9.40e-4	0.10	1.00e-5	3.50e-4	3.50e-4
Energy Source Emissions	8.70e-3	0.08	0.07	4.70e-4	6.01e-3	6.01e-3
Mobile Source Emissions	28.26	54.91	241.45	0.43	29.61	8.38
Maximum Daily Emissions	**39.08**	**54.99**	**241.52**	**0.43**	**29.62**	**8.38**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Sources: Project emissions-*El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads, Inc.) March 17, 2014; Reduced Intensity Alternative emissions-Applied Planning, Inc.

As seen in Table 5.2-4, operational-source NO_x emissions would be reduced below the applicable SCAQMD threshold under the Reduced Intensity Alternative. Further, significant cumulative NOx air quality impacts would be avoided, including NOx contributions within a designated non-attainment area for ozone.

Other effects of development under the Reduced Intensity Alternative, including significant construction-related noise impacts, would be similar to those of the Project, though perhaps incrementally reduced in duration. While the considered Reduced Intensity Alternative would achieve sufficient reduction in NOx emissions such that applicable SCAQMD thresholds would not be exceeded. This Alternative is, however, ultimately considered infeasible. That is, the approximate 28.1 percent in development intensity that would be required under the Reduced Intensity Alternative is substantively *not* the Project proposed and submitted to the Lead Agency for consideration. Further a store of this reduced scope is not consistent with the Applicant's prototypical building footprint and configuration considered necessary to successfully serve the market area. In this regard, the Applicant would likely not further pursue the Project at such a reduced scope. Moreover, at such a reduction in development intensity, the Project Objectives in total would be marginalized. For these reasons, the Reduced Intensity Alternative is considered infeasible. Please refer also to the discussions of Comparative Impacts of Alternatives, and Comparative Attainment of Project Objectives; Sections 5.2.3, 5.2.4, and 5.2.5, respectively.

5.2.2.3 Alternative Site

Overview

As stated in the *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location." Only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.

As discussed in the body of the EIR and summarized previously in this Section, the Project would result in certain significant traffic, air quality and noise impacts. Cumulatively significant traffic, operational air quality, and construction noise impacts would also result from Project implementation.

Selection Criteria

Consistent with the basic Project Objectives, one of which is to provide new fiscal benefits to the City of El Monte in the form of new sales tax revenues and increased property tax revenues, any potential Alternative Site should be located within the City of El Monte. Moreover, an appropriate Alternative Site should be proximate to an adequate customer base; and be visible and accessible at the intersection of major thoroughfares. The site should also be provided proximate access to regional roadway systems, and be supported by available or anticipated utilities infrastructure. The stated Project Objectives also include: "Improve and maximize viability of the currently vacant and underutilized Project site through the establishment of a new major commercial/retail store." This would indicate that an Alternative Site should ideally be vacant, and at a minimum not be actively occupied or otherwise employed for productive activities.

Based on the above general considerations, an evaluation of potential impacts resulting from the Project if located at a suitable Alternative Site was developed. In this regard, an Alternative Site within the City would be considered potentially viable if it were located along a regional commercial corridor or at a regional commercial transportation hub; was also locally accessible; was currently available, ideally with no existing structures; could feasibly be configured at an appropriate size and configuration; exhibited appropriate General Plan and Zoning designations or could be feasibly so-designated;[12] and was provided, or could feasibly be provided, adequate serving utilities infrastructure.

Alternative Site Description

The City of El Monte is fully urbanized with few vacant and undeveloped parcels. Specifically, there are no vacant commercially-designated properties of adequate size and configuration that could accommodate the Project. In this context, and recognizing the above-stated Selection Criteria, the vacant industrial property located at the southwesterly corner of the Temple City Boulevard/Southern Pacific Railroad crossing, was selected for analysis as an Alternative Site. The Alternative Site comprises a total of approximately 28 acres (approximately half of which would be required to support the proposed Project); and is located approximately one [1] mile northwesterly of the current Project site. Location of the Alternative Site relative to the Project site is presented in Figure 5.2-1.

Local access to the Alternative Site is provided by Temple City Boulevard (N–S) which forms the site's easterly boundary. Approximately three-quarter miles (4,000 feet) southerly of the Alternative Site, Temple City Boulevard connects to Interstate 10 (I-10) via a westbound off-ramp from I-10 to Temple City Boulevard; and a west-bound on-ramp to I-10 from Temple City Boulevard. Approximately one-quarter mile (1,600 feet) northerly of the Alternative Site, Temple City Boulevard connects to Lower Azusa Road (E–W).

[12] At present, there are no vacant commercially-designated properties of sufficient acreage and appropriate configuration that could accommodate the Project.

To the north, the Alternative Site is bordered by Union Pacific Railroad (UPRR) at grade line which is used for rail freight and Amtrak service. Northerly adjacent to the Alternative Site, across the UPRR tracks, are industrial/business park uses. Industrial/business park uses abut the Alternative Site to the south. The westerly limit of the Alternative Site is defined by the shared boundary between the City of El Monte and the City of Rosemead. City of Rosemead residential land uses abut the Alternative Site to the west.

General Plan Land Use designation of the Alterative Site is Industrial/Business Park; and the Alternative Site is located within the General Plan Northwest Industrial District. Zoning designation of the Alternative Site is General Manufacturing, (M-2).

N

NOT TO SCALE

Source: Google Earth, Inc., Applied Planning, Inc.

applied planning inc

Figure 5.2-1
Alternative Site Location

5.2.3.1 "No Threshold Exceedance" Alternative for Traffic Considered and Rejected

While specific improvements identified in the TIA and summarized at Draft EIR Section 4.2 could provide a physical solution to identified significant traffic impacts, the improvements cannot be feasibly implemented due to jurisdictional constraints. Any measurable additional traffic contributed to these intersections would result in significant traffic impacts, requiring some manner of currently infeasible mitigation. In that any development of the subject site or at a viable Alternative Site would generate trips likely affecting some or all of the referenced intersections, an alternative to the Project developed specifically to alleviate significant traffic impacts at significantly affected intersections was not further evaluated.

5.2.3.2 "No Threshold Exceedance" Alternative for Construction-Source Noise Considered and Rejected

Construction-source noise is a byproduct of any development project, and is not materially affected by altered development scope or changes in development type. That is, the types of construction equipment and their operation would result in the same peak noise levels, irrespective of the overall scope or type of development. An alternative specifically directed toward substantively reducing or eliminating the Project's significant construction-source noise impacts was therefore not considered further.

5.2.4 Comparative Impacts of Alternatives

For each environmental topic addressed in the Draft EIR, the alternative analyses present an assessment of comparative impacts. The environmental impacts associated with each of the considered Alternatives are described relative to the potential and identified impacts of the Project. At the conclusion of these discussions, Table 5.2-5 summarizes and compares relative impacts of the considered Alternatives.

5.2.4.1 Comparative Land Use Impacts

In order to implement the Project, while precluding or reducing potential land use impacts, the following discretionary actions and permit approvals would be required:

City of El Monte

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- Certification of the EIR;
- Approval of a Tentative Parcel Map to create a single commercial parcel;
- Design review to approve the Project design and architectural details of the proposed structures;
- Approval of a Conditional Use Permit for a multiple tenant development, as provided under Municipal Code Chapter 17.24, "Conditional Use Permits";
- Approval of a General Plan Amendment (Land Use Element) re-designating the Project site from "Industrial/Business Park" to "General Commercial";
- Approval of a Zone Change, re-designating the Project site from "General Manufacturing" (M-2) to "Heavy Commercial" (C-4);
- Modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad;
- Approval of a Conditional Use Permit for alcohol sales as provided under Municipal Code Chapter 17.24, "Conditional Use Permits";
- Approval of a modification pursuant to Municipal Code Chapter 17.20, "Modification – Variance," to reduce the number of required loading docks from seven to six; and
- Approval of a Master Sign Program.

Additional various ministerial construction, grading, drainage, and encroachment permits from the City would also be required to allow implementation of the Project facilities.

Other Permits and Approvals

CEQA Section 15124 also provides that requirements or potential requirements for "Other Permits and Approvals" should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal would likely include the following.

- Stormwater management and associated permitting would be required consistent with the provisions of City of El Monte Municipal Code Chapter 13.16, "Stormwater Management and Discharge Control," and the "California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities" (CGP) issued by the State Water Resources Control Board.

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment, particularly regarding proposed restaurant tenant operations.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Other miscellaneous permits necessary to realize all on and offsite improvements related to the development of the site.

Approval of the requested discretionary actions and permits, and Project compliance with associated requirements incorporated therein, would reduce potential land use impacts of the Project below levels of significance. No mitigation measures were found to be necessary as part of the Project land use analysis.

No Project Alternative

Development of the subject site under the considered No Project Alternative would yield industrial park uses totaling approximately 268,504 square feet, approximately 86,705 square feet more than would otherwise be implemented under the Project, and an approximate 48 percent increase in site development intensity when compared to the Project. Because the industrial park uses that would be implemented under the No Project Alternative are permitted under the site's current General Plan Land Use and Zoning designations, the scope of discretionary approvals and permits required under the No Project Alternative would be reduced when compared to the Project. That is, the following discretionary actions otherwise required under the Project would not be required under the No Project Alternative:

- Approval of a General Plan Amendment (Land Use Element) re-designating the Project site from "Industrial/Business Park" to "General Commercial;"

- Approval of a Zone Change, re-designating the Project site from "General Manufacturing" (M-2) to "Heavy Commercial" (C-4);

- Modification of the boundaries of the Northwest Industrial District to remove that portion generally located east of Arden Drive and south of the Southern Pacific Railroad.

Other discretionary approvals and permits specific to the Project would not necessarily be required under the No Project Alternative, though similar types of approvals and permits may be mandated depending on the specific uses and occupancies ultimately implemented under the No Project Alternative. Because the No Project Alternative would not implement retail/commercial uses, it would have no competitive market effects and therefore would not result in physical changes that could lead to urban decay within the surrounding area.

Based on the preceding, potential land use impacts under the No Project Alternative would be incrementally decreased when compared to the Project, but land use impacts would remain less-than-significant.

Reduced Intensity Alternative

Implementation of the Reduced Intensity Alternative would diminish the extent of development within the subject site. Total site coverage and building square footage would be reduced by approximately 28.1 percent. Like the Project, the Reduced Intensity Alternative would incorporate all discretionary actions and mitigation measures necessary to preclude or reduce potential land use impacts. Potential economic and market effects of the Reduced Intensity Alternative would be diminished when compared to the Project in that the affected sales categories and total sales within those categories would be reduced. As with the Project, economic effects of the Reduced Intensity Alternative would not result in, nor cause any adverse physical impacts. In this sense, potential land use impacts of the Reduced Intensity Alternative would be incrementally reduced when compared to the Project, but both would be less-than-significant.

