

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

**HICKSON BUSINESS PARK
10620 HICKSON STREET
EL MONTE, CALIFORNIA**



LEAD AGENCY:

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

MARCH 9, 2016

ELMT 005

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MITIGATED NEGATIVE DECLARATION

NAME: Hickson Business Park.

ADDRESS: 10620 Hickson Street. El Monte, California 91790.

CITY/COUNTY: City of El Monte, Los Angeles County.

APPLICANT: The Applicant is Acclaimed Industrial Properties, LLC, 2421 Holly Lane, Newport Beach, California 92663.

PROJECT: The City of El Monte, in its capacity as the Lead Agency, is considering an Application to construct and operate a new business park development within a 2.85-acre site located near the end of the Hickson Street cul-de-sac. The project site is located on the south side of the street and the site's legal address is 10620 Hickson Street. The proposed project, if approved, will consist of two concrete tilt-up industrial buildings (referred to herein as *Building 1* and *Building 2*) that will have a total floor area of 67,111 square feet. Building 1 will have a total floor area of 35,050 square feet, including 28,700 square feet of warehouse and 6,350 square feet of office. Building 2 will have a total floor area of 32,061 square feet, including 25,711 square feet of warehouse and 6,350 square feet of office. The two buildings will also include a total of seven truck high loading docks: Building 1 will have three loading docks and Building 2 will have four loading docks. Access to the proposed development will be provided by a single, 40-foot wide driveway located on the south side of Hickson Street. The building occupants have not been identified at this time. Any potential occupants and their use will correspond to those permitted under the M-1 (*Light Industrial*) zoning that is applicable to the project site. Discretionary approvals that would be required as part of the proposed project's implementation include the following:

- Conditional Use Permit (CUP);
- Design Review Approval; and,
- Approval of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

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

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project would not result in any significant adverse unmitigable impacts. For this reason, the City of El Monte has determined that a *Mitigated Negative Declaration* is the appropriate California Environmental Quality Act (CEQA) environmental determination for the proposed project.

MITIGATED NEGATIVE DECLARATION (CONTINUED)

The following findings may be made based on the analysis contained in the attached Initial Study:

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

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

Signature _____

Date _____

City of El Monte Economic Development Department



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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The City of El Monte, in its capacity as the Lead Agency, is considering an Application to construct and operate a new business park development within a 2.85-acre site located near the terminus of Hickson Street on the south side. The site's legal address is 10620 Hickson Street. The proposed project, if approved, will consist of two concrete tilt-up industrial buildings (referred to herein as *Building 1* and *Building 2*) that will have a total floor area of 67,111 square feet. Building 1 will have a total floor area of 35,050 square feet, including 28,700 square feet of warehouse and 6,350 square feet of office. Building 2 will have a total floor area of 32,061 square feet, including 25,711 square feet of warehouse and 6,350 square feet of office. The two buildings will also include a total of seven truck high loading docks: Building 1 will have three loading docks and Building 2 will have four loading docks. Access to the proposed development will be provided by a single, 40-foot wide driveway located on the south side of Hickson Street. The building tenants have not been identified at this time. Any potential occupants and their use will correspond to those permitted under the M-1 (*Light Industrial*) zoning that is applicable to the project site. The Applicant is Acclaimed Industrial Properties, LLC, 2421 Holly Lane, Newport Beach, California 92663.¹ The project is described in greater detail herein in Section 2.

The City of El Monte is the designated Lead Agency that is responsible for the environmental review of the entire project pursuant to the California Environmental Quality Act (CEQA).² Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

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

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

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This Initial Study, the Mitigated Negative Declaration, and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will

¹ Michael Caley (AIA) Architects. *Hickson Business Park for Acclaimed Industrial Properties, LLC, 10620 Hickson Street, El Monte, California. (Site Plan, Sheet A-1).* January 30, 2015.

² California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act as Amended 2000.* (CEQA Guidelines) § 15050.

be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.³ Questions and/or comments should be submitted to the following contact person:

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

1.2 INITIAL STUDY'S ORGANIZATION

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

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

1.3 INITIAL STUDY CHECKLIST

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

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

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

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

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

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

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

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

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

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

| Environmental Issues Area Examined | Significant Unavoidable Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|--|---------------------------------------|---|-------------------------------------|------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? | | X | | |
| c) Directly or indirectly destroy a unique paleontological resource site or unique geologic feature? | | X | | |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | | | X | |
| Section 3.6 Geology & Soils Impacts. <i>Would the project result in or expose people to potential impacts involving:</i> | | | | |
| a) The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides? | | X | | |
| b) Substantial soil erosion or the loss of topsoil? | | | X | |
| c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | | | X | |
| d) Location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property? | | | | X |
| e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | X |
| Section 3.7 Greenhouse Gas Emissions Impacts. <i>Would the project:</i> | | | | |
| a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | X | |
| b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? | | | X | |
| Section 3.8 Hazards & Hazardous Materials Impacts. <i>Would the project:</i> | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | X | | |

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

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

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

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

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

| Environmental Issues Area Examined | Significant Unavoidable Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|--|---------------------------------------|---|-------------------------------------|------------------|
| e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | X |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | | X |
| Section 3.13 Population & Housing Impacts. <i>Would the project:</i> | | | | |
| a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | | | X | |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | X |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | X |
| Section 3.14 Public Services Impacts. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in any of the following areas:</i> | | | | |
| a) Fire protection services? | | | X | |
| b) Police protection services? | | | X | |
| c) School services? | | | | X |
| d) Other governmental services? | | | X | |
| Section 3.15 Recreation Impacts. <i>Would the project:</i> | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | X |
| b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | | | | X |
| Section 3.16 Transportation Impacts. <i>Would the project:</i> | | | | |
| a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | | | X | |

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

| Environmental Issues Area Examined | Significant Unavoidable Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---------------------------------------|---|-------------------------------------|------------------|
| b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways? | | | | X |
| c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? | | | | X |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | X | | |
| e) Result in inadequate emergency access? | | | | X |
| f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | | X |
| Section 3.17 Utilities Impacts. <i>Would the project:</i> | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | X | |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? | | | X | |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | X | |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | | X |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | X |
| f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | X | |
| g) Comply with Federal, State, and local statutes and regulations related to solid waste? | | | | X |
| h) Result in a need for new systems, or substantial alterations in power or natural gas facilities? | | | | X |
| i) Result in a need for new systems, or substantial alterations in communication systems? | | | | X |

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

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



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of El Monte, in its capacity as the Lead Agency, is considering a request to construct and operate a new business park development within a 2.85-acre site located near the terminus of Hickson Street on the south side. The proposed project, if approved will involve the construction of two concrete tilt-up industrial buildings (referred to herein as *Building 1* and *Building 2*) that will have a total floor area of 67,111 square feet. Building 1 will have a total floor area of 35,050 square feet, including 28,700 square feet of warehouse and 6,350 square feet of office. Building 2 will have a total floor area of 32,061 square feet, including 25,711 square feet of warehouse and 6,350 square feet of office. The two buildings will also include a total of seven truck high loading docks: Building 1 will have three loading docks and Building 2 will have four loading docks. Access to the proposed development will be provided by a single, 40-foot wide driveway located on the south side of Hickson Street.⁴

2.2 PROJECT LOCATION

The proposed project site is located in the west-central portion of the City of El Monte. The City of El Monte is located in the west San Gabriel Valley, approximately 13.0 miles east of downtown Los Angeles. Major physiographic features in the area include the Rio Hondo River (located west of the City) and the San Gabriel River (located east of the City). The Puente Hills are located to the south approximately 5.67 miles and the Montebello Hills are located to the southwest approximately 4.31 miles. The Whittier Narrows, a gap between the Montebello Hills and the Puente Hills that was created by the San Gabriel River, is located approximately 2.72 miles to the southwest.⁵ The San Gabriel Mountains are located approximately 5.92 miles to the north of the City.⁶

The City of El Monte is bounded on the north by Arcadia and Temple City; on the west by Rosemead; on the east by Irwindale, Baldwin Park, Industry, and unincorporated areas; and on the south by South El Monte.⁷ The City's location in a regional context is illustrated in Exhibit 2-1. The City's location in relation to the surrounding communities is illustrated in Exhibit 2-2. A local map is provided in Exhibit 2-3.

The proposed project site is located on the south side of Hickson Street near the roadway's eastern terminus. The project site's legal address is 10620 Hickson Street. The Los Angeles County Tax Assessor's Parcels Numbers (APNs) that are applicable to the two parcels that comprise the project site includes 8576-027-30 and 8576-027-31.⁸ Access to the project site is provided by Hickson Street that extends along the project site's northern side.

⁴ Michael Caley (AIA) Architects. *Hickson Business Park for Acclaimed Industrial Properties, LLC, 10620 Hickson Street, El Monte, California. (Site Plan, Sheet A-1).* January 30, 2015.

⁵ United States Geological Survey. TerraServer USA. *The National Map – El Monte, California.* July 1, 1979.

⁶ Google Earth. (Distance was identified using the measuring tool]United States Geological Survey. TerraServer USA. *The National Map – El Monte, California.* July 1, 1979.

⁷ Ibid.