Alternative Site

The Alternative Site is General Plan-designated for Industrial/Business Park uses, with correlating M-2 or "General Manufacturing" zoning. As with the Project, a General Plan amendment (Land Use Element); realignment of the General Plan Northwest Industrial District to exclude the subject site, and Zone Change would be required for the Alternative Site. Development of the Alternative Site would also require approval of other discretionary actions requested under the Project at its current location.

Residential land uses abut the Alternative site to the west. In order to promote land use compatibilities with these residential uses development of the Alternative site would likely require enhanced screening and building setbacks when compared to development of the Project site. In this regard, the nearest residential land uses in the vicinity of the Project site are located approximately 70 feet from the Project site boundaries, and are physically separated from the Project site by intervening Arden

Drive. This physical separation and the attenuation/buffering effects it provides is not afforded the Alternative Site.

Since essentially the same type and scope of development would occur in the same market area, potential economic and market effects of the proposal if developed at the Alternative Site would be similar to those of the Project. As with the Project, economic effects of the proposal if developed at an Alternative Site would not result in, nor cause any adverse physical impacts.

Based on the preceding, potential land use impacts under the Alternative Site development scenario would be similar to those of the Project. Under either the Alternative Site scenario or the Project, land use impacts would be less-than-significant.

5.2.4.2 Comparative Traffic/Transportation Impacts

As discussed in EIR Section 4.2, "Traffic and Circulation," at full buildout, implementation of the Project would result in an increase of (maximum Saturday peak day) approximately 9,262 new weekday trips on the Study Area roadway system. As also discussed in EIR Section 4.2, and summarized herein, implementation of the Project would result in individually and cumulatively significant impacts to shared jurisdictional and extra-jurisdictional facilities in the vicinity, because neither the Project Applicant nor the Lead Agency have authority to construct or to control the timing of the implementation of some of the necessary improvements. As such, there are no feasible mitigation measures that would reduce the Project's traffic impacts to levels that are less-than-significant at these locations. At the remaining Study Area intersections, the Project mitigation measures reduce impacts to levels than are less-than-significant.

The Project does not propose, nor would it result in, inherently hazardous design features. The Project Site Plan Concept provides for adequate and safe access. Final Site Plan design, including site access, internal circulation, and parking are subject to review and approval by the City. Designed and constructed consistent with City requirements and standards, the potential for the Project to result in or cause adverse impacts related

to hazardous features or improper access and internal circulation features is determined to be less-than-significant.

No Project Alternative

Under the No Project Alternative, potential traffic/transportation impacts would likely be decreased when compared to the Project, since the number of average daily trips would decrease by approximately 80.2 percent based on comparatively lower trip generation rates associated Industrial Park uses that would be implemented under this Alternative, as seen in the preceding Table 5.2-2. The No Project Alternative may therefore yield a net reduction in the type and extent of roadway improvements otherwise required of the Project. In addition, the No Project Alternative may also yield a net reduction in "fair share" fee contributions to long-term traffic improvements, as compared to fee contributions realized under the Project. Notwithstanding, impacts to area roadways and intersections would likely be incrementally decreased based on implementation of the No Project Alternative. At intersections or roadway segments where levels of service have been identified as already deficient, or approaching deficient conditions, reductions in traffic volumes under the No Project Alternative may be sufficient to avoid significant traffic impacts otherwise occurring under the Project.

Based on the preceding, traffic impacts of the No Project Alternative would be reduced when compared to those of the Project. Reductions in traffic volumes under the No Project Alternative may avoid significant traffic impacts at Study Area facilities that are currently operating under deficient conditions or are approaching deficient conditions.

Reduced Intensity Alternative

The Reduced Intensity Alternative would realize a reduction in development intensity approximately 28.1 percent with a proportional reduction in traffic generation. On this basis, the Reduced Intensity Alternative may require less extensive traffic improvements than would otherwise be required under the Project. Related, the Reduced Intensity Alternative would also yield a net reduction in "fair share" fee contributions to long-term traffic improvements, as compared to fee contributions realized under the Project.

Based on reduced traffic generation under the Reduced Intensity Alternative, significant traffic impacts occurring at shared jurisdictional/extra-jurisdictional facilities that are already deficient, or approaching deficient conditions, may be avoided. As with the Project, all necessary site-specific traffic improvements, to include road widening/lane reconfiguration and signalization, would be required under the Reduced Intensity Alternative.

Based on the preceding, traffic impacts of the Reduced Intensity Alternative would be reduced when compared to those of the Project. Reductions in traffic volumes under the Reduced Intensity Alternative may avoid significant traffic impacts at Study Area facilities that are currently operating under deficient conditions or are approaching deficient conditions.

Alternative Site

The Project, if located at the Alternative Site, would generate trips that would be distributed in a manner similar to the Project, with similar effects to Study Area roadways. The total number of trips at affected intersections would likely be comparable to the Project based on limited available alternative traffic distribution patterns, though variations in levels of service at Study Area facilities may occur due to the redistribution of traffic. In this regard, the total scope of traffic mitigation required would also be substantively the same, though the specific facilities improvements might differ. Significant traffic impacts affecting shared jurisdictional/extra-jurisdictional facilities under the Project would persist under the Alternative Site development scenario.

Based on the preceding, traffic impacts under the Alternative Site development scenario would be comparable to those of the Project. Significant traffic impacts at Study Area facilities that would result from the Project would persist under the Alternative Site development scenario.

5.2.4.3 Comparative Air Quality Impacts

Development of the subject site as proposed under the Project would result in increased local and regional air pollutant emissions due to operational emissions resulting primarily from vehicular traffic. Construction-source air pollutant emissions would be less-than-significant as mitigated under the Project's development scenario. As presented in EIR Section 4.3, "Air Quality," the Project's operational emissions would exceed SCAQMD thresholds for NO_x. As also noted in EIR Section 4.3, the Project lies within a region that is designated non-attainment for ozone. Project NO_x emissions exceedances (NO_x is an ozone precursor) would be considered cumulatively significant within the encompassing ozone non-attainment area.

No Project Alternative

Under the No Project Alternative, maximum emissions from site preparation and grading would likely be the same as for the Project. Mitigation would be applied for any potentially significant construction-source air quality impacts, and as with the Project, mitigated impacts would be less-than-significant. Operational air pollutant emissions would likely be decreased under the No Project Alternative based primarily on its comparative reduction in trip generation. Reductions in operational emissions under the No Project Alternative would likely avoid significant air quality impacts otherwise occurring under the Project.

Based on the preceding, construction-source air quality impacts under the No Project Alternative would be comparable to those of the Project, and would be less-than-significant as mitigated. Significant operational-source air quality impacts otherwise occurring under the Project, including cumulatively significant non-attainment impacts, would likely be avoided under the No Project Alternative.

Reduced Intensity Alternative

Construction of the Reduced Intensity Alternative would likely generate peak daily emissions comparable to the Project. That is, under either scenario, comparable construction equipment would be employed in a similar manner, generating similar maximum pollutant emissions levels. The overall scope of development under this

Alternative would be reduced by approximately 28.1 percent, and as such, the duration of construction activities and associated air pollutant emissions could be reduced when compared to the Project. Mitigation would be applied for any potentially significant construction-source air quality impacts, and as with the Project, mitigated impacts would be less-than-significant. As with the Project, mitigated construction-related emissions would not exceed SCAQMD emissions thresholds.

Comparative operational emissions reductions that could be achieved under the Reduced Intensity Alternative when compared to the Project have been previously presented in Table 5.2-4. As shown in this Table, operational emissions would be incrementally reduced for all criteria pollutants, and otherwise significant operational-source NOx emissions generated by the Project would be reduced to levels that are less-than-significant.

Based on the preceding, construction-source air quality impacts under the Reduced Intensity Alternative would be comparable to those of the Project, and would be less-than-significant as mitigated. The Reduced Intensity Alternative is specifically scoped to avoid significant operational-source NOx emissions threshold exceedances otherwise occurring under the Project. Related, NOx emissions under the Reduced Intensity Alternative would not be considered cumulatively significant within the encompassing ozone non-attainment area.

Alternative Site

If located at the Alternative Site, construction and operational air pollutant emissions impacts would be the same as under the Project. That is, construction-source emissions would be below applicable thresholds. However, operational-source emissions of NO_x would still exceed applicable SCAQMD regional thresholds, and would contribute to cumulatively considerable increases of ozone in a region that is in non-attainment for this pollutant. As with the Project, operational-source NOx emissions impacts would be individually and cumulatively significant.

5.2.4.4 Comparative Noise Impacts

Development of the subject site as proposed under the Project would result in increased noise levels, including temporary short-term construction noise, as well as long-term operational noise. As presented in EIR Section 4.4, "Noise," the Project's operational impacts are considered either less-than-significant, or can be successfully mitigated to levels that are less-than-significant. However, noise generated by Project construction activities would temporarily result in exceedance of the City's Noise Control standards at sensitive receptors located nearest the Project site. This impact is recognized as significant.

No Project Alternative

Construction of the No Project Alternative would likely generate peak daily noise levels comparable to the Project. That is, under either scenario, comparable construction equipment would be employed in a similar manner, generating similar maximum noise levels, with resulting exceedance of City noise standards at proximate sensitive receptors.

Operational-source noise resulting from the industrial park uses under the No Project Alternative is assumed to conform with applicable noise standards, and would therefore be less-than-significant. The approximate 80.2 percent reduction in vehicle trips under the No Project Alternative could result in a discernible decrease (3 dB or more) in vehicular-source noise levels in the Project area; further diminishing already less-than-significant vehicular-source noise impacts occurring under the Project.

Based on the preceding, construction-source noise impacts under the No Project Alternative would be comparable to those of the Project, and would be significant under either the No Project Alternative or the Project. Under either the No Project Alternative or the Project, operational-source noise impacts would be less-than-significant. Already less-than-significant vehicular-source noise impacts occurring under the Project may be incrementally reduced under the No Project Alternative.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, site preparation and grading noise could be reduced in duration based on the overall reduction in development scope. However, the types of equipment used and its operation would likely be similar to that employed in construction of the Project. Accordingly, maximum construction-source noise levels received at off-site locations would be comparable to those resulting from construction of the Project. Construction-source noise impacts would be significant under the Project, and would also likely be significant under the Reduced Intensity Alternative.