⁸ Los Angeles County Tax Assessor. Parcel Viewer. <http://maps.assessor.lacounty.gov/mapping/viewer.asp>

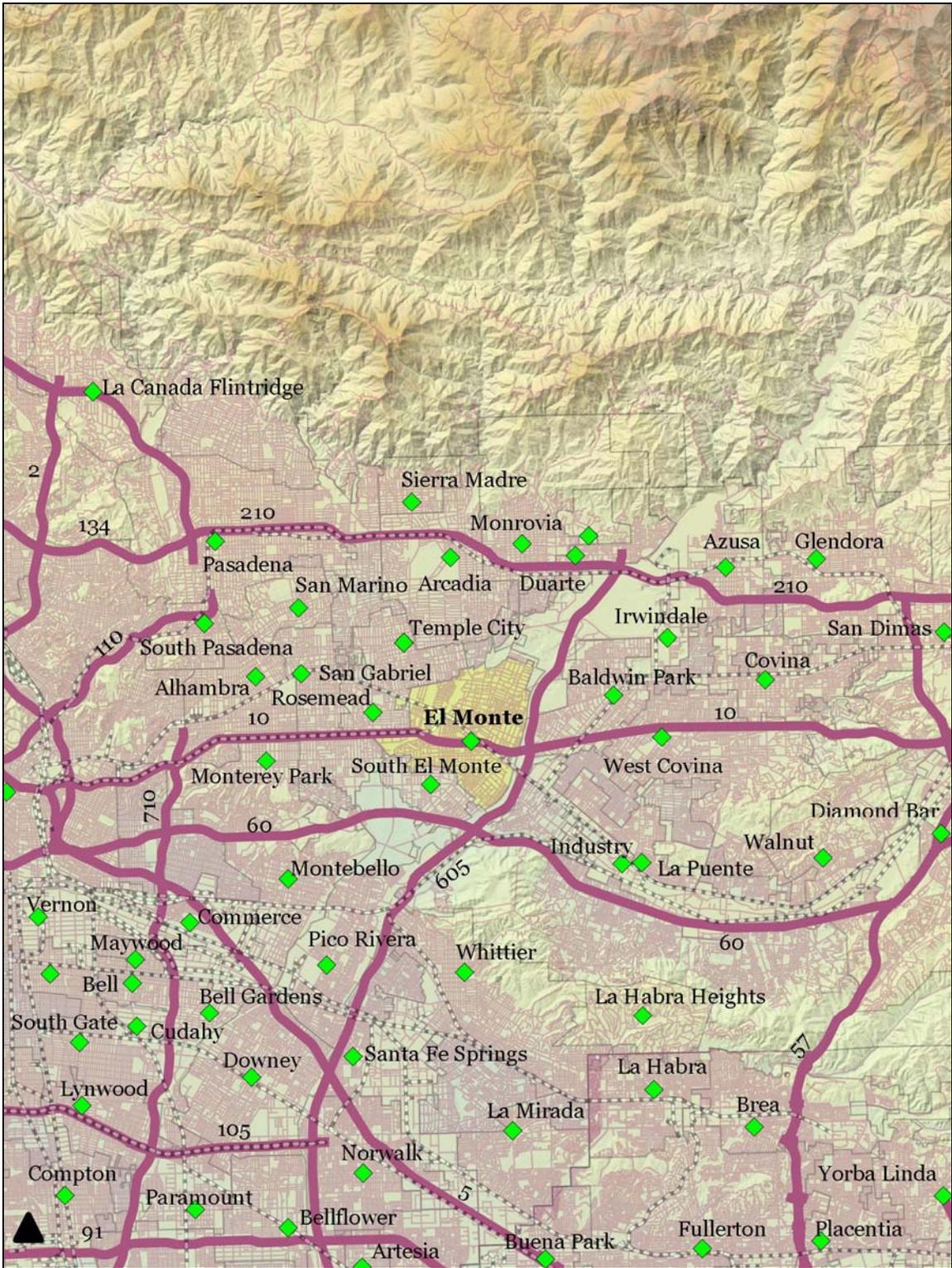


EXHIBIT 2-1
REGIONAL LOCATION MAP

Source: Quantum GIS

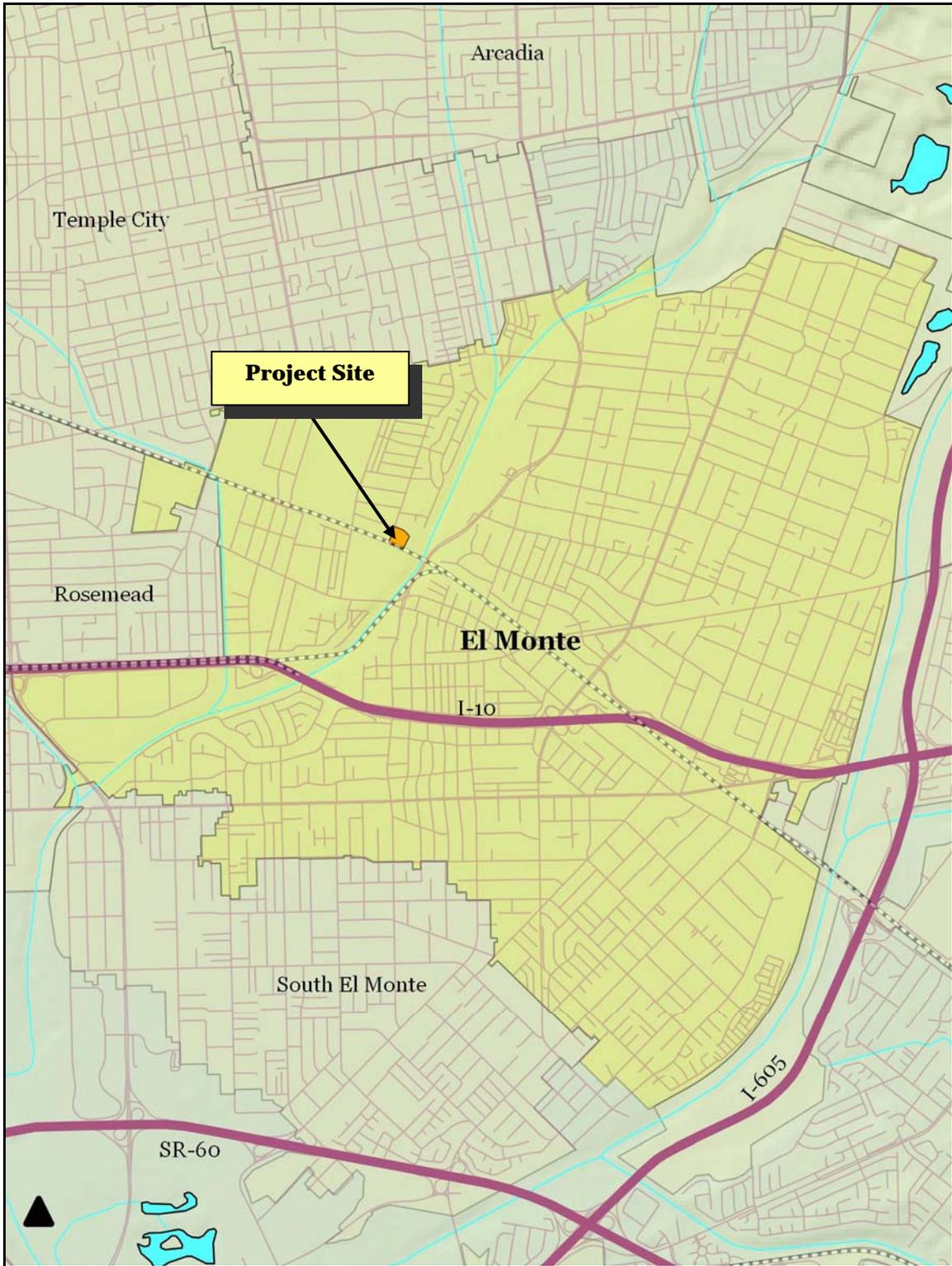


EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS



EXHIBIT 2-3
LOCAL MAP
Source: Quantum GIS

Regional freeway access is provided by Interstate 10 (I-10), located 0.78 miles to the south, Interstate 605 (I-605) located 2.40 miles to the east, and Interstate 210 (I-210), located 4.25 miles to the north. The most direct access to the nearest freeway (the I-10 Freeway) is possible using Arden Drive to Valley Boulevard, continuing east on Valley Boulevard, then traveling south of Santa Anita Avenue to the I-10 Freeway. Local vehicular access to the project site is provided by Hickson Street which extends along the project site's northerly side. Employees and delivery traffic, including trucks, will use that segment of Hickson Street between the project site's driveway and Arden Drive. The most likely route of travel will then be for the traffic to continue south on Arden Drive to Valley Boulevard. Because the streets located to the north of the site are local streets that serve the residential neighborhoods to the north, trucks traveling to and from the property will be restricted to Hickson Street.

2.3 ENVIRONMENTAL SETTING

The project site is located in an urban setting and is surrounded by urban development. The project site is currently zoned as M-1 (*Light Industrial*) and is one of several undeveloped properties in this portion of the City. The project site was formerly developed in industrial uses (a foundry operated by Gregg Industries, Inc.) though the above-ground structural improvements have been demolished. Views of the previous foundry that occupied the site are shown in Exhibits 2-4 and 2-5. Surrounding land uses and development in the vicinity of the project site are summarized below and are shown in Exhibit 2-6 which is an aerial photograph of the project site.

- *North of the Project Site.* Hickson Street extends along the project site's northern side. Two industrial buildings are located further north, on the north side of Hickson Street. These two buildings include one located at 10625 Hickson Street which is now vacant. The second building, located 10651 Hickson Street, is occupied by Sahn Yuan. A Southern California Edison (SCE) substation is located on the northwest corner of Hickson Street and Esto Avenue.⁹
- *East of the Project Site.* Industrial uses abut the project site on the east. Prime Aerotech International, Inc. (10699 Hickson Street) occupies this building.¹⁰
- *South of the Project Site.* A railroad right-of-way (ROW) extends along the project site's entire south side. This railroad ROW is owned and operated by Southern Pacific. Further south, to the south of the aforementioned railroad ROW, is an industrial property occupied by Bazic Products USA, Inc (10511 Valley Boulevard).¹¹
- *West of the Project Site.* A large vacant parcel that was once part of the foundry that occupied the site abuts the project site on the west side. Similar to the proposed project site, the above-ground improvements associated with this previous use have been demolished. Further west is the City of El Monte Public Works, Transportation facility. A Department of Motor Vehicles (DMV) facility is located on the southwest corner of Hickson Street and Arden Drive.

⁹ Blodgett Baylosis Environmental Planning. *Site Survey* [completed on April 8th, 2015].

¹⁰ Ibid.

¹¹ Ibid.