Operational-source noise resulting from the commercial/retail uses under the Reduced Intensity Alternative is assumed to conform to applicable standards, and would therefore be less-than-significant. Under the Reduced Intensity Alternative or the Project, noise levels generated by area sources would be less-than-significant as mitigated. The estimated 28.1 percent reduction in traffic volumes under the Reduced Intensity Alternative would likely result in an incremental (though not discernible) reduction in the already less-than-significant vehicular noise impacts resulting from the Project.

Based on the preceding, construction-source noise impacts under the Reduced Intensity Alternative would be comparable to those of the Project, and would likely be significant. Operational-source noise impacts under either the Reduced Intensity Alternative or the Project would be less-than-significant.

Alternative Site

If located at the Alternative Site, the types and levels of noise generated by construction and operational activities would be similar to the Project. City of Rosemead residences nearest the Alternative Site would likely be exposed to maximum construction-source noise levels similar to, or exceeding those experienced at off-site receptors nearest to the Project site. In this regard, residential land uses abut the Alternative site to the west; whereas at the Project site, the nearest residential land uses are located approximately 70 feet from the Project site boundaries, and are physically separated from the Project site by intervening Arden Drive.

Noise levels emanating from area sources attenuate at approximately 6 dBA for each doubling of distance between the noise source and receptor. Therefore, residential land uses abutting the Alternative Site (effectively no distance between source and receptor) would not be afforded any distance-related noise attenuation; and in comparison, these noise levels would likely be greater than noise levels received at the receptors nearest the Project site, which are provided certain distance-related attenuation due the approximately 70 feet source–receptor separation at the Project site. As with the Project, temporary construction-source noise impacts resulting from development activities at the Alternative Site would be significant.

Additionally, due to the decreased source–receptor separation noted above, commercial operations at the Alternative Site would likely require enhanced screening and building setbacks in order to ensure that operational-source received at off-site receptors would not exceed City of El Monte or City of Rosemead standards. As with the Project, operational-source generated by commercial facilities at the Alternative Site would conform to applicable Noise Control standards, and would therefore be less-than-significant.

Vehicular-source noise impacts resulting from development of the Alternative Site would be similar to the Project, though minor variations in noise levels along roadways may occur to any redistribution of traffic volumes. As with the Project, vehicular-source noise impacts resulting from development of the Alternative Site would be less-than-significant.

Based on the preceding, construction-source noise impacts resulting from development of the Alternative Site would be comparable to or greater than those of the Project, and would likely be significant. Operational-source noise impacts under either the Alternative Site or the Project would be less-than-significant.

5.2.4.5 Comparative Cultural Resources Impacts

As discussed at Draft EIR Section 4.5, "Cultural Resources," there are no known historic, archaeological, or paleontological resources on the Project site. However, there

is a potential for these resources to be present in a buried context. Should as-yet-unidentified cultural resources be encountered in the course of Project development, mitigation is provided requiring that construction activities be halted, allowing for identification, cataloguing, and as applicable, protection and preservation of resources. As mitigated, potential cultural resources impacts of the Project are less-than-significant.

No Project Alternative

Under the No Project Alternative, development of the site would occur pursuant to cultural resources monitoring and other cultural resources mitigation required under the Project. As with the Project, potential cultural resources impacts would be less-than-significant.

Based on the preceding, cultural resources impacts resulting from development under the No Project Alternative would be comparable to impacts resulting from the Project, and would be less-than-significant as mitigated.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, the area to be graded could be reduced when compared to the Project. However, if cultural resources are present onsite, they are located below the surface in an as-yet unknown location. As such, potential impacts would be similar to those of the Project, albeit at a somewhat reduced scale and/or affecting different locations within the subject site. As with the Project, mitigation would be required to ensure that grading activities are monitored by a professional and halted if the presence of cultural resources is suspected, allowing for identification, cataloguing, and as applicable, protection and preservation of resources. As mitigated, potential cultural resources impacts would be less-than-significant.

Based on the preceding, cultural resources impacts resulting from development under the Reduced Intensity Alternative would be comparable to impacts resulting from the Project, and would be less-than-significant as mitigated.

Alternative Site

Development at the Alternative Site would occur pursuant to cultural resources monitoring and other cultural resources mitigation required under the Project. As with the Project, potential cultural resources impacts would be less-than-significant.

Based on the preceding, cultural resources impacts resulting from development at the Alternative Site would be comparable to impacts resulting from the Project even though occurring at different location, and would be less-than-significant as mitigated.

5.2.4.6 Comparative Hazards/Hazardous Materials Impacts

As discussed at Draft EIR Section 4.6, as mitigated, the Project site would not be substantively affected by hazardous materials or hazardous conditions. Further, the discussions at EIR Section 4.6 substantiate that the potential for Project operations to create a significant hazard affecting the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, would be less-than-significant. Also, as documented in the Project Air Quality Impact Analysis (AQIA) and Health Risk Assessment (HRA), Project construction and operational activities would not generate air pollutant emissions exceeding applicable SCAQMD risk thresholds and would not result in or cause hazardous air quality conditions. On this basis, with the implementation of mitigation identified in Draft EIR Section 4.6, potential hazards/hazardous materials impacts of the Project are less-than-significant.

No Project Alternative

Under the No Project Alternative, as with the Project, with the implementation of recommended mitigation measures, development of the subject site would not be substantively affected by hazardous materials or hazardous conditions. Industrial Park uses implemented under the No Project Alternative would not employ or generate potentially significant hazardous materials or otherwise result in hazardous conditions.

Based on the preceding, potential hazards/hazardous materials impacts resulting from construction activities under the No Project Alternative would be less-than-significant as mitigated. Operational hazardous/hazardous materials impacts under the No Project Alternative would be comparable to those of the Project and would be less-than-significant.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, the total area proposed for development could be reduced. As such, the scope of remediation (if required) of any potentially hazardous conditions identified within the subject site could be reduced. Implementation of mitigation measures included in this Draft EIR would ensure that testing for, and as required by, remediation of any identified hazardous conditions would still occur. The reduction in scope under the Reduced Intensity Alternative would also reduce the magnitude of development-related traffic, including diesel truck deliveries. This could result in diminished exposure to diesel particulate emissions concentrations when compared to the Project. Thus, already less-than-significant hazards/hazardous materials impacts under the Project would likely be incrementally reduced under the Reduced Intensity Alternative.

In summary, potential hazards/hazardous materials impacts resulting from construction activities under the Reduced Intensity Alternative could require less-extensive remedial action than may occur under the Project; and the reduced scope of commercial/retail operations under the Reduced Intensity Alternative would result in reduced traffic and associated vehicular-source emissions, including potentially hazardous diesel emissions. Under either the Project or the Reduced Intensity Alternative, potential hazards/hazardous material impacts would less-than-significant.

Alternative Site

At the Alternative Site, it is anticipated that any necessary remediation would occur prior to site acquisition, and that potential exposure to any pre-existing hazards would be reduced to levels that are less-than-significant. Hazards and hazardous material concerns associated with operational activities at the Alternative Site, including

generation of toxic air contaminants, would be generally consistent with those anticipated at the current Project site and would be less-than-significant.

Based on the preceding, potential hazards/hazardous materials impacts resulting from development and operations of commercial/retail uses at the Alternative Site would be comparable to those of the Project, and would be less-than-significant.

5.2.4.7 Comparative Hydrology/Water Quality Impacts

As discussed in EIR Section 4.7, the Project would be developed and operated in a manner that ensures post-development stormwater discharges would not exceed pre-development conditions. The Project would implement stormwater management systems ensuring adequate and appropriate conveyance of developed stormwater discharges to the City storm sewer system. The Project would develop and implement a SUSMP pursuant to City and LARWQCB mandates. The Project SUSMP would be required to demonstrate consistency with the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit issued to the City. Further, the Project would develop and implement a construction Stormwater Pollution Prevention Plan (SWPPP), in compliance with the applicable ordinances and regulations of the City of El Monte, the Los Angeles County Flood Control District, and the SWRCB. On this basis, the Project's impacts to hydrology and water quality as mitigated are considered less-than-significant.

No Project Alternative

Under the No Project Alternative, development of the site would occur pursuant to SWPPP, SUSMP and LARWQCB mandates. The No Project Alternative SWPPP would comply with the applicable ordinances and regulations of the City of El Monte, the Los Angeles County Flood Control District, and the SWRCB. The No Project Alternative SUSMP would be required to demonstrate consistency with the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit held by the City, ensuring that hydrology and water quality impacts would be less-than-significant.

Based on the preceding, under the No Project Alternative potential hydrology and water quality impacts would be similar to those of the Project and would be less-than-significant.

Reduced Intensity Alternative

Reduced development intensity under the Reduced Intensity Alternative would tend to decrease the amount of impervious areas within the subject, and could reduce the rate and quantity of post-development stormwater runoff when compared to the Project. In this regard, the Project's already less-than-significant hydrology impacts would be further diminished under the Reduced Intensity Alternative. Development of the subject site under the Reduced Intensity Alternative would also comply with mandated SWPPP, SUSMP and MS4 permit requirements, thereby reducing potential water quality impacts to levels that are less-than-significant.

Based on the preceding, under the Reduced Intensity Alternative potential hydrology and water quality impacts would be similar to those of the Project and would be less-than-significant.

Alternative Site

As with the Project, development at the Alternative Site would also comply with mandated SWPPP, SUSMP and MS4 permit requirements, thereby reducing potential water quality impacts to levels that are less-than-significant.

Based on the preceding, potential hydrology and water quality impacts resulting from development of the Alternative Site would be similar to those of the Project and would be less-than-significant.

5.2.4.8 Comparative Public Services and Utilities Impacts

Potentially increased demands on public services such as fire protection and police protection services; and utilities (water treatment, waste water treatment, stormwater management, solid waste management) are addressed in part through the Project's physical design features and operational programs which act to reduce the scope of

demands for services and utilities. Further, impact fees, taxes, connection fees, and service fees paid by the Project would provide funds available for the expansion and enhancement of services and utilities commensurate with Project-related demands. On this basis, Project impacts to public services and utilities would be less-than-significant.

No Project Alternative

Uses implemented under the No Project Alternative would generate additional demands on public services and utilities that would be addressed in part through fee payments and tax revenues. As with the Project, it is anticipated that the No Project Alternative would incorporate physical design features and operational programs acting to reduce demands on public services and utilities. No new or different impacts to public services and utilities are anticipated to result from implementation of this Alternative when compared to the Project.