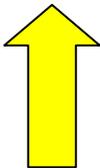


EXHIBIT 2-4
AERIAL PHOTOGRAPH OF THE PREVIOUS FOUNDRY USE
Source: U.S Fish and Wildlife Service



View of the previous foundry use facing south



View of the previous foundry use facing southeast

EXHIBIT 2-5
PHOTOGRAPHS OF THE PREVIOUS USE
Source: Google Earth

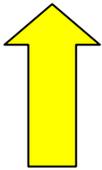


EXHIBIT 2-6
AERIAL PHOTOGRAPH OF THE EXISTING SITE
Source: Google Earth

As indicated previously, the most direct access to the project site is limited to Hickson Street. Industrial zoned properties are located along the entire south side of the segment Hickson Street between the project site and Arden Drive. However, residentially zoned (R-1A) properties are located along the north side of Hickson Street between Arden Drive and Esto Avenue.¹² There are five single-family homes and four duplex units located along the north side of Hickson Street between Arden Drive and Esto Avenue. A SCE substation is located on the northwest corner of Esto Avenue and Hickson Street. This SCE property is also zoned R-1A. As indicated previously, there are no structural improvements that remain within the project site. The site is presently fenced off which limits unauthorized access to the site. Photographs of the project site and the immediate area are included in Exhibits 2-7 through 2-10.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The proposed project involves the construction and operation of a new business park within a 2.85-acre site located near the terminus of Hickson Street. The proposed project will consist of the following elements:

- *Site Plan.* Two new buildings will be constructed in the central and southern portion of the site and they will be separated by a common internal roadway that will extend to the loading dock area and the truck maneuvering areas. A sidewalk, wall, and landscaped area will be provided along the entire Hickson Street frontage. A site plan is provided in Exhibit 2-11.¹³
- *Building Characteristics.* The project will consist of two concrete tilt-up industrial buildings (referred to as *Building 1* and *Building 2*). These two buildings will have a total floor area of 67,111 square feet. The maximum height of the buildings will be 35-feet, 10-inches.¹⁴
- *Building 1 Characteristics.* Building 1 will have a total floor area of 35,050 square feet, including 28,700 square feet of warehouse and 6,350 square feet of office. The lot coverage for this building will be 55.79%.¹⁵ A total of 50 parking spaces will be provided for Building 1. The elevations for Building 1 are provided in Exhibit 2-12.
- *Building 2 Characteristics.* Building 2 will have a total floor area of 32,061 square feet, including 25,711 square feet of warehouse and 6,350 square feet of office. The lot coverage for this building will be 52.34%. A total of 49 parking spaces will be provided for Building 2.¹⁶ The elevations for Building 2 are provided in Exhibit 2-13.

¹² Michael Caley (AIA) Architects. *Hickson Business Park for Acclaimed Industrial Properties, LLC, 10620 Hickson Street, El Monte, California. (Site Plan, Sheet A-1).* January 30, 2015.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Ibid.



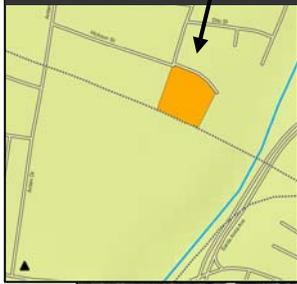
View of the project site facing south



View of the project site facing southwest

EXHIBIT 2-7
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning

**View of the uses
located to the north**



View of the industrial uses to the north

**View of the uses
located to the
north**



View of the SCE substation to the northwest

EXHIBIT 2-8

PHOTOGRAPHS OF THE SURROUNDING AREAS

Source: Blodgett Baylosis Environmental Planning



View of the uses located to the east

View of the industrial uses located to the east



View of the uses located to the west

View of Hickson Street facing west

EXHIBIT 2-9
PHOTOGRAPHS OF THE SURROUNDING AREAS

Source: Blodgett Baylosis Environmental Planning



View of the uses located to the south

View of the uses located to the south of the project site



View of the uses located to the south

View of the existing railroad ROW facing south

EXHIBIT 2-10
PHOTOGRAPHS OF THE SURROUNDING AREAS
Source: Blodgett Baylosis Environmental Planning

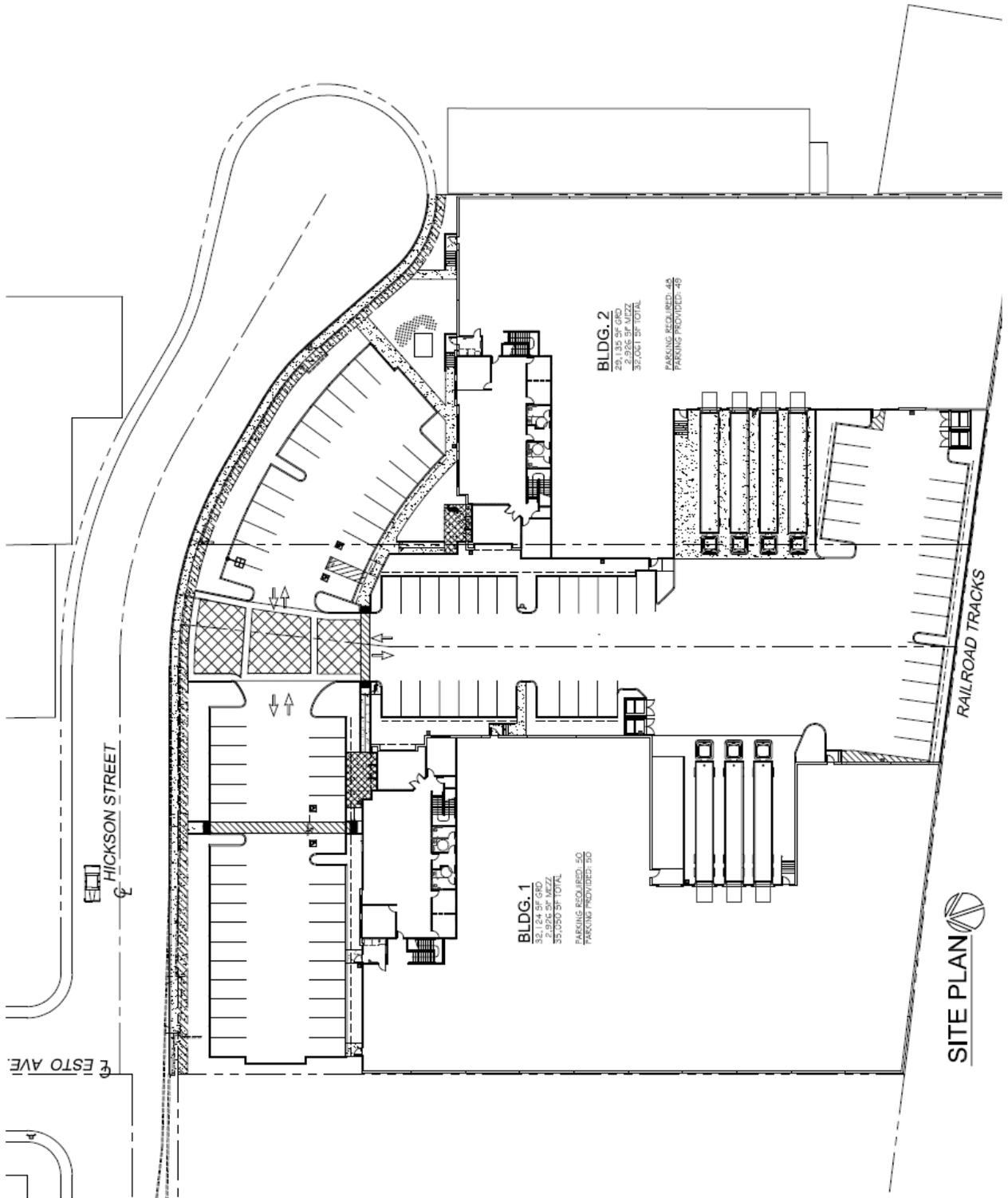


EXHIBIT 2-11 PROPOSED PROJECT SITE PLAN

Source: Michael Caley (AIA) Architect

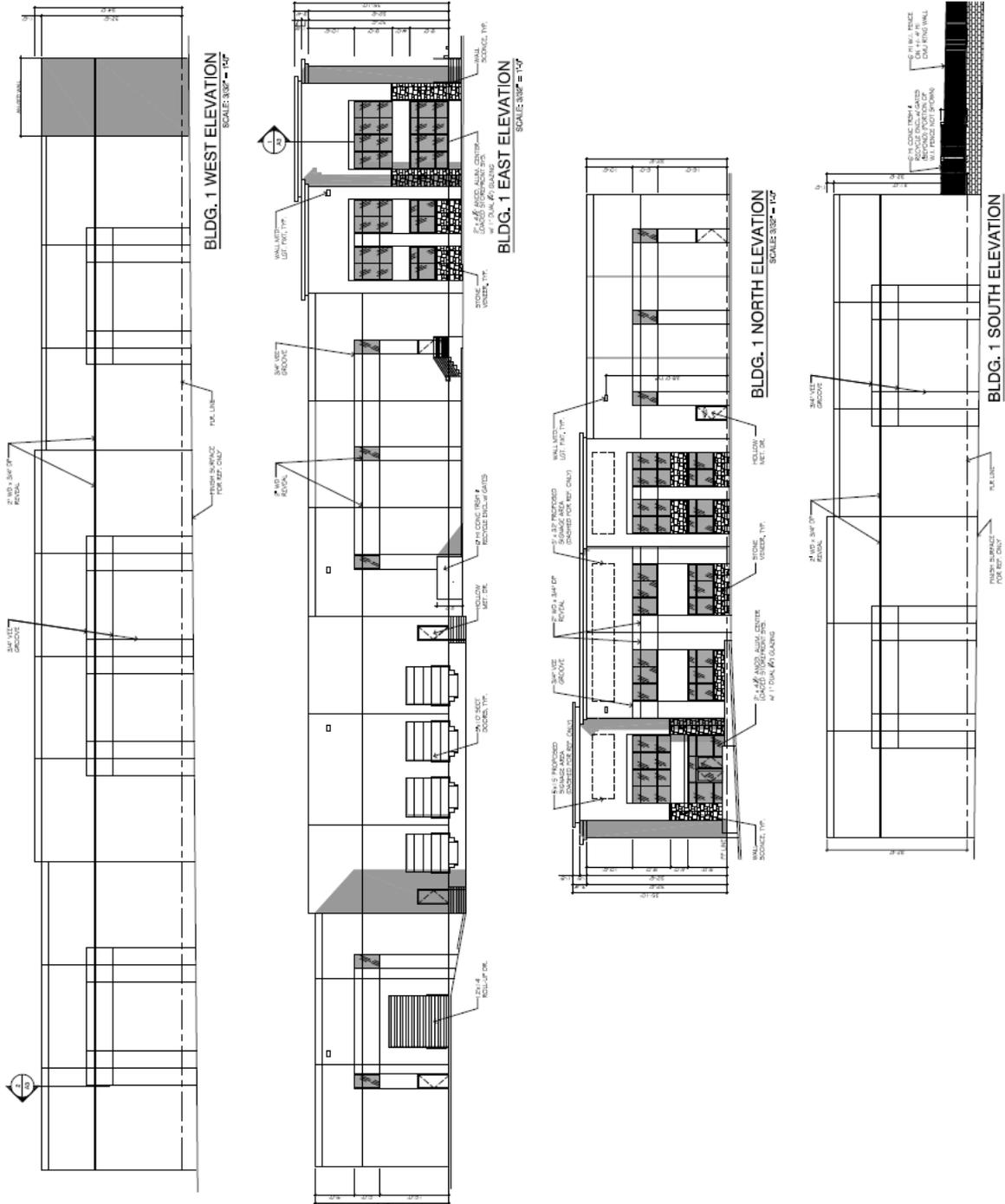
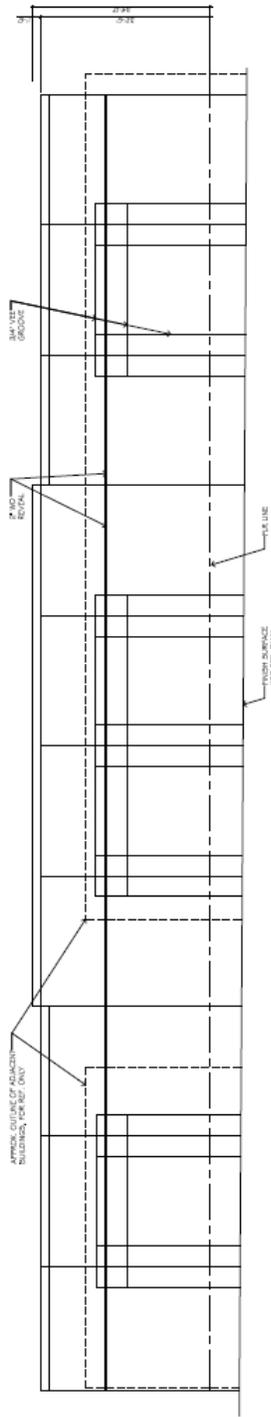
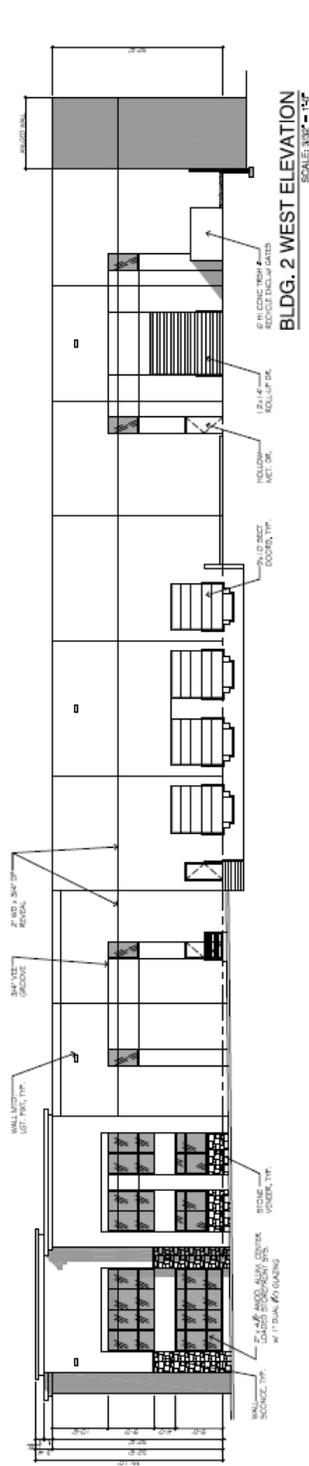


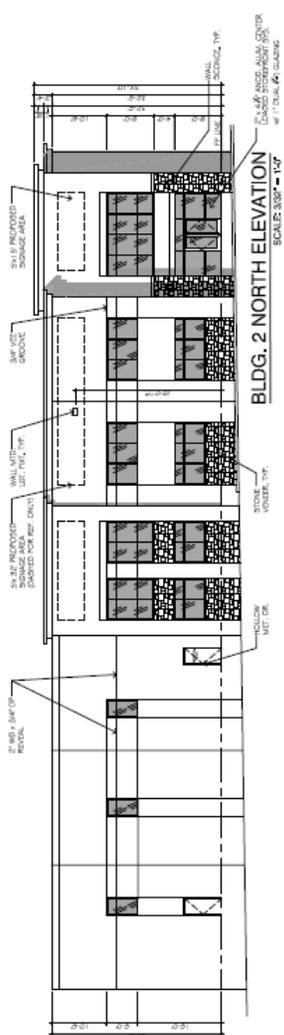
EXHIBIT 2-12
PROPOSED BUILDING 1 ELEVATIONS
 Source: Michael Caley (AIA) Architect



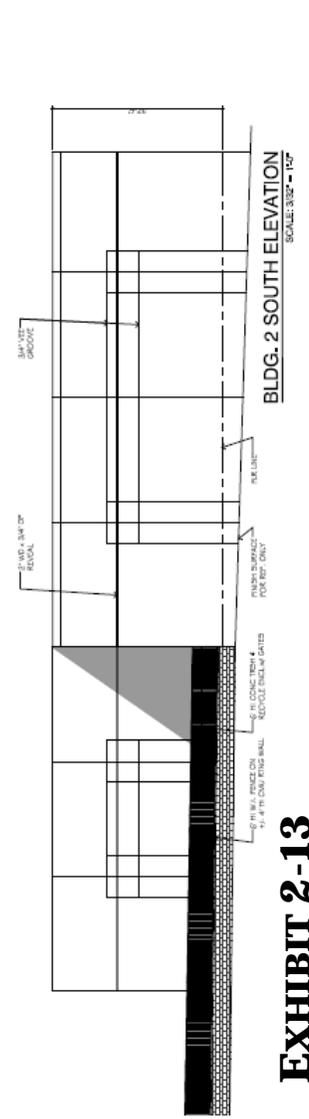
BLDG. 2 EAST ELEVATION
 SCALE: 3/32" = 1'-0"



BLDG. 2 WEST ELEVATION
 SCALE: 3/32" = 1'-0"



BLDG. 2 NORTH ELEVATION
 SCALE: 3/32" = 1'-0"



BLDG. 2 SOUTH ELEVATION
 SCALE: 3/32" = 1'-0"

EXHIBIT 2-13
PROPOSED BUILDING 2 ELEVATIONS
 Source: Michael Caley (AIA) Architect

- *Truck Loading.* The two buildings will also include a total of seven truck high loading docks. Building 1 will have three loading docks along the east-facing elevation. Building 2 will have four loading docks located along the building’s west-facing elevation. The loading docks and truck maneuvering areas will be located in the southerly and central portion of the project site between Building 1 and Building 2.¹⁷
- *Access and Circulation.* Access to the proposed development will be provided by a single, 40-foot wide driveway located on the south aside of Hickson Street.¹⁸ A drive aisle will extend from the driveway southerly into the project site. The drive aisle will provide access to the parking areas and the loading docks. Vehicle parking will be provided in the surface parking areas included in the northern and southern portion of the site. A total of 99 parking spaces will be provided including 95 standard spaces and four ADA spaces.¹⁹

Table 2-1 summarizes the proposed project and outlines the proposed development for each parcel.

Table 2-1
Summary of the Proposed Project

| Project Element | Parcel 1/Bldg.1 | Parcel 2/Bldg.2 | Total |
|-------------------------|------------------------|------------------------|-------------------|
| Project Site Area | 62,823 sq. ft. | 61,251 sq. ft. | 124,074 sq. ft. |
| Total Building Area | 35,050 sq. ft. | 32,061 sq. ft. | 67,111 sq. ft. |
| Floor Area of Warehouse | 28,700 sq. ft. | 25,711 sq. ft. | 54,411 sq. ft. |
| Floor Area of Office | 6,350 sq. ft. | 6,350 sq. ft. | 12,700 sq. ft. |
| Landscaping | 4,426 sq. ft. | 5,632 sq. ft. | 10,058 sq. ft. |
| Total Parking Spaces | 50 parking spaces | 49 parking spaces | 99 parking spaces |
| Standard Parking Spaces | 48 parking spaces | 47 parking spaces | 95 parking spaces |
| ADA Parking Spaces | 2 parking spaces | 2 parking spaces | 4 parking spaces |

Source: Michael Caley (AIA) Architects. *Hickson Business Park for Acclaimed Industrial Properties, LLC, 10620 Hickson Street, El Monte, California. (Site Plan, Sheet A-1).* January 30, 2015.

2.4.2 OPERATIONAL CHARACTERISTICS

The building occupants have not been identified at this time. Any potential occupants and their use will correspond to those permitted under the M-1 (*Light Industrial*) zoning that is applicable to the project site. These uses may include smaller warehouse uses, assembly, and distribution. The potential employment for the proposed project is estimated to be approximately 65 to 70 jobs assuming an employment generation of one new job for every 1,000 square feet of floor area. The future hours of operation,

¹⁷ Michael Caley (AIA) Architects. *Hickson Business Park for Acclaimed Industrial Properties, LLC, 10620 Hickson Street, El Monte, California. (Site Plan, Sheet A-1).* January 30, 2015.

¹⁸ Ibid.

¹⁹ Ibid.

including the number of shifts, will be dependent on the uses that will ultimately occupy the buildings. The most likely scenario will be that the majority of the on-site operational activities will occur during normal business hours (8:00 AM to 5:00 PM). The receiving areas will likely operate between 8:00 AM to 6:00 PM, Monday through Friday. Limited maintenance and other activities will occur during the third shift and grave-yard shift. However, the analysis of noise impacts included mitigation that will be effective in reducing any potential night-time noise impacts. In addition, the traffic study analyzed both daily (24-hour) and peak hour traffic volumes.

2.4.3 CONSTRUCTION CHARACTERISTICS

The construction phases for the proposed project will take approximately 36 weeks (9 months) to complete. The key construction phases are outlined below:

- The demolition phase is anticipated to take two weeks to complete. Equipment on-site during this phase will include concrete industrial saws, rubber tired dozers, tractors/backhoes, and loaders. The average number of off-road equipment will total five pieces. During this phase, the average number of worker daily trips will be 13 round-trips.
- The site preparation phase is projected to take two weeks to complete. Equipment on-site during this phase will include graders, tractors, backhoes, and loaders. The average number of off-road equipment will total three pieces. During this phase, the average number of daily worker trips will be round-trips.
- The construction of the new warehouse and office building, new surface parking lot and other improvements will be completed in 24 weeks. Equipment on-site during this phase will include cranes, generators, forklifts, tractors, backhoes, and loaders. The average number of off-road equipment will total seven pieces. During this phase, the average number of daily worker trips will be 13 round-trips.
- The finishing phases (installation of landscaping, paving of parking areas, etc.) will take eight weeks to complete. Equipment on-site during this phase will include cement and motor mixers, pavers, rollers, other paving equipment, tractors, backhoes, and loaders. The average number of off-road equipment will total five pieces. During this phase, the average number of daily worker trips will be 13 round-trips.