Based on the preceding, potential public services and utilities impacts resulting from the No Project Alternative would be comparable to those of the Project, and would be less-than-significant.

Reduced Intensity Alternative

The Reduced Intensity Alternative, because it would result in development of similar land uses at a lower intensity than that of the EIR Project, can be expected to have similar, though reduced, public service and utilities impacts. Potential public services and utilities impacts of the Project are determined to be less-than-significant. The Reduced Intensity Alternative would further diminish these potential impacts.

Based on the preceding, potential public services and utilities impacts resulting from the Reduced Intensity Alternative would likely be diminished when compared to those of the Project, and would be less-than-significant.

Alternative Site

If located at the Alternative Site, demands on public services and utilities would be similar to the Project, and would be less-than-significant.

Based on the preceding, potential public services and utilities impacts resulting from development of the Alternative Site would be comparable to those of the Project, and would be less-than-significant.

5.2.4.9 Comparative Greenhouse Gas/Global Climate Change Impacts

As demonstrated in the Project Greenhouse Gas Analysis and the information presented at EIR Section 4.9, "Greenhouse Gases/Global Climate Change," the Project would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario. In this regard, the GHG Analysis demonstrates that Project-source GHG emissions represent an approximate 36.06 percent reduction in GHG emissions when compared to a BAU scenario. This is consistent with and supports California AB 32 Scoping Plan directives calling for an approximate 28.5 percent reduction in GHG emissions when compared to the BAU scenario.

On this basis, Project GHG emissions would not exceed a threshold of significance that the lead agency determines applies to the Project. Further, the Project GHG analysis demonstrates that the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Project's potential to contribute considerably (either individually or cumulatively) to a global climate change impact through GHG emissions is therefore considered less-than-significant.

No Project Alternative

Reduced trip generation and associated reduction in vehicle emissions under the No Project Alternative would result in reduced GHG emissions when compared to the Project. On this basis, the No Project Alternative would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario; would not exceed an applicable Lead Agency threshold of significance; and would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The No Project Alternative's potential to contribute

considerably (either individually or cumulatively) to a global climate change impact through GHG emissions would be incrementally reduced when compared to the Project, and would be considered less-than-significant.

Reduced Intensity Alternative

The Reduced Intensity Alternative would result in development of similar land uses at a lower intensity than that of the EIR Project. The Reduced Intensity Alternative would therefore result in reduced area source GHG emissions due to the reduced scope of facilities and related reductions in building/facility energy demands. Additionally, reduced trip generation under this Alternative would translate to reduced vehicular-source GHG emissions when compared to the Project. Potential GHG emissions/GCC impacts of the Project are determined to be less-than-significant. The Reduced Intensity Alternative would further diminish these potential impacts.

On this basis, the Reduced Intensity Alternative would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario; would not exceed an applicable Lead Agency threshold of significance; and would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Reduced Intensity Alternative's potential to contribute considerably (either individually or cumulatively) to a global climate change impact through GHG emissions would be incrementally reduced when compared to the Project, and would be considered less-than-significant.

Alternative Site

Relocation of the Project to an Alternative Site would not substantively affect the quantity or types of GHG emissions produced. Potential GHG emissions/GCC impacts of the Project at its present location are determined to be less-than-significant. If implemented at an Alternative Site, potential GHG emissions/GCC impacts of the Project would similarly be less-than-significant.

On this basis, an Alternative Site development scenario would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario; would not exceed an applicable Lead Agency threshold of significance; and would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Alternative Site's potential to contribute considerably (either individually or cumulatively) to a global climate change impact through GHG emissions would be incrementally reduced when compared to the Project, and would be considered less-than-significant.

5.2.5 Comparative Attainment of Project Objectives

The primary goal of the Project is the development of the subject site with a major commercial/retail store. Complementary Project Objectives include the following:

- To provide a commercial/retail development that is responsive to current and anticipated demands for goods and services in the Project trade area;
- To provide a commercial/retail development that serves the local market area and beyond;
- To provide a convenient source of grocery and food items to serve the local community;
- To attract new customers to the City of El Monte;
- To provide goods and services at a local site, thereby reducing the number and length of trips currently being made to shop for these same goods and services;
- Maximize and broaden the City's tax base by providing a new tax-generating uses and by increasing property tax revenues;
- Expand retail options by establishing a contemporary and energy efficient major store that provides daytime and nighttime shopping opportunities in a safe and secure environment;
- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new major commercial/retail store;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;
- To provide a commercial development that creates new jobs for City residents.

No Project Alternative

Industrial development of the subject site under the No Project Alternative would create additional employment opportunities and would generate additional taxes and fees available to the City. However, the No Project Alternative would support none of the Project's basic commercial/retail objectives.

Reduced Intensity Alternative

The Reduced Intensity Alternative would, to some degree, realize the stated Project Objectives. Specifically, the approximate 28.1 percent reduction in Project scope under the Reduced Intensity Alternative would similarly reduce the capacity to satisfy existing and projected unmet market demands within the trade area, and would reduce the variety and scope of products and services which might otherwise attract new customers to the trade area. Such a reduction in scope would also likely result in similar reductions in sales and sales tax revenues as well as a similar reduction in potential employment opportunities. Further, the reduction in Project scope under the Reduced Intensity Alternative would underutilize the Project site, and would minimize the effective use of one of the few substantive vacant properties within the City of El Monte. It is also noted that a store of this reduced scope is not consistent with the Applicant's prototypical building footprint and configuration considered necessary to successfully serve the market area. In this regard, the Applicant would likely not further pursue the Project at such a reduced scope.

Alternative Site

If located at the Alternative Site, it is likely that most of the stated Project Objectives would be achieved.

5.2.6 Comparison of Alternatives

The *CEQA Guidelines* require that the environmentally superior alternative (other than the No Project Alternative) be identified among the Project and other Alternatives considered in an EIR. The following Table 5.2-5 provides a summary, by topic, of the preceding alternatives analysis. Comparative impacts that have been identified as potentially less than those of the Project are indicated with **bold, shaded** text.

5.2.7 Environmentally Superior Alternative

Excluding the No Project Alternative as stipulated under CEQA, and as summarized in Table 5.2-5, anticipated reductions in traffic generation and correlating reductions in air emissions and noise, as well as potential reduced demands for public services indicates that the Reduced Intensity Alternative would result in the greatest reduction in environmental effects when compared to the Project. This Alternative would not eliminate all of the Project's significant impacts in regard to traffic and construction-source noise; however, the magnitude of these impacts could be diminished. For the purposes of CEQA, the Reduced Intensity Alternative is therefore identified as the environmentally superior alternative.

While the considered Reduced Intensity Alternative would achieve sufficient reduction in NOx emissions such that applicable SCAQMD thresholds would not be exceeded. This Alternative is, however, ultimately considered infeasible. That is, the approximate 28.1 percent in development intensity that would be required under the Reduced Intensity Alternative is substantively *not* the Project proposed and submitted to the Lead Agency for consideration. Further a store of this reduced scope is not consistent with the Applicant's prototypical building footprint and configuration considered necessary to successfully serve the market area. In this regard, the Applicant would likely not further pursue the Project at such a reduced scope. Moreover, at such a reduction in development intensity, the Project Objectives in total would be marginalized. For these reasons, the Reduced Intensity Alternative is considered infeasible. Similarly other and even greater reductions in development intensity would be infeasible. Please refer also to the discussions of Comparative Impacts of Alternatives, and Comparative Attainment of Project Objectives; Sections 5.2.3, 5.2.4, and 5.2.5, respectively.

Table 5.2-5
Summary of Potential Impacts, Alternatives Compared to Project, By Topic

Topic of Analysis	No Project Alternative	Reduced Intensity Alternative	Alternative Site
Land Use and Planning: Project impacts would be less-than-significant.	**No General Plan Amendment or Zone Change would be required under the No project Alternative. There would be commercial/retail development with potential competitive market effects or related potential urban decay impacts. Potential land use impacts under the No Project Alternative would be incrementally decreased when compared to the Project.**	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Traffic and Circulation: Project-related traffic impacts would be significant at the Study Area facilities listed at Table 5.2-1.	**Reductions in traffic volumes under the No Project Alternative may avoid significant traffic impacts at Study Area facilities that are currently operating under deficient conditions or are approaching deficient conditions. Traffic impacts of the No Project Alternative would be reduced when compared to those of the Project.**	**Reductions in traffic volumes under the Reduced Intensity Alternative may avoid significant traffic impacts at Study Area facilities that are currently operating under deficient conditions or are approaching deficient conditions. Traffic impacts of the Reduced Intensity Alternative would be reduced when compared to those of the Project.**	Impacts would be similar to those of the Project.
Air Quality: Operational-source exceedances of SCAQMD regional thresholds for NOx would be significant. NOx exceedances would also be cumulatively considerable within the encompassing ozone non-attainment area.	**Construction-source air quality impacts under the No Project Alternative would be comparable to those of the Project and would be less-than-significant. Significant operational-source air quality impacts otherwise occurring under the Project, including cumulatively significant non-attainment impacts would be avoided.**	**Construction-source air quality impacts under the No Project Alternative would be comparable to those of the Project and would be less-than-significant. Significant operational-source air quality impacts otherwise occurring under the Project, including cumulatively significant non-attainment impacts would be avoided.**	Impacts would be similar to those of the Project.

Table 5.2-5
Summary of Potential Impacts, Alternatives Compared to Project, By Topic

Topic of Analysis	No Project Alternative	Reduced Intensity Alternative	Alternative Site
Noise: Project construction-source noise would exceed established noise standards for the duration of construction, resulting in a significant temporary and periodic increase in ambient noise levels in the Project vicinity. Construction-source noise would be cumulatively significant for the duration of Project construction activities. Area operational-source noise impacts would be less-than-significant. Vehicular-source noise impacts would be less-than-significant.	**Significant construction-source noise impacts would occur. Area operational-source noise levels would be less-than-significant. The estimated 80.2 percent reduction in traffic volumes under the No Project Alternative would likely result in a perceptible reduction in the already less-than-significant vehicular noise impacts resulting from the Project.**	**Significant construction-source noise impacts would occur. Area operational-source noise levels would be less-than-significant. The estimated 28.1 percent reduction in traffic volumes under the Reduced Intensity Alternative would likely result in an incremental (though not discernible) reduction in the already less-than-significant vehicular noise impacts resulting from the Project.**	Impacts would be similar to those of the Project. However, increased building setbacks and noise attenuation features and/or operational limitations may be required in order to avoid significant operational-source noise impacts at abutting residential land uses.
Cultural Resources: Project grading could disturb buried historic and prehistoric resources; with mitigation, no significant impacts would result.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Hazards: As mitigated potential hazards/hazardous materials impacts would be less-than-significant.	Impacts would be similar to those of the Project.	**The reduced scope of commercial/retail operations of under the Reduced Intensity Alternative could result in reduced truck deliveries with associated reductions in diesel emissions. Already less-than-significant diesel emissions impacts occurring under the Project would be further diminished. Other impacts would be similar to those of the Project.**	Impacts would be similar to those of the Project.