2.4.4 OBJECTIVES OF THE PROJECT

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

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

- To ensure that the project is in conformance with the development policies included in the City of El Monte General Plan.

2.4.5 DISCRETIONARY APPROVALS

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

- The approval of a Conditional Use Permit (CUP) will be required for the project. The City of El Monte Zoning Code requires a CUP for any industrial development that is located within 150-foot of a residentially zoned property. The nearest residentially zoned property within this 150-foot radius is the parcel located on the southeast corner of Hickson Street and Esto Avenue. This residentially zoned parcel is occupied by an existing SCE substation.
- The approval of the project's design as part of the Design Review process which includes the review and approval of the architecture, building materials and color, and the landscape plan; and,
- The adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

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



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SECTION 3 - ENVIRONMENTAL ANALYSIS

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

- Aesthetics (Section 3.1);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Geology & Soils (Section 3.6);
- Greenhouse Gas Emissions; (Section 3.7);
- Hazards & Hazardous Materials (Section 3.8);
- Hydrology & Water Quality (Section 3.9);
- Land Use & Planning (Section 3.10);
- Mineral Resources (Section 3.11);
- Noise (Section 3.12);
- Population & Housing (Section 3.13);
- Public Services (Section 3.14);
- Recreation (Section 3.15);
- Transportation (Section 3.16);
- Utilities (Section 3.17); and,
- Mandatory Findings of Significance (Section 3.18).

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

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

3.1 AESTHETIC IMPACTS

3.1.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project affect a scenic vista? • No Impact.

The project site is located in the midst of an urbanized area. The predominant view-sheds in the area include the Puente Hills located approximately 3.3 miles to the southeast, the Montebello Hills located approximately 3.4 miles to the southwest, and the San Gabriel Mountains located to the north approximately 6.7 miles. The proposed project will not adversely impact the aforementioned views. The project site was formerly developed in industrial uses though the above-ground structural improvements have been demolished. Hickson Street extends along the project site's northern side and two industrial buildings are located further north, on the north side of Hickson Street. Industrial uses also abut the project site on the east. A railroad ROW extends along the project site's entire south side. A large vacant parcel that was once part of the foundry that formerly occupied the site abuts the project site on the west side.²⁰ The greatest visual change associated with the proposed project's implementation involves the elimination of the existing ground cover (foundations, asphalt, etc.) and their replacement with the new industrial development.

The construction of the Hickson Business Park development would improve the appearance of the project area. During the construction phases, the site would be required to be maintained in good condition and secured from public access. Any temporary fencing would also be maintained and any undeveloped surfaces would be maintained free of weeds, rubbish, and construction debris. Exhibit 3-1 includes a cross-section view of the proposed new buildings and the corresponding setback along the Hickson Street frontage. The cross-section views indicate that the new buildings would not result in any visual impacts along the Hickson Street frontages. As a result, the implementation of the proposed project would not result in any significant impacts.

²⁰ Blodgett Baylosis Environmental Planning. *Site Survey* [completed on April 8th, 2015].

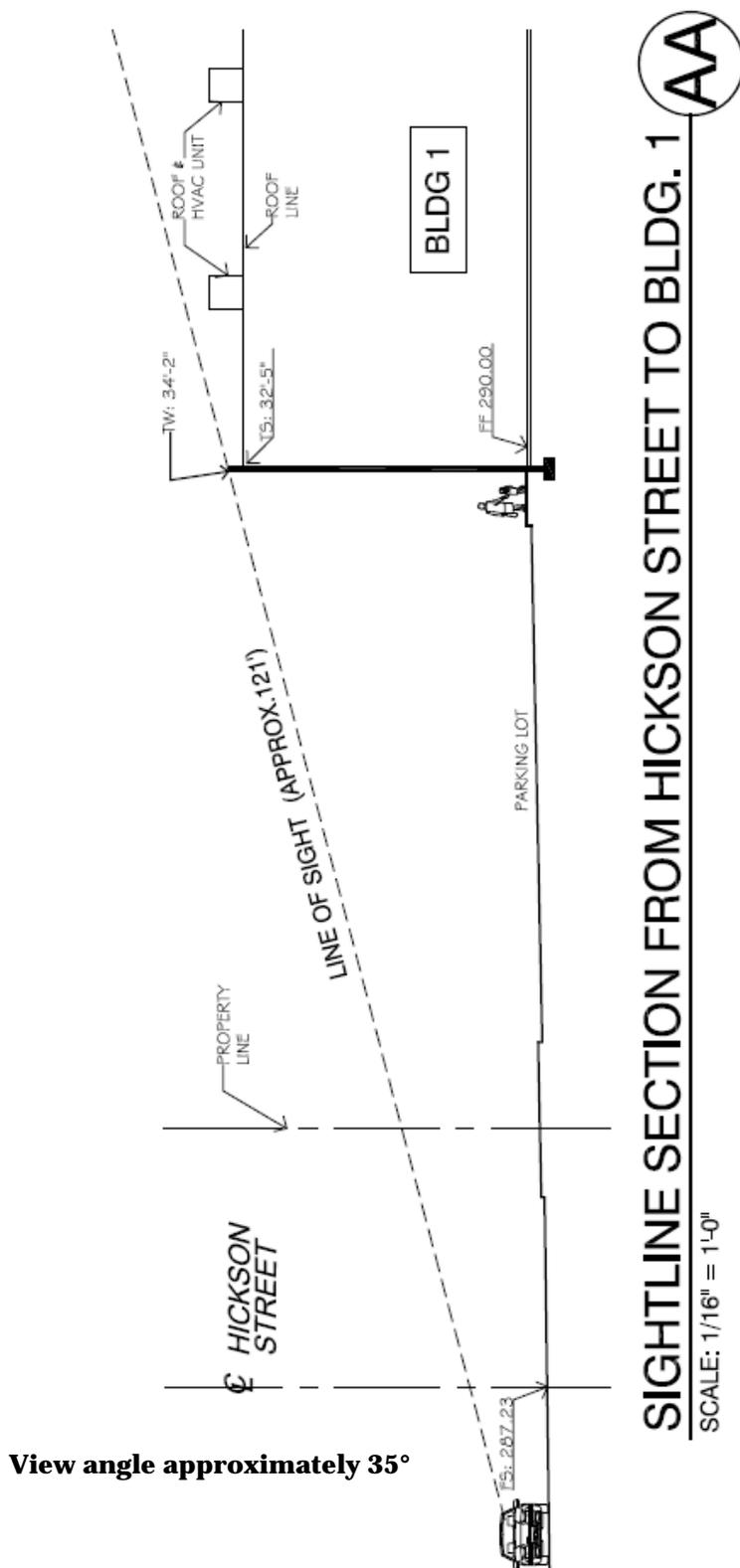


EXHIBIT 3-1
PROPOSED BUILDING CROSS-SECTIONS
 Source: Michael Caley (AIA) Architect

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

There are no designated State scenic highways located in the vicinity of the project site.²¹ No natural undeveloped areas remain within the project site or the adjacent properties. No historic or unique structures or sites are found within the properties that are currently developed (the nature and extent of historic resources within the project area are discussed herein in Section 3.5).²² The project site's topography has been modified as part of the previous development. As a result, the proposed project site does not contain any scenic resources and would not result in any impacts on scenic resources.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • Less than Significant Impact.

The proposed Hickson Business Park development will represent a substantial visual improvement compared to the site's current and previous conditions. In addition, the proposed project will feature modern architecture and new landscaping and will improve the overall visual character of the site. The proposed project will also be consistent with the other industrial buildings located along the easterly portion of Hickson Street in terms of floor area ratio, lot coverage, and building height. As a result, the impacts will be less than significant.

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

Sources of lighting in the area include lighting from buildings, parking areas, commercial signage, and street lighting. Light sensitive residential land uses include the residences located along the north side of Hickson Street. The nearest residences to the project site are located approximately 200 feet to the northwest. The following mitigation measures would be effective in reducing the potential light and glare impacts on the nearby light-sensitive residential land uses:

- The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such lighting system shall be automated using either an electronic time switch device or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department prior to the issuance of building permits.
- Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.

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

²¹ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

²² U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2014.

3.1.3 CUMULATIVE IMPACTS

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

3.1.4 MITIGATION MEASURES

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

Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Economic Development Department. The developer shall install an on-site lighting system so as to eliminate the potential for light trespass. Such lighting system shall be automated using either an electronic timer switches or photoelectric sensor device and the lighting device shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Economic Development Department prior to the issuance of building permits.

Mitigation Measure No. 2 (Aesthetic Impacts). Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, light standards must comply with the photometric plan provided to the City to eliminate the potential for light trespass.

3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

3.2.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The soils that underlie the project site are classified by the United States Soil Conservation Service as belonging to the Hanford Soils Association.²³ This soil association is not considered to be “Prime Farmland Soils” in the urban areas of Los Angeles County according to the State of California Department of Conservation Farmland Mapping and Monitoring Program. This soil association is a result of alluvial deposition that occurred prior to the area’s urbanization. In addition, there are no ongoing agricultural activities located within or adjacent to the project site (land cover in the area is shown in Exhibit 3-2).²⁴ As a result, no impacts on prime farmland soils would occur with the implementation of the proposed project.

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

As indicated previously, the project site and the adjacent properties are not being used for agricultural purposes.²⁵ The City’s applicable General Plan and Zoning designations for the project site do not contemplate commercial farming or agricultural land uses. According to the State Department of Conservation, Division of Land Resource Protection, the project site is not subject to a Williamson Act

²³ State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. <http://www.conservation.ca.gov>

²⁴ Blodgett Baylosis Environmental Planning. *Site Survey* [completed on April 8th, 2015].

²⁵ Ibid.

Contract. As a result, no impacts on existing or future Williamson Act Contracts would result from the proposed project's implementation.

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

The City of El Monte is located in the midst of a larger urban area and no forest lands are found within the site or the surrounding areas.²⁶ In addition, the City of El Monte General Plan does not provide for any forest land protection since it is not required. No forest lands are located within the City's corporate boundaries. As a result, no impacts on forest land or timber resources would result from the implementation of the proposed project.

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

The project site is located in the midst of an urban area. No forest land is located within the City nor does the City of El Monte General Plan provide for any forest land protection.²⁷ No loss or conversion of forest lands would result from the implementation of the proposed project. As a result, no impacts will occur.

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

No agricultural activities or farmland uses are located within or adjacent to the project site.²⁸ As indicated previously, no agricultural activities are located within the project site or in the surrounding area. The implementation of the proposed project would not involve the conversion of any existing farmland area to urban uses. As a result, no impacts will occur.

3.2.3 CUMULATIVE IMPACTS

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

3.2.4 MITIGATION MEASURES

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

²⁶ Blodgett Baylosis Environmental Planning. *Site Survey*, April 8, 2015.

²⁷ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

²⁸ Blodgett Baylosis Environmental Planning. *Site Survey* [completed on April 8th, 2015]. Also refer to the United States Geological Survey. TerraServer USA. *The National Map – El Monte, California*. July 1, 1979.

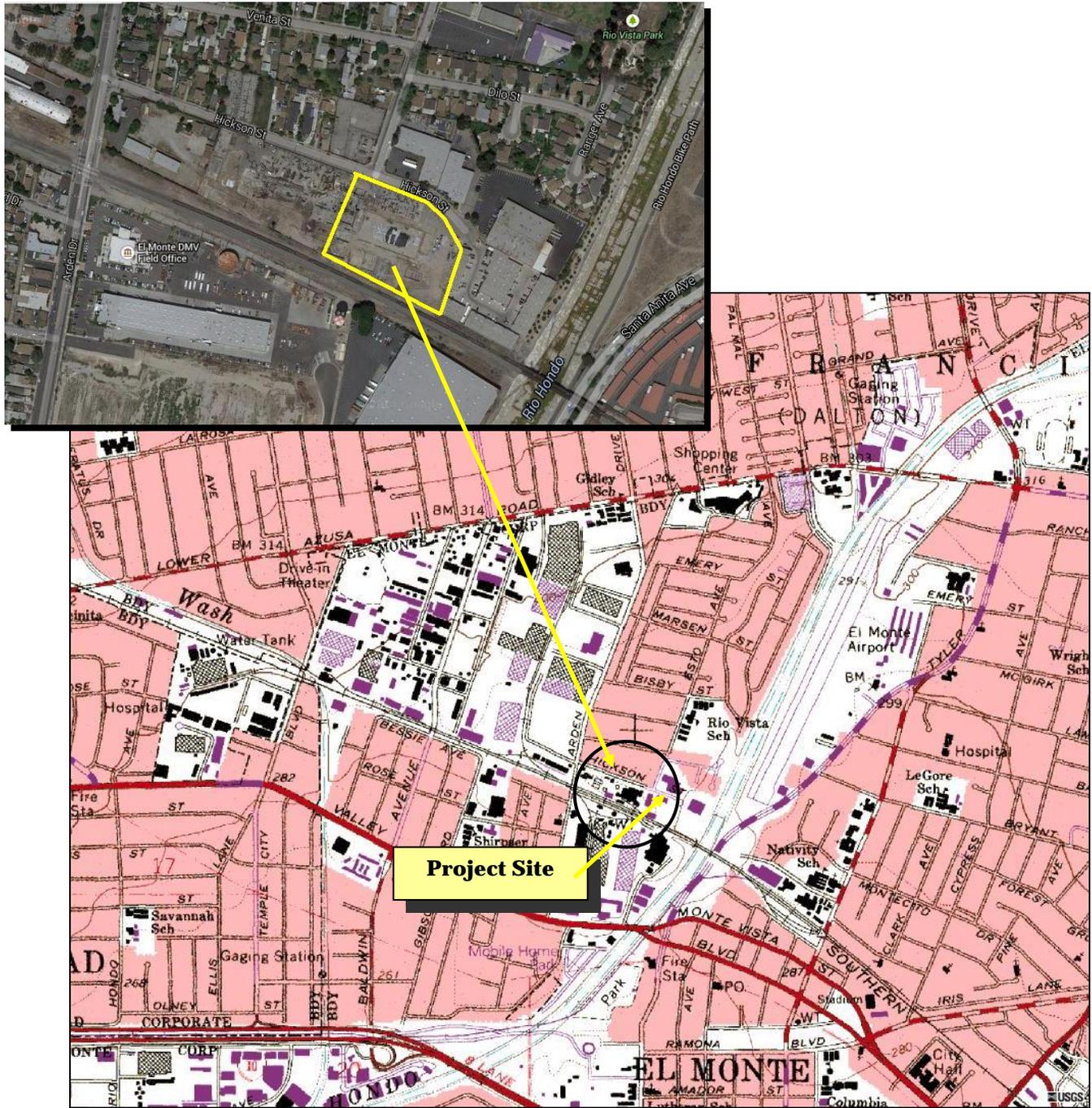


EXHIBIT 3-2 LAND COVER AROUND THE PROJECT SITE

Source: United States Geological Survey

3.3 AIR QUALITY IMPACTS

3.3.1 THRESHOLDS OF SIGNIFICANCE

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

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

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for both short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:²⁹

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) is designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.³⁰
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded National standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of ozone (O₃) and particulate matter. The SCAB is designated as an attainment area for NO₂ by the EPA.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels that are well below

²⁹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

³⁰ A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂ by the EPA.

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

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

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

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

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

The City of El Monte is located within the SCAB which covers a 6,600-square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the basin is monitored by the SCAQMD at various monitoring stations located throughout the area. The most recent Air Quality Management Plan (AQMP) was adopted in 2012 and was jointly prepared with the CARB and the Southern California Association of Governments (SCAG). The AQMP will help the SCAQMD to maintain a focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone.

Table 3-1
Air Quality in Source Receptor Area 9, East San Gabriel Monitoring Station (2006-2013)
(Number of Days Standards Were Exceeded & Maximum Levels)

| Pollutant/Standard | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|--|----------|----------|---------|----------|---------|----------|-------|---------|
| Ozone | | | | | | | | |
| 1-Hour > 0.09 ppm (S) | 23 | 22 | 34 | 23 | 5 | 13 | 18 | 7 |
| 8-Hour > 0.07 ppm (S) | 19 | 28 | 39 | 32 | 10 | 19 | 18 | 15 |
| 8-Hour > 0.075 ppm (F) | 10 | 20 | 28 | 17 | 3 | 12 | 10 | 6 |
| Max. 1-Hour Conc. (ppm) | 0.17 | 0.158 | 0.13 | 0.15 | 0.104 | 0.111 | 0.134 | 0.115 |
| Max. 8-Hour Conc. (ppm) | 0.12 | 0.112 | 0.118 | 0.107 | 0.081 | 0.092 | 0.095 | 0.085 |
| Carbon Monoxide | | | | | | | | |
| Max 8-Hour Conc. (ppm) | 1.7 | 1.8 | 1.6 | 1.7 | 1.3 | 1.4 | 1.2 | 1.7 |
| Nitrogen Dioxide | | | | | | | | |
| Max. 1-Hour Conc. (ppm) | 0.11 | 0.12 | 0.10 | 0.10 | 77.2 | 79.5 | 71.8 | 76.9 |
| Particulates (PM-10) | | | | | | | | |
| 24-Hour > 50 µg/m ³ (S) | 7 (12.1) | 11 (20) | 13(27%) | 7 (13.5) | 9(15%) | 9 (15%) | 6 | 6 (10%) |
| 24-Hour > 150 µg/m ³ (F) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. 24-Hr. Conc. (µg/m ³) | 81 | 83 | 98 | 74 | 70 | 65 | 78 | 76 |
| Particulates (PM-2.5) | | | | | | | | |
| 24-Hour > 35 µg/m ³ (F) | 8 (2.9) | 19 (6.5) | 5(1.6) | 6 (3.9) | 1(1.1%) | 1 (0.8%) | 1 | 0 (0%) |
| Max. 24-Hr. Conc. (µg/m ³) | 52.8 | 63.8 | 53.1 | 72.1 | 44.4 | 49.5 | 39.6 | 29.6 |

xx data not available; S=State Standard; F=Federal Standard

Source: South Coast AQMD

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:³¹ *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation. *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation. In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). The

³¹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2015].

proposed project will also conform to Consistency Criteria 2 because the proposed project is consistent with the City of El Monte General Plan. The proposed project’s conformity with Criteria 1 and Criteria 2 are summarized in Table 3-2.

**Table 3-2
 Air Quality Conformity Criteria**

| Issue | Description | Findings |
|---------------------|---|--|
| Criteria #1 | Will the project result in an increase in the frequency or severity of an existing air quality violation or in the continuation of a violation? | The project’s emissions are below SCAQMD thresholds of significance. Refer to Table 3-2 included in this section that indicates the long-term emissions and the daily thresholds. |
| Criteria #2 | Will the project exceed the assumptions included in the AQMP or other regional growth projections relevant to them? | The project will not result in an exceedance of regional or local growth projections for housing, population, or employment. |
| Criteria Pollutants | The SCAQMD indicates the daily emissions levels that will constitute a significant adverse impact. | Following development, the proposed project will not generate mobile or stationary emissions that will exceed the SCAQMD’s daily thresholds for significance (refer to Table 3-3). |

Source: South Coast Air Quality Management District.

The proposed project is not considered by the SCAQMD to be a regionally significant project.³² The project will not adversely affect any regional population, housing, and employment projections prepared for the City by SCAG. According to SCAG’s projections, the City’s employment will increase from 36,200 jobs in 2008 to 38,400 jobs in 2035, an increase of 2,200 jobs. It is important to also note that the unemployment rate for the City as of March 2015, is 8.9% which indicates that 4,700 unemployed residents are actively seeking work.³³ As a result, the proposed project would not be in conflict with or result in an obstruction of an applicable air quality plan and no impacts will occur.

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

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod V.2013.2.2. developed for the SCAQMD (the worksheets are included in the Appendix A). The entire project construction period is expected to last for approximately 36 weeks (9 months (refer to Section 2.4.3) and would include the removal of the existing pavement and any remaining substructures, finished grading, site preparation, the erection of the new buildings, and the finishing of the project (installation of paving, painting, and installation of landscaping). The estimated construction emissions are shown in Table 3-3.’