Table 5.2-5
Summary of Potential Impacts, Alternatives Compared to Project, By Topic

Topic of Analysis	No Project Alternative	Reduced Intensity Alternative	Alternative Site
Hydrology/Water Quality: Stormwater management systems would be implemented to control and treat stormwater runoff, ensuring that storm drain systems and water quality are not adversely affected. Potential impacts are less-than-significant.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Public Service and Utilities: Demands on public services and utilities would be increased. Potential impacts are less-than-significant.	Impacts would be similar to those of the Project.	**Demands on public services and utilities could potentially be reduced.**	Impacts would be similar to those of the Project.
Relative Attainment of Project Objectives:	None of the Project's commercial/retail Objectives would be achieved.	Attainment of the fundamental Project Objectives would be substantively diminished. The Project would likely not be pursued by the Applicant.	Fundamental Project Objectives would likely be achieved.

While CEQA indicates that socioeconomic effects are not appropriate as a lone determinant in selection of an alternative, they are important considerations for decision-makers. With respect to socioeconomics, development of the Project, the No Project Alternative, the Reduced Intensity Alternative, or the Alternative Site would each have beneficial effects for the area. Development of the Project or any of the Alternatives considered in this Draft EIR would contribute in varying degrees to creating jobs and increasing the City's overall tax base. However, as noted previously, because no commercial/retail uses would be implemented under the No Project Alternative, and because the scope of uses would be substantively reduced under the Reduced Intensity Alternative, effective realization of the Project Objectives would not be achieved.

5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

5.3.1 Overview

The California Environmental Quality Act requires a discussion of the ways in which a project could be growth-inducing. (Pub. Resources Code, §21100, subd. (b)(5); *CEQA Guidelines*, § 15126, subd. (d), 15126.2, subd (d.).) The *CEQA Guidelines* identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Development pressures are a result of

economic investment in a particular locality. These pressures help to structure the local politics of growth and the local jurisdiction's posture on growth management and land use policy. The land use policies of local municipalities and counties regulate growth at the local level.

Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

5.3.2 Direct Growth-Inducing Effects

The Project does not propose creation of housing. As such, new residential uses leading to additional population growth would not occur. Creation of new jobs is also a potential direct growth-inducing effect. The extent to which new jobs created by a project are filled by existing residents tends to reduce any growth-inducing effect of a project.

The Project would result in the creation of new retail/commercial uses and associated employment opportunities. However, the estimated 300 jobs[13] which may be created by the Project are typical of the types of retail/commercial opportunities available within the region, and would likely be filled by the resident population, given the area's current rate of unemployment. Although unemployment rates have improved in recent months, the job market remains suppressed when compared to pre-recession conditions. In this regard, the City of El Monte continues to have a higher unemployment rate than the overall Los Angeles County totals. Recent data from the California Employment Development Department indicates that the unemployment

[13] Walmart. Walmart U.S. *Our Stores*. "Each Walmart [Supercenter] store is about 182,000 square feet and employs about 300 associates." Web. July 14, 2014. <http://corporate.walmart.com/our-story/our-business/walmart-us>

rate was 9.9 percent within the City of El Monte as of May 2014.[14] This compares to an unemployment rate of 8.0 percent for Los Angeles County during May 2014;[15] and 8.3 percent unemployment for the State of California.[16]

Employment opportunities associated with the Project may result in a temporary increase in local jobs. However, due to comparatively high unemployment rates within the City of El Monte, these would be a propensity for these jobs to be filled by City or area residents, with no substantive permanent growth-inducing effect.

Based on the preceding discussion, the Project would not directly result in any significant population growth, and would not generate population growth beyond the adopted growth projections reflected in the City's General Plan. The Project, in combination with other planned or anticipated projects in the area, would contribute only incrementally to the substantial cumulative growth projected for the region over the next ten to twenty years.

5.3.3 Indirect Growth-Inducing Effects

Investment in the Project would have local and regional economic impacts which may result in indirect growth-inducing effects. The Project's potential economic benefits could indirectly result in employment growth in the region. This growth, in combination with other anticipated employment growth in the region, could indirectly result in population growth and an increased demand for housing. Such growth has a variety of potential effects on the physical environment, including but not limited to, effects on air quality, ambient noise levels, traffic impacts, and water quality. As discussed previously, it is not anticipated that the additional employment opportunities

---

[14] California Economic Development Department. *Labor Force and Unemployment Rate for Cities and Census Designated Places. Monthly Labor Force Data for Cities and Census Designated Places (CDP) May 2014 – Preliminary, Data Not Seasonally Adjusted* Los Angeles County. El Monte city. Web. July 14, 2014. <http://www.labormarketinfo.edd.ca.gov/CES/Labor_Force_Unemployment_Data_for_Cities_and_Census_Areas.html>

[15] Ibid.

[16] California Employment Development Department, Labor Market Division, Industry Employment and Labor Force, May 2014 Preliminary Civilian Unemployment Rate, June 20, 2014.

created by the Project would be substantial enough to produce noticeable population growth within the City and region. However, the Project, in combination with other planned or anticipated projects in the area, would contribute to employment and population growth which, regionally and cumulatively, is anticipated to be substantial.

Development of the Project as envisioned would entail upgrades to infrastructure in the immediate Project vicinity, including abutting roadways. Infrastructure improvements necessitated by the implementation of the Project could serve to facilitate and encourage development of nearby properties; however, the majority of the properties adjacent to the Project site are already developed. Further, the characteristics and intensities of development that could occur on properties near the Project site are governed by the City's General Plan. Development of these properties within the context of the approved General Plan should not result in unforeseen or unmitigable impacts.

5.4 SIGNIFICANT ENVIRONMENTAL EFFECTS

An EIR must identify any significant environmental effects that would result from the Project. (Pub. Resources Code, §21100, subd. (b)(2)(B).) The significant environmental impacts of the Project are summarized below.

5.4.1 Significant Traffic Impacts

Existing (2012) Intersection Conditions

Under Existing Conditions, Project traffic contributions to deficiencies at the following intersections would be significant and unavoidable Project impacts.

- Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);
- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans).

Opening Year (2016) Intersection Conditions

Under Opening Year Conditions, Project traffic contributions to deficiencies at the following intersections would be cumulatively significant and unavoidable impacts.

- Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);
- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans).

Horizon Year (2035) Intersection Conditions

Under Horizon Year Conditions, Project traffic contributions to deficiencies at the following intersections would be cumulatively significant and unavoidable impacts.

- Valley Boulevard at Santa Anita Avenue (Study Area Intersection 4, City of El Monte)
- Lower Azusa Road at Arden Way (Study Area Intersection 16, City of El Monte/Temple City);
- Baldwin Avenue at Flair Drive/I-10 Eastbound Ramps (Study Area Intersection 31, City of El Monte/Caltrans); and
- Arden Drive at Arden Way (Study Area Intersection 34, City of El Monte).

Freeway Ramp Queuing Deficiencies

Project traffic would contribute to cumulatively significant morning peak hour traffic queues at:

- I-10 Westbound On-Ramp at Temple City Boulevard/Olney Street.

All other Study facilities would operate acceptably with the addition of Project traffic.

5.4.2 Significant Air Quality Impacts

Draft EIR Section 4.3 details the Project's potential impacts on air quality. As discussed within that Section, even after the application of mitigation measures, the Project would result in operational emissions of oxides of nitrogen (NO_x) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. This is a significant individual and cumulative air quality impact. Moreover, the Project is located within an ozone non-attainment area (NO_x is an ozone precursor). Project operational NO_x emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.

Additionally, the Project's proposed change in land use designations for the subject site is not reflected in the current AQMP regional emissions inventory, and would therefore be inconsistent with the AQMP. This is a significant Project-level and cumulative air quality impact.

5.4.3 Significant Noise Impacts

As discussed in Draft EIR Section 4.4, "Noise," even after compliance with regulations and application of mitigation measures, the Project's construction-source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, Project construction-source noise impacts affecting these adjacent properties are recognized as significant. These impacts would also be considered cumulatively significant for the duration of Project construction activities.

5.5 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

The *CEQA Guidelines* §15126, subd. (e), and 15127, require that an EIR must address significant and irreversible environmental changes that would occur should the Project be implemented. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

A project may result in significant irreversible effects should key resources be degraded or destroyed such that there would be little possibility of restoring them. No such degradation or destruction of resources is anticipated as a result of the Project. While the Project would represent a permanent commitment of the currently vacant site to new retail/commercial uses, no important natural resources would be lost as a result of Project implementation. Various natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project, but their use is not expected to result in shortfalls in the availability of these resources. As discussed at Draft EIR Section 3.0, "Project Description," to the extent feasible, materials currently present onsite would be recycled for use in constructing the new uses proposed by the Project.

Construction of the Project would commit the affected site to the proposed retail/commercial uses for the foreseeable future, and thereby limit the range of other future uses of this land. Similarly, any development of the site (whether or not the Project is implemented) would limit the range of other future uses of this land. Given

the current undeveloped nature of the site, the limited amount of unencumbered vacant property in the City, and the urbanization of surrounding properties, transition of the site to a developed state (such as commercial/retail uses proposed under the Project) is consistent with the range highest and best uses of the site. The Project site does not contain any significant natural features which should be preserved for public recreation or open space purposes; nor does the site contain any known features of significant cultural or historical value. Mitigation is proposed for any currently unknown cultural or historical resources which may be encountered in the course of development activities.