³² South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2015].

³³ www.labormarketinfo.edd.ca.gov/CES/Labor_Force_Unemployment_Data_for_Cities_and_Census_Areas.html#Data

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

| Construction Phase | ROG | NO₂ | CO | SO₂ | PM₁₀ | PM_{2.5} |
|---|--------------|-----------------------|--------------|-----------------------|------------------------|-------------------------|
| Demolition (on-site) | 3.06 | 29.67 | 22.05 | 0.02 | 1.86 | 1.74 |
| Demolition (off-site) | 0.06 | 0.08 | 0.99 | -- | 0.14 | 0.03 |
| Total Demolition | 3.12 | 29.75 | 23.04 | 0.02 | 2.00 | 1.77 |
| Site Preparation (on-site) | 2.82 | 32.46 | 18.67 | 0.02 | 2.07 | 1.52 |
| Site Preparation (off-site) | 0.03 | 0.04 | 0.61 | -- | 0.09 | 0.02 |
| Total Site Preparation | 2.85 | 32.50 | 19.28 | 0.02 | 2.16 | 1.54 |
| Grading (on-site) | 2.96 | 31.26 | 20.20 | 0.02 | 7.91 | 4.93 |
| Grading (off-site) | 0.04 | 0.06 | 0.76 | -- | 0.11 | 0.03 |
| Total Grading | 3.00 | 31.32 | 20.96 | 0.02 | 8.02 | 4.96 |
| Building Construction 2015 (on-site) | 4.02 | 25.83 | 17.04 | 0.02 | 1.75 | 1.68 |
| Building Construction 2015 (off-site) | 0.37 | 1.95 | 5.25 | 0.01 | 0.63 | 0.19 |
| Total Building Construction 2015 | 4.39 | 27.78 | 22.29 | 0.03 | 2.38 | 1.87 |
| Building Construction 2016 (on-site) | 3.69 | 24.63 | 16.71 | 0.02 | 1.62 | 1.55 |
| Building Construction 2016 (off-site) | 0.33 | 1.73 | 4.78 | 0.01 | 0.62 | 0.18 |
| Total Building Construction 2016 | 4.02 | 26.36 | 21.49 | 0.03 | 2.24 | 1.73 |
| Paving (on-site) | 1.88 | 17.93 | 12.14 | 0.01 | 1.12 | 1.03 |
| Paving (off-site) | 0.06 | 0.08 | 1.04 | -- | 0.16 | 0.04 |
| Total Paving | 1.94 | 18.01 | 13.18 | 0.01 | 1.28 | 1.07 |
| Architectural Coatings (on-site) | 44.26 | 2.37 | 1.88 | -- | 0.19 | 0.19 |
| Architectural Coatings (off-site) | 0.04 | 0.05 | 0.62 | -- | 0.10 | 0.02 |
| Total Architectural Coatings | 44.30 | 2.42 | 2.50 | -- | 0.29 | 0.21 |
| Maximum Day | 44.03 | 32.51 | 23.05 | 0.03 | 8.02 | 4.96 |
| Daily Thresholds | 75 | 100 | 55o | 150 | 150 | 55 |

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

The assumptions regarding the construction phases and the length of construction for each phase followed those identified herein in Section 2.4.3. The estimated construction phasing and the timing of each phase were provided by the project architect. The other variables, including construction equipment types, number of employees, etc., relied on the default values included in the computer model. The estimated daily construction emissions (shown in Table 3-2) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the sites and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the sites, and the use of low VOC paint. As shown in Table 3-2, daily construction emissions would not exceed the SCAQMD significance thresholds. Therefore, the daily construction emissions associated with the proposed project would be less than significant.

Long-term emissions refer to those air quality impacts that would occur once the proposed project is operational. These impacts would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts also used the CalEEMod V.2013.2.2 computer model. The assumptions used in the model relied on those default variables that are included in the model. These independent variables included energy consumption, climate zone, vehicle trip generation, modal split, and vehicle miles traveled. As indicated in Table 3-4, the projected long-term emissions would be below those thresholds considered to be a significant impact.

**Table 3-4
 Estimated Operational Emissions in lbs/day**

| Emission Source | ROG | NO₂ | CO | SO₂ | PM₁₀ | PM_{2.5} |
|-------------------------|-------------|-----------------------|-------------|-----------------------|------------------------|-------------------------|
| Area-wide (lbs/day) | 2.49 | -- | 0.01 | -- | -- | -- |
| Energy (lbs/day) | -- | 0.01 | 0.01 | -- | -- | -- |
| Mobile (lbs/day) | 0.72 | 2.35 | 9.53 | 0.02 | 1.56 | 0.44 |
| Total (lbs/day) | 3.22 | 2.36 | 9.56 | 0.02 | 1.57 | 0.44 |
| Daily Thresholds | 55 | 55 | 55o | 15o | 15o | 55 |

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

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

- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage. Reclaimed (gray) water must be used.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure, once the facility is operational, that trucks do not idle while waiting to access the receiving areas.
- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols such as Rule 403, regarding grading, site preparation, and construction activities. General mitigation within Rule 403 requires that all trucks hauling, dirt, sand, soil or other loose materials are covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code (CVC) Section 23114, (freeboard means vertical space between the top of the load and top of the trailer), installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.

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

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

As indicated in the previous section, the proposed project would result in short-term (construction-related) impacts and long-term (operational) impacts.³⁴ As indicated in Table 3-4 provided previously, the SCAB is currently non-attainment for ozone, PM₁₀, and PM_{2.5}. The major local sources for long-term emissions related to the occupancy of the proposed project would be associated with vehicle trips to and from the new industrial buildings. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the SCAG's sustainable growth objectives.

The project may also result in *onsite* stationary emissions though the nature and extent of these emissions cannot be identified at this time since the tenant(s) are not known. However, any future occupant will be required to comply with the applicable SCAQMD rules, regulations, and permitting requirements. These aforementioned rules and regulations would control the stationary emissions to acceptable (less than significant) levels that would not pose any threats to public health or the environment. The regional stationary emissions are noted in Table 3-3 in the "Area-Wide [emissions] row. Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection 3.3.2.A). The potential cumulative air quality impacts are deemed to be less than significant.

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

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.³⁵ These population groups are generally more sensitive to poor air quality. The residential units located along the north side of Hickson Street are considered to be sensitive receptors.³⁶ The sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map provided in Exhibit 3-3.

³⁴ The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-2 and 3-3, respectively. As indicated in these tables, the short-term and long-term emissions would not exceed the SCAQMD's daily thresholds.

³⁵ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

³⁶ *Ibid.*

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). However, within the last decade, decreasing background levels and more effective vehicle emission controls have dramatically reduced the potential for the creation of hot spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better.³⁷

Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a substantial lowering of both ambient CO concentrations and vehicle emissions. The proposed use would generate approximately 20 trip ends during the morning (AM) peak hour traffic period and 21 trip ends during the evening (PM) peak hour. This additional peak hour traffic would not be great enough to lead to a significant net increase in traffic congestion that would result in a significant decline in an intersection's level of service (LOS E or F). The LOS for the area intersections are indicated herein in Section 3.16.

The SCAQMD is requesting that local governments indicate whether a proposed project would impact a sensitive receptor resulting in an exceedance of *localized emissions thresholds* or *LSTs*. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The SCAQMD has developed a number of methodologies to assist in the completion of the LST analysis. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor.

The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations.³⁸ The use of the "look-up tables" is permitted since each of the construction phases would involve the disturbance of less than five acres of land area.

³⁷ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

³⁸ South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology*. June 2003.

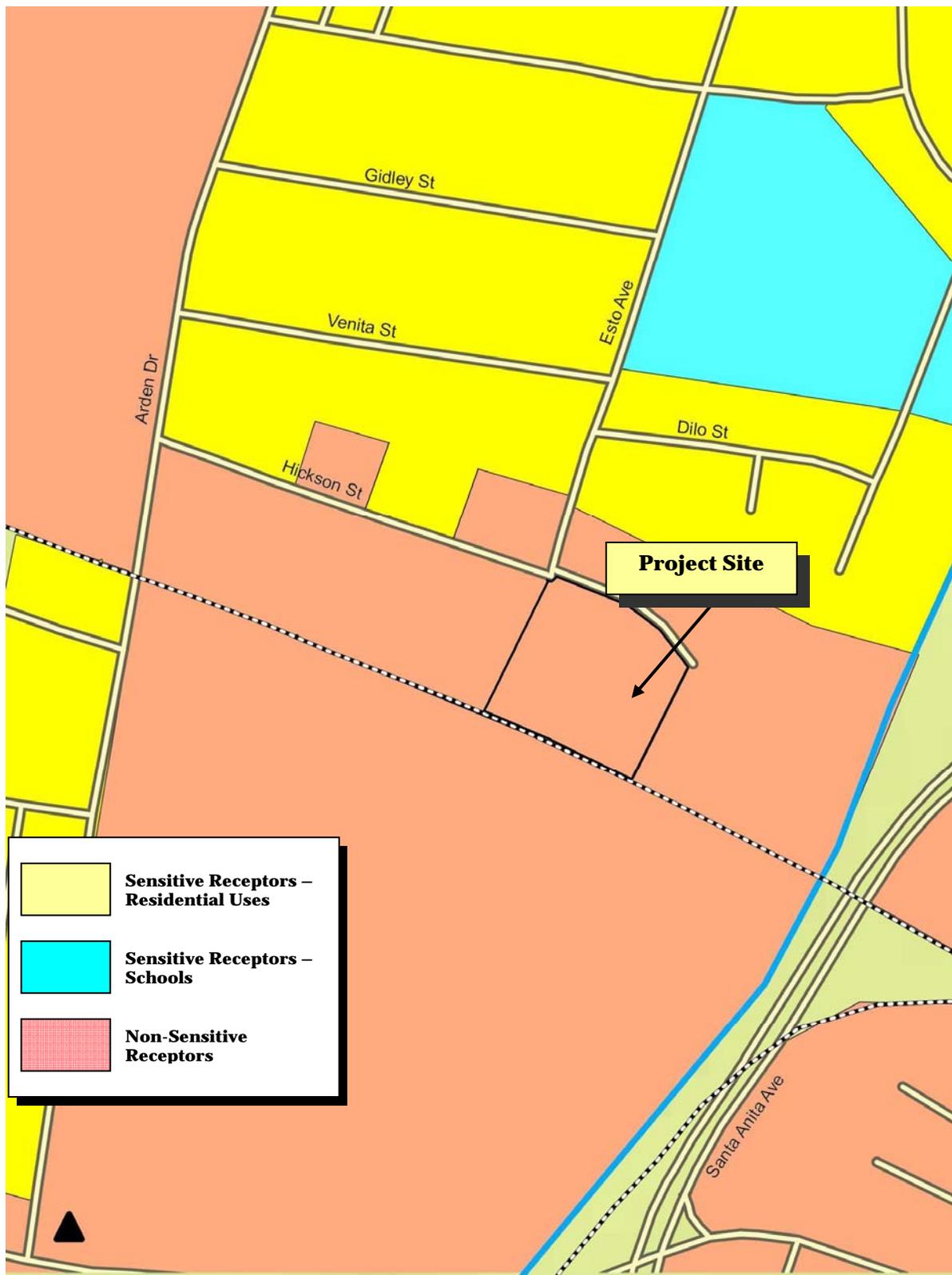


EXHIBIT 3-3
SENSITIVE RECEPTORS
Source: Blodgett Baylosis Environmental Planning

Table 3-5 summarizes the LST analysis that indicates the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was just over 50 meters which corresponds to the nearest homes located along the north side of Hickson Street. As indicated in the table, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables. As a result, the impacts are expected to be less than significant.