5.6 ENERGY CONSERVATION

5.6.1 Overview

Consistent with *CEQA Guidelines* Appendix F, this Section of the EIR addresses the potential for the Project to result in the inefficient, wasteful, or unnecessary consumption of energy. For new development such as proposed by the El Monte Walmart Project , compliance with California Title 24 energy efficiency requirements is considered demonstrable evidence of efficient use of energy. As discussed below, the Project would provide for, and promote, energy efficiencies beyond those required under other applicable state or federal standards and regulations, and in so doing would meet or exceed all Title 24 standards. Moreover, energy consumed by the Project would be comparable to, or less than, energy consumed by other retail/commercial uses of similar scale and intensity. On this basis, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards are less-than-significant. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems. The Project, therefore, would not create or result in a potentially significant impact on energy resources.

5.6.2 Background and Introduction

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct responses to energy emergencies; and, perhaps most importantly, to promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

Germane to the Project and this EIR, AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the potential for wasteful, inefficient, and/or unnecessary consumption of energy caused by or resulting from a project. Appendix F to the *CEQA Guidelines* assists EIR preparers in this regard. More specifically, Appendix F is an advisory document establishing parameters and context for determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

5.6.3 Existing Conditions

5.6.3.1 Overview

California's estimated annual energy use as of 2013 included:

- Approximately 280,561 gigawatt hours of electricity;[17]
- Approximately 12,767 million therms natural gas (approximately 3.5 billion cubic feet of natural gas per day);[18] and
- Approximately 18 billion gallons of gasoline.[19]

[17] California Energy Demand 2014–2024 Final Forecast (California Energy Commission, Commission Final Report) January 2014, page 2.
[18] Ibid. page 5.
[19] 2013 Integrated Energy Policy Report, IEPR (California Energy Commission, Commission Final Report) (n.d.), page 255.

As of 2012, energy use in California by demand sector was:

- Approximately 38.5 percent transportation;
- Approximately 22.8 percent industrial;
- Approximately 19.3 percent residential; and
- Approximately 19.4 percent commercial.[20]

A summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- Excluding federal offshore areas, California ranked third in the nation in crude oil production in 2013, despite an overall decline in production rates since the mid-1980s.
- California also ranked third in the nation in refining capacity as of January 2013, with a combined capacity of almost 2 million barrels per calendar day from its 18 operable refineries.
- In 2011, California's per capita energy consumption ranked 47th in the nation; the state's low use of energy was due in part to its mild climate and its energy efficiency programs.
- In 2013, California ranked fourth in the nation in conventional hydroelectric generation, second in net electricity generation from other renewable energy resources, and first as a producer of electricity from geothermal energy.
- In 2013, California ranked 15th in net electricity generation from nuclear power after one of its two nuclear plants was taken out of service in January 2012; as of

[20] U.S. Energy Information Administration. California State Profile and Energy Estimates. California Energy Consumption by End-Use Sector. Web. June 24, 2014. <http://www.eia.gov/state/?sid=CA#tabs1.>

June 2013, operations permanently ceased at that plant, the San Onofre Nuclear Generating Station.

- Average site electricity consumption in California homes is among the lowest in the nation (6.9 megawatt hours per year), according to EIA's Residential Energy Consumption Survey.[21]

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient.

5.6.3.2 Electricity and Natural Gas Resources

Electricity

Electricity would be provided to the Project by Southern California Edison (SCE). Site adjacent overhead service lines exist on the south side of Bundy Canyon Road and on the west side of Monte Vista Drive. As part of the Project, existing overhead electrical lines would be relocated underground. All new electrical connections would also be underground.

Southern California Edison provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.[22]

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator ("ISO") is a nonprofit public benefit corporation, and is

[21] Ibid. <http://www.eia.gov/state/?sid=CA#tabs2.>

[22] California Energy Almanac. Utility Energy Supply Plans from 2013. California Energy Commission. Web. June 24, 2014.< http://energyalmanac.ca.gov/electricity/s-2_supply_forms_2013/>

the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California residential and commercial users. While utilities [such as SCE] still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that sufficient power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.[23]

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, transmission owners (investor-owned utilities such as SCE) file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Natural Gas

Natural gas would be provided to the Project by The Gas Company (Southern California Gas, SoCalGas) via connection to an existing service line located in Bundy Canyon Road, northerly adjacent to the Project site. The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the California Public Utilities Commission (PUC).

[23] Understanding the ISO. California ISO. Web. June 25, 2014. <http://www.caiso.com/about/Pages/OurBusiness/UnderstandingtheISO/default.aspx>

The California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers, who accounted for approximately 32% of the natural gas delivered by California utilities in 2012. Large consumers, like electric generators and industrial customers, referred to as "noncore" customers, accounted for approximately 68% of the natural gas delivered by California utilities in 2012.

The PUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California. California gas utilities may soon also begin receiving biogas into their pipeline systems.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California consumers are the Gas Transmission Northwest Pipeline, Kern River

Pipeline, Transwestern Pipeline, El Paso Pipeline, the Ruby Pipeline, Questar Southern Trails and Mojave Pipeline. Another pipeline, the North Baja – Baja Norte Pipeline, takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, the PUC often participates in FERC regulatory proceedings to represent the interests of California natural gas consumers.

Most of the natural gas transported via the interstate pipelines, as well as some of the California-produced natural gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" natural gas pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered into the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large noncore customers take natural gas directly off the high-pressure backbone pipeline systems, while core customers and other noncore customers take natural gas off the utilities' distribution pipeline systems. The PUC has regulatory jurisdiction over 150,000 miles of utility-owned natural gas pipelines, which transported 82% of the total amount of natural gas delivered to California's gas consumers in 2012.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, and currently receive all of their natural gas from the SoCalGas system (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area). Some other municipal wholesale customers are the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Some of the natural gas delivered to California customers may be delivered directly to them without being transported over the regulated

> utility systems. For example, the Kern River/Mojave pipeline system can deliver natural gas directly to some large customers, "bypassing" the utilities' systems. Much of California-produced natural gas is also delivered directly to large consumers.
>
> PG&E and SoCalGas own and operate several natural gas storage fields that are located in northern and southern California. These storage fields, and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. (A portion of the Gill Ranch facility is owned by PG&E).
>
> California's regulated utilities do not own any natural gas production facilities. All of the natural gas sold by these utilities must be purchased from suppliers and/or marketers. The price of natural gas sold by suppliers and marketers was deregulated by the FERC in the mid-1980's and is determined by "market forces." However, the PUC decides whether California's utilities have taken reasonable steps in order to minimize the cost of natural gas purchased on behalf of their core customers.[24]

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The PUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

---

[24] Natural Gas and California. California Public Utilities Commission. Web. June 24, 2014. <http://www.cpuc.ca.gov/puc/energy/gas/natgasandca.htm>

5.6.3.3 Transportation Energy Resources

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline. There are more than 27 million registered vehicles in California, and those vehicles (as noted previously) consume an estimated 18 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially-provided commodities, and would be available to the Project patrons and employees via commercial outlets.

Petroleum comprises approximately 92 percent of California's transportation energy sources. Notwithstanding, technology advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total by 2020. In these regards, at the federal and state levels various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled (VMT). Market forces have driven the price of petroleum products steadily upward, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

Largely as a result of, and in response to these multiple factors, gasoline consumption within the state has declined in recent years, while availability of other alternative fuels/energy sources has increased. In total, the quantity and availability and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate.[25] Increasingly available and diversified transportation energy resources acts to promote continuing reliable and affordable means to support vehicular transportation within the State.

[25] 2013 Integrated Energy Policy Report, IEPR (California Energy Commission, Commission Final Report) (n.d.), Transportation Energy Trends, pages 255-302.

5.6.4 Regulatory Setting

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. On the state level, the PUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below. Project consistency with applicable federal and state regulations is also presented in *italicized* text.

5.6.4.1 Federal Energy Policy and Conservation Act

The Federal Energy Policy and Conservation Act of 1975 (Act) intends that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the United States Department of Transportation, is responsible for establishing additional vehicle standards and for revising existing standards.

Vehicles accessing the Project site are subject to the Federal Energy Policy and Conservation Act (Act). The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of the Act.

5.6.4.2 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA.

5.6.4.3 The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, and takes advantage of existing infrastructure systems. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

5.6.4.4 State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

5.6.4.5 California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californians more than $74 billion in reduced electricity bills since 1975.[26]

California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards would continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on July 1, 2014, following approval of the California Building Standards Commission.

The 2013 Energy Efficiency Standards in their entirety may be reviewed at: http://www.energy.ca.gov/title24/2013standards/. The 2013 Energy Efficiency Standards may also be reviewed at the California Energy Commission, 1516 Ninth Street, MS-37, Sacramento, CA 95814-5512. The Project would be designed, constructed and operated so as to meet or exceed incumbent Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.

[26] http://www.energy.ca.gov/efficiency/savings.html, retrieved May 9, 2014.

5.6.5 Project Energy Demands and Energy Efficiency/Conservation Measures

Estimated energy demands of Project construction and Project operations are summarized in the following discussions. Project design features and operational programs, as well as regulations and EIR Mitigation Measures that promote energy conservation end energy conservation are also identified. The Project in total would surpass by five (5) percent incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards).

Also, given rising energy prices, contractors and owners have vested financial incentives to avoid wasteful, inefficient, and unnecessary consumption of energy during construction and operations. In summary, there is growing recognition among developers and retailers that efficient and sustainable construction and operational practices yield both environmental and economic benefits. In these regards, it is anticipated that the energy efficiency/conservation measures identified in the following discussions, or similar measures, would be reflected in construction and operations of the Project facilities in total.

5.6.5.1 Construction Energy Demands and Energy Efficiency/Conservation Measures

Construction Energy Demands

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 5.6-1. Eight-hour daily use of all equipment is assumed unless otherwise noted. The aggregate fuel consumption rate for all equipment is estimated at 18.5 hp-hr-gal., obtained from CARB 2013 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines.[27]

[27] *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects And Congestion Mitigation and Air Quality Improvement (CMAQ) Projects, Emission Factor Tables* (California Air Resources Board) May 2013; Table D-24 Moyers Guidelines Fuel Consumption Rate Factors -All Engines < 750 hp = 18.5 hp-hr-gal.

For the purposes of this analysis, it is assumed that all construction equipment is diesel-powered. Diesel fuel would be supplied by existing commercial fuel providers serving the City and region.

Table 5.6-1
Construction-Source Fuel Consumption Estimates

Activity/ Duration	Equipment	HP rating	Quantity	Load Factor	HP-hrs./day	Total Fuel Consumption
Grading/ 45 days	Excavators	162	2	0.38	Total=16,784 HP-hrs./day (See note 2)	40,826
	Graders	174	2	0.41		
	Rubber Tired Dozers	255	2	0.40		
	Scrapers	361	2	0.48		
	Tractors/Loaders/ Backhoes	97	2	0.37		
Utilities and Trenching/ 30 days	Rubber Tired Dozers	255	3	0.40	2,448	3,970
	Tractors/Loaders/ Backhoes	97	4	0.37	1,148	1,862
Building Construction/ 110 days	Cranes	226	1	0.29	524	3,116
	Forklifts	89	3	0.20	427	2,539
	Generator Set	84	1	0.74	497	2,955
	Tractors/Loaders/ Backhoes	97	3	0.37	861	5,119
	Welders	46	1	0.45	166	987
Paving/ 35 days	Cement and Mortar Mixers (6.0 hrs. use/day)	9	2	0.56	60	114
	Pavers	125	2	0.42	840	1,589
	Paving Equipment	130	2	0.36	749	1,417
	Rollers	80	2	0.38	486	919
	Tractors/Loaders/ Backhoes	97	4	0.37	1,148	2,172
Architectural Coatings/ 90 days	Air Compressors	78	1	0.48	300	1,459
TOTAL CONSTRUCTION FUEL DEMAND						**69,044 gallons diesel fuel**

Notes:
1. Construction equipment schedules, power ratings, load factors populated from CalEEMod data presented in *El Monte Walmart Air Quality Impact Analysis, City of El Monte* (Urban Crossroads, Inc.) March 17, 2014 (EIR Appendix D).
2. Grading activity phase maximum equipment horsepower output capped at 16,784 hp-hrs. /day per EIR Mitigation Measure 4.3.3. Fuel consumption estimates conservatively assume maximum allowable daily equipment horsepower output for the duration of grading activities.

As presented in Table 5.6-1, Project construction activities would consume an estimated 69,044 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Energy Efficiency/Conservation Measures

The equipment used for Project construction would conform to CARB regulations and CA emissions standards and would evince related fuel efficiencies. Related, EIR Mitigation Measure 4.3.3 requires that dozers and scrapers (≥ 50 horsepower) used during grading activities shall be CARB Tier 3 Certified or better. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations and the EIR Mitigation Measures. More specifically, California Code of Regulations Title 13, Motor Vehicles, §2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. To this end, EIR Mitigation Measure 4.3.2 requires that "[g]rading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling." In this manner, construction equipment operators are informed that engines are to be turned off at or prior to 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed Project through the use of recycled/recyclable materials and energy efficiencies realized from bulk purchase, transport and use of construction materials. In general, the use of materials and construction processes described below promote

conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of recycled and recyclable materials and use of materials in bulk as described below also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Recycled Materials and Building Finishes

- Cement Mixes: The Store would be built using cement mixes that include 15 to 20 percent fly ash, a waste product of coal-fired electrical generation, or 25 to 30 percent slag, a by-product of the steel manufacturing process;

- The Store would use recyclable Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate;

- Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one-gallon and five-gallon buckets needed. One-gallon and five-gallon buckets used in the application of paint products would be cleaned and reused;

- Exposed concrete stones are used "to reduce surface applied flooring materials," eliminating the need for most chemical cleaners, wax strippers propane-powered buffing, and would reduce post-construction facilities maintenance energy demands associated with production, transport, storage, and application of cleaning products.

- Construction of the Store would use steel containing approximately 90 to 98 percent recycled structural steel;

- All of the plastic baseboards and much of the plastic shelving included in the expansion area would be composed of recycled plastic.

Construction Waste Management Plan

Consistent with Section 5.408 "Construction Waste Reduction, Disposal, and Recycling" of the California Green Building Standards Code (CALGreen Code), as adopted by the City of El Monte, Walmart would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. The Project Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code.

Summary

Construction equipment used by the Project would result in single event consumption of approximately 69,044 gallons of diesel fuel. Diesel fuel would be supplied by City and regional commercial vendors. Construction equipment use of fuel would not be atypical for the type of construction proposed, and Project construction equipment would conform to CARB emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, §2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. EIR Mitigation Measure 4.3.2 informs construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures; and energy efficiencies realized from bulk purchase, transport and use of construction materials. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

5.6.5.2 Operational Energy Demands and Energy Efficiency/Conservation Measures

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. With respect to estimated VMT, the Project would generate an estimated 9261.88 average weekday trips, 11,692.78 average Saturday trips, and 10,241.90 average Sunday trips, resulting in approximately 15,783,651 annual VMT along area roadways.[28] With regard to vehicle fuel economies, the predominance of vehicles accessing the Project site would be light trucks, automobiles, and SUVs; collectively, light duty vehicles (LDVs). As presented in *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration USEIA) April 2014, average fuel economies of LDVs in aggregate have improved from approximately 19.9 miles per gallons in 1978, to approximately 32.7 mpg in 2012.[29] Fuel demands of private vehicles would be met through commercial fuel providers.

Table 5.6-2
Project-generated Traffic Annual Fuel Consumption

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
15,783,651	19.9	793,148
15,783,651	32.7	482,680

Notes:
1. Estimated VMT from: *El Monte Walmart Air Quality Impact Analysis City of El Monte* (Urban Crossroads, Inc.) March 17, 2014, Appendix 3.1: CalEEMod Emissions Model Outputs, page 23.
2. Average fuel economies from: *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration, USEIA) April 2014, page MT-14.

Reflecting respectively, the lowest and highest estimated fuel economies for LDVs presented in *Annual Energy Outlook 2014* for the period of record (1978 through 2012), Table 5.6-2 provides an estimated range of annual fuel consumption resulting from Project-generated traffic.

Facilities Energy Demands

Project building operations and Project site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project

[28] *El Monte Walmart Air Quality Impact Analysis City of El Monte* (Urban Crossroads, Inc.) March 17, 2014, Appendix 3.1: CalEEMod Emissions Model Outputs, page 23.
[29] *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration, USEIA) April 2014, page MT-14.

by The Gas Company; electricity would be supplied to the Project by Southern California Edison. Annual natural gas and electricity demands of the Project are summarized in Table 5.6-3.

Table 5.6-3
Project Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year
Free Standing Discount Superstore (Walmart)	472,675
Total Natural Gas Demand	**472,675 kBTU/year**
Electricity Demand	**kWh/year**
Free Standing Discount Superstore (Walmart)	3,027,680
Total Electricity Demand	**3,027,680 kWh/year**

Source: *El Monte Walmart Greenhouse Gas Analysis, City of El Monte, California* (Urban Crossroads, Inc.) March 21, 2014, Appendix 3.1: CalEEMod Emissions Model Outputs, pages 23, 24.

Operational Energy Efficiency/Conservation Measures

Energy efficient/energy conserving design features and operational programs that would be implemented under the Project are summarized below. As noted in the following discussions, energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Code).

In this latter regard, pursuant to EIR Mitigation Measure 4.3.4, the Project in total would be required to surpass by 5% incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24 Energy Efficiency Standards). Additionally, pursuant to EIR Mitigation Measure 4.3.5, the Project Applicant would be required to prepare and implement a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demands of the Project. The implemented Water Conservation Strategy would reduce Project water demands with associated reductions in water/wastewater conveyance and treatment energy demands.

Enhanced Vehicle Fuel Efficiencies

Estimated annual fuel consumption estimates presented previously in Table 5.6-2 represent likely potential maximums that would occur in the Project Opening Year. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Project Location and Access

The Project's commercial/retail facilities are located proximate to customers and patrons, and are readily accessible from regional and local roadways. In this manner, the Project at its current location acts to reduce vehicle miles traveled (VMT) within the region and associated consumption of resources.

Alternative Transportation

Pedestrian Access

Pedestrian traffic is accommodated by sidewalks, which generally exist on one or both sides of streets within the TIA Study Area. There are also designated crosswalks on the primary approaches to the Project site. The existing pedestrian walkway network provides connectivity between Study Area land uses and allows for access to area bus stops. In this latter regard, location of the Project along Arden Drive provides access to proximate City of El Monte bus services. The City of El Monte Transportation Services Division "Red Route" travels along Arden Avenue with approximate 40 minute service intervals. A bus stop and shelter is currently located at Valley Boulevard and Arden Avenue.

Project walkways and pedestrian crosswalks would be provided consistent with City of El Monte requirements, allowing for patrons to walk rather than drive between the Project site and adjacent areas. Provision and encouragement of pedestrian access acts to reduce vehicle miles traveled and associated vehicle energy consumption.

Bicycle Access

Bicycle racks and lockers would be provided on-site consistent with City requirements thereby facilitating and encouraging use of bicycles. Bicycle racks provided for both employees and patrons would implement securable locations for bikes including bicycle lockers; personal storage lockers provided for employees would allow for additional secured storage of helmets and biking gear.

Within the TIA Study Area, bicycle traffic predominantly shares roadways with auto traffic. The City's General Plan Circulation Policy Plan has identified a number of local streets, including Arden Drive and Lower Azusa Road, as designated "bike lane/streets." The Circulation Element's Bicycle Network Plan (El Monte General Plan, Figure C-6, p. C-41) further identifies a Class II Bike Lane on Arden Drive.

The Project site is also located near a designated multi-purpose (i.e., bicycle, pedestrian and equestrian) trail that runs along the eastern bank of the Rio Hondo Channel. The City's General Plan describes this trail as part of the region's "Emerald Necklace," a 17-mile loop of parks, greenways, and trails along the Rio Hondo Channel and San Gabriel Rivers that connect sixteen cities.

Facilitating bicycle access acts to reduce vehicle miles traveled and associated vehicle energy consumption.

Transit

The Project would accommodate a mix of automobile, pedestrian, and transit modes of transportation. In this latter regard, location of the Project along Arden Drive provides access to proximate City of El Monte bus services. The City of El Monte Transportation Services Division "Red Route" travels along Arden Avenue with approximate 40 minute service intervals. A bus stop and shelter is currently located at Valley Boulevard and Arden Avenue.

Serving transit agencies (in this case the City of El Monte Transportation Services Division) routinely review and adjust their ridership schedules to accommodate public

demand. The need for transit-related facilities, including but not limited to bus turn outs and bus shelters, would be coordinated between the City and the Project Applicant, with specific input from the City Transportation Services Division as part of the City's standard development review process.

Energy Efficient/Energy Conserving Systems, Fixtures, and Operational Programs

Lighting

The Store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied, thereby avoiding potentially wasteful use of energy for lighting.

All lighting in the Store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15 to 20 percent reduction in energy demands when compared to conventional fluorescent lighting.

All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). LED technology is up to 52 percent more energy efficient than fluorescent lights. In refrigerated applications, such as would occur in Project facilities allocated for storage of perishable foods, LEDs produce less heat than fluorescent bulbs. This translates to reduced refrigeration energy demands. When compared to energy consumed by fluorescent bulbs, LED lighting in the Store's grocery section would yield an estimated net reduction of 59,000 kilowatt-hours per year.

The Store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the Store lights if they are not needed, thereby reducing energy consumed by interior lights. Dimming and turning off building lights also helps eliminate unnecessary heat, acting to reduce building air conditioning and refrigeration energy demands.

HVAC Systems

The Store would employ energy efficient heating, ventilating and air-conditioning (HVAC) systems that meet or surpass Title 24 Energy Efficiency Standards.

Building Dehumidification

The Store would include a dehumidifying system thereby allowing comfortable operations at higher room temperatures, using less energy for air conditioning, and allowing refrigeration systems to operate more efficiently.

White Roofs

The Store would utilize a white membrane roof instead of darker colored roof materials typically employed in commercial construction. The white membrane roof's higher reflectivity reduces solar heating of interior spaces, with related reduction of air conditioning energy demands.

Heat Reclamation

The Store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the Store, thereby reducing hot water heating energy demands.

Central Energy Management System

Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy usage for the Store would be monitored and controlled in this manner, thereby facilitating efficient use of energy resources.

Water Conservation

Water conserving features and operational programs that would be implemented by the Store are summarized below. In total, it is estimated that Walmart's water conservation measures could save up to 530,000 gallons of potable water annually at this Store when compared to a conventionally built building of similar size and use. In addition to conserving water resources, reduced water consumption by the Store would act to reduce the amount of energy required to convey and treat water and wastewater.

- Walmart would install high-efficiency urinals that use only 1/8 gallon (one pint) of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal.

- All restroom sinks would use sensor-activated 1/2 gallon per minute high-efficiency faucets. These faucets reduce water usage by approximately 75 percent compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

- All restroom toilets would use 20 percent less water compared to mandated EPA Standards, of 1.6 gallon per flush fixtures. The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

Landscaping

All landscape/hardscape designs and features are subject to City review and approval as part of the Design Review process, to be held concurrent with consideration of this EIR. Landscaping throughout the Project area would be provided consistent with City of El Monte requirements, recognizing competing demands for limited water resources and the Project's urban context. Drought-tolerant plants would be used throughout the Project site. As noted previously, reduced water consumption provides corollary energy conservation benefits by reducing related water/wastewater conveyance and treatment energy consumption.

Solid Waste Diversion/Recycling

The Project would comply with requirements and policies the City's Source Reduction and Recycling Element (SRRE) acting to reduce the amount of solid waste transported to, and disposed at area landfills, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Summary

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the Project would result in an estimated 482,680 to 793,148 gallons of fuel consumption per year. These fuel consumption estimates average fuel economies for U.S. LDVs in operation between the years 1978 and 2012. Fuel would be provided current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other commercial/retail uses of similar scale and configuration, as reflected respectively in Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012; and California Emissions Estimator Model (CalEEMod) v2013.2.2. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of LDVs to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to its patronage base, and proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

The Project would also implement sidewalks consistent with City requirements, facilitating and encouraging pedestrian access. Bike racks for patrons and employees, and employee lockers allowing for storage of bicycle gear would be provided, facilitating and encouraging use of bicycles. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption.

As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facilities Energy Demands

Project facility operational energy demands are estimated at: 472,675 kBTU/year natural gas; and 3,027,680 kWh/year electricity. Natural gas would be supplied to the Project by The Gas Company; electricity would be supplied by Southern California Edison. The Project proposes conventional commercial/retail uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other retail/commercial projects of similar scale and configuration.

Energy demands of the Project are reduced through design features and operational programs that in aggregate would ensure that Project energy efficiencies would surpass incumbent Title 24 energy efficiency requirements by a minimum of 5 percent. Various energy conserving features and operational programs that would be realized under the Project are discussed previously.

Based on the preceding, Project facilities energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

CONCLUSIONS

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards are less-than-significant. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project, therefore, would not create or result in a potentially significant impact affecting energy resources or energy delivery systems.

6.0 ACRONYMS AND ABBREVIATIONS

6.0 ACRONYMS AND ABBREVIATIONS

ACMs	Asbestos Containing Materials
ADT	Average Daily Traffic
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AVO	Average Vehicle Occupancy
BAT	best available technology
BCT	best conventional pollutant control technology
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CALINE4	California Line Source Dispersion Model
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CC&Rs	Covenants, Conditions and Restrictions
CDFG	California Department of Fish and Game
CEC	California Energy Commission

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH_4	Methane
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	Carbon dioxide
CPUC	California Public Utilities Commission
CRA	Community Redevelopment Agency
CRWQCB	California Regional Water Quality Control Board
CTP	Comprehensive Transportation Plan
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DHS	California Department of Health Services
DIF	Development Impact Fees
DOT	U. S. Department of Transportation
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
Fed/OSHA	Federal Occupational Safety and Health Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rating Map

fpm	feet per minute
GHG	Greenhouse Gas
GLA	Gross Leasable Area
GMP	Growth Management Plan
gpd	gallons per day
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments Act
HUD	U. S. Department of Housing and Urban Development
ICU	Intersection Capacity Utilization
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
IWA	Integrated Waste Management Act
kV	kilovolt
kVA	kilovolt-ampere
Ldn	day/night average sound level
LEA	Local Enforcement Agency
Leq	equivalent sound level
LACSD	Los Angeles County Sanitation Districts
LARWQCB	Los Angeles Regional Water Quality Control Board
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LST	Localized Significance Threshold
M	Richter Magnitude
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MOE	Measure of Effectiveness
MPE	maximum probable earthquake
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	Materials Recycling Facility

MSDS	Material Safety Data Sheets
msl	mean sea level
MSW	Municipal Solid Waste
MTA	Metropolitan Transit Authority
$\mu g/m^3$	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NDFE	Non-Disposal Facility Element
NIH	National Institutes of Health
NO_2	Nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_x	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRC	Nuclear Regulatory Commission
O_3	Ozone
OAP	Ozone Attainment Plan
OEHHA	California Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OIMP	Odor Impact Minimization Plan
OSHA	Occupational Safety and Health Administration
PA	Preliminary Assessment
Pb	Lead
PCE	passenger car equivalency
PD	Planned Development
$PM_{2.5}$	Particulate Matter Less Than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less Than 10 Microns in Diameter
PPE	Personal Protection Equipment
ppm	parts per million
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
REMEL	Reference Energy Mean Emission Level

RFPA	Regional Fire Protection Authority
RMP	Risk Management Plan
ROG	Reactive Organic Gases
RWMP	Regional Water Management Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments & Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SIP	State Implementation Plan
SLM	Sound Level Meter
SO_x	Oxides of sulfur
SRRE	Source Reduction and Recycling Element
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study
TPD	tons per day
UBC	Uniform Building Code
UFC	Uniform Fire Code
USEPA	United States Environmental Protection Agency
USFS	United States Fish and Wildlife Service
USGS	United States Geological Survey
V/C	Volume to Capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

7.0 REFERENCES

7.0 REFERENCES

PERSONS AND ORGANIZATIONS CONSULTED

City of El Monte
Jason Mikaelian, Planning Services Manager
Rebecca Duarte, Contract Planner

Project Applicant
Walmart Real Estate Business Trust
2001 Southeast 10th Street
Bentonville, AR 72716

EIR PREPARERS

Applied Planning, Inc.
Ross S. Geller, Principal
Charly Ray, Senior Project Manager
Jani Monk, Project Manager
Amy Flores, Assistant Project Manager
Jennifer Gilbert, Staff Editor

Mountain Pacific, Inc.
Tijana Hamilton

Tait & Associates, Inc.
Thomas Hawksworth

The Natelson-Dale Group, Inc.
Roger Dale, Managing Principal
Alan Levenson, Senior Associate

Urban Crossroads, Inc.
Aric Evatt, PTP
Haseeb Qureshi, MES
Bill Lawson, PE, INCE

DOCUMENTS CONSULTED

City of El Monte General Plan, City of El Monte, 2011.

City of El Monte General Plan and Zoning Code Update, Draft Environmental Impact Report, SCH #2008071012 (The Planning Center), 2011.

City of El Monte Zoning Code, City of El Monte, 2011.

El Monte Walmart Air Quality Impact Analysis, City of El Monte (Urban Crossroads, Inc.) March 17, 2014.

El Monte Walmart Air Toxics Health Risk Assessment, City of El Monte (Urban Crossroads, Inc.) April 17, 2014.

El Monte Walmart Greenhouse Gas Analysis, City of El Monte (Urban Crossroads, Inc.) March 21, 2014.

El Monte Walmart Project Initial Study (Applied Planning, Inc.) March 2014.

Guidelines for Implementation of the California Environmental Quality Act, Sections 15000-15387 of the California Code of Regulations, Governor's Office of Planning and Research.

Phase I Cultural Resources Investigation for Proposed Commercial Redevelopment on Arden Drive, Approximately 16.28 Acres of Land in the City of El Monte, Los Angeles County, California (McKenna *et al.*) December 6, 2012.

Phase I Environmental Site Assessment Report, Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Avenue in El Monte, California (Tait Environmental Services, Inc.) March 27, 2012.

DOCUMENTS CONSULTED (cont'd)

Phase II Environmental Site Assessment Report, Proposed Walmart Retail Store #5970-01, Site Located at 4000 Arden Avenue in El Monte, California (Tait Environmental Services, Inc.) April 23, 2012.

Preliminary Hydrology Report for Wal-Mart Store #5970-01, El Monte Supercenter, 4000 Arden Drive, El Monte CA 91731 (Tait & Associates, Inc.) October 1, 2013.

Soil Management Plan, Pacific Trade Center (Former St. Gobain Property), 4000 North Arden Drive, El Monte, CA 91731 (HMC, Inc.) January 2009.

Traffic Impact Analysis for the Walmart on Arden Drive, City of El Monte, California (Mountain Pacific, Inc.) April 2014.

Urban Decay Study for El Monte Walmart (The Natelson Dale Group, Inc.) September 4, 2013.

Walmart El Monte Noise Impact Analysis, City of El Monte, California (Urban Crossroads, Inc.) September 9, 2013.

APPENDICES

Please refer to accompanying CD-ROM