**Table 3-5
 Local Significance Thresholds Exceedance SRA 9**

| Emissions | Project Emissions (lbs/day) | Type | Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters) | | | | |
|-------------------|-----------------------------|--------------|--|--------------|-------|-------|--------|
| | | | 25 | 50 | 100 | 200 | 500 |
| NO ₂ | 32.51 | Construction | 203 | 227 | 286 | 368 | 584 |
| NO ₂ | 2.36 | Operations | 203 | 227 | 286 | 368 | 584 |
| CO | 23.05 | Construction | 733 | 2,299 | 3,689 | 7,600 | 25,558 |
| CO | 9.56 | Operations | 733 | 2,299 | 3,689 | 7,600 | 25,558 |
| PM ₁₀ | 1.57 | Operations | 4 | 11 | 16 | 26 | 55 |
| PM ₁₀ | 8.02 | Construction | 14 | 43 | 63 | 105 | 229 |
| PM _{2.5} | 0.44 | Operations | 2 | 3 | 5 | 9 | 28 |
| PM _{2.5} | 4.96 | Construction | 8 | 11 | 17 | 35 | 116 |

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

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

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering, businesses involved in fiberglass molding.³⁹ During the site visit, trash and livestock odors were observed on-site. In addition, construction activities may involve the use of diesel equipment which may result in odors. As a result, the following measure is required:

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

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

³⁹ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

3.3.3 CUMULATIVE IMPACTS

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

3.3.4 MITIGATION MEASURES

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

Mitigation Measure No. 3 (Air Quality Impacts). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage. Reclaimed (gray) water must be used.

Mitigation Measure No. 4 (Air Quality Impacts). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 5 (Air Quality Impacts). The Applicant shall ensure, once the facility is operational, that trucks do not idle while waiting to access the receiving areas.

Mitigation Measure No. 6 (Air Quality Impacts). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols such as Rule 403, regarding grading, site preparation, and construction activities. General mitigation within rule 403 includes ensuring that all trucks hauling, dirt, sand, soil or other loose materials are covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code (CVC) Section 23114, (freeboard means vertical space between the top of the load and top of the trailer), installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, and applying water or chemical suppressants to maintain a stabilized surface after completing road shoulder maintenance.

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

3.4 BIOLOGICAL RESOURCES IMPACTS

3.4.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The California Department of Fish and Wildlife, California Natural Diversity Database was consulted to provide a list of all of the special status plant and animal species that could potentially appear or live within the El Monte quadrangle. The search yielded a total of 53 native species in the El Monte Quadrangle that includes the City and the surrounding communities. A total of six endangered or threatened plant and animal species may be found within the boundaries of the El Monte Quadrangle and include the Southwestern Willow Flycatcher, Least Bell's Vireo, Light-footed Clapper Rail, the Willow Flycatcher, Western Yellow-Billed Cuckoo, and Nevins Barberry.⁴⁰

⁴⁰ California Department of Fish and Wildlife. BIOS Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

The EIR prepared for the City's General Plan does not identify any protected species within the vicinity of the project site. However, the El Monte General Plan Background Report noted one occurrence of the western yellow-billed cuckoo (a Federal candidate and State endangered species) in the vicinity of the San Gabriel River, near El Monte in 1951; and several occurrences of southwestern pond turtle (a State species of special concern) within the larger El Monte area from 1954 to 1987. Brand's phacelia, a plant species that occurs in alluvial sand in coastal scrub/dune habitats, was noted in 1935 near San Gabriel River, two miles east of El Monte. There are no recent occurrences. In addition, the project site was previously developed and does not contain any habitat that would support substantial populations of any of the aforementioned special status species. As a result, no impacts on any candidate, sensitive, or special status species would result from the implementation of the proposed project.

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

The City and the project site are located in an urbanized area. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there is no riparian habitat present on-site.⁴¹ In addition, there are no designated "blue line streams" located within, or in the vicinity of the project site (refer to Exhibit 3-4). As a result, no impacts on natural or riparian habitats would result from the proposed project's implementation.

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

According to the U.S. Fish and Wildlife Service National Wetlands Inventory, there are no wetlands located within the project site.⁴² As a result, the implementation of the proposed project would not result in any impact on any protected wetland area or designated blue-line stream.

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

As indicated previously, there are no streams or Wetlands of the U.S. located or riparian areas within the project site or within the adjacent parcels. As a result, the proposed project will not result in any impacts on a wildlife movement corridor or foraging areas.

⁴¹ U.S. Fish and Wildlife Service. National Wetlands Inventory. *Wetlands Mapper*.
<http://www.fws.gov/wetlands/data/mapper.HTML>

⁴² Ibid.



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

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.

The vegetation present on-site consists of shrubs, weeds, and other species that are commonly found in an urban setting. No mature trees are located within the project site boundaries. As a result, no impacts are anticipated.

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

The City is located within an urbanized setting, and no natural habitat is located within the project site.⁴³ The proposed project site is located approximately 2.72 miles north of the Whittier Nature Center and the Whittier Narrows Dam County Recreation Area Significant Ecological Area (SEA) No. 42, as designated by the Los Angeles Department of Recreation and Parks. As a result, no impacts on local, regional, or State habitat conservation plans would result from the implementation of the proposed project.

3.4.3 CUMULATIVE IMPACTS

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

3.4.4 MITIGATION MEASURES

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

⁴³ U.S. Fish and Wildlife Service. National Wetlands Inventory. *Wetlands Mapper*.
<http://www.fws.gov/wetlands/data/mapper.HTML>.

3.5 CULTURAL RESOURCES IMPACTS

3.5.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The State has established *California Historical Landmarks* that include sites, buildings, features, or events that are of State-wide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. *California Points of Historical Interest* have a similar definition, except they are deemed of local significance. A search of the California Office of Historic Preservation online list of California Historical Landmarks yielded the following State-designated landmarks in the City:

- *California Register of Historical Resources No. 975 - El Monte First Southern California Settlement by Immigrants from the United States.* This settlement was located on the banks of the San Gabriel River and it played a significant role in California's early pioneer history and was initially an encampment along the Old Spanish Trail, an extension of the trail from Missouri to Santa Fe. The State of California designated the Santa Fe Trail Historic Park as a Historical Landmark in 1989.
- *California Point of Historical Interest No. LAN-047 – Old El Monte Jail, Pioneer Park.* The El Monte Jail was constructed by William Dodson and donated to the town in 1880. The original jail was a one room wooden structure and was utilized as a jail until 1922.

The project site was formerly occupied by a foundry that has been demolished and no above-ground structures remain. Review of the SHPO database indicated there are no National Register designations listed or eligible properties or State landmarks located within or adjacent to the project sites.⁴⁴ In addition,

⁴⁴ State of California State office of Historic Preservation. California Historical Resources. 2011.

the City's General Plan has not identified the project site as being historically significant. Based on the analysis provided herein, no impacts are anticipated.

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

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission.⁴⁵ The Gabrielino-Tongva tribe has lived in this region for around 7,000 years.⁴⁶ Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin.⁴⁷ Villages were typically located near major rivers such as the San Gabriel River, Rio Hondo River, or Los Angeles River. Although unlikely, the degree of grading needed to accommodate the proposed project could possibly unearth an unknown archaeological resource. In the event that such a scenario should occur, conformance to the following mitigation measure will reduce the impacts to levels that are less than significant:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

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

⁴⁵ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

⁴⁶ Ibid.

⁴⁷ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>

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

As stated in Section 3.5.2.B, the project site has been subject to extensive disturbance as a result of previous development. No unique paleontological or geologic features have been uncovered during the development of the previous uses. In the unlikely event that any paleontological or geologic resources are discovered, the following mitigation will be required:

- If a paleontological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant will need to seek the advice of a qualified paleontologist/geologist to determine if the resource is deemed to be significant. In the event that the paleontological and/or geologic feature has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

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

There are no cemeteries located in the immediate area of the project site. In the unlikely event that human remains are uncovered within the project site, the mitigation provided in Section 3.5.2.B will negate any potential significant impacts. As a result, the impacts are expected to be less than significant.

3.5.3 CUMULATIVE IMPACTS

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

3.5.4 MITIGATION MEASURES

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

Mitigation Measure No. 8 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous

Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

Mitigation Measure No. 9 (Cultural Resources Impacts). If a paleontological resource is unearthed during construction, all construction related activities must cease immediately. The Applicant will need to seek the advice of a qualified paleontologist/geologist to determine if the resource is deemed to be significant. In the event that the paleontological and/or geologic feature has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

3.6 GEOLOGY & SOILS IMPACTS

3.6.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of El Monte is located in a seismically active region as is the entire Los Angeles Basin. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.⁴⁸ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁴⁹ A list of cities and counties subject to the Alquist-Priolo Special Studies Zone (APSSZ) is available on the State's Department of Conservation website. The site is not located over a designated APSSZ (refer to Exhibit 3-5.

⁴⁸ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

⁴⁹ Ibid.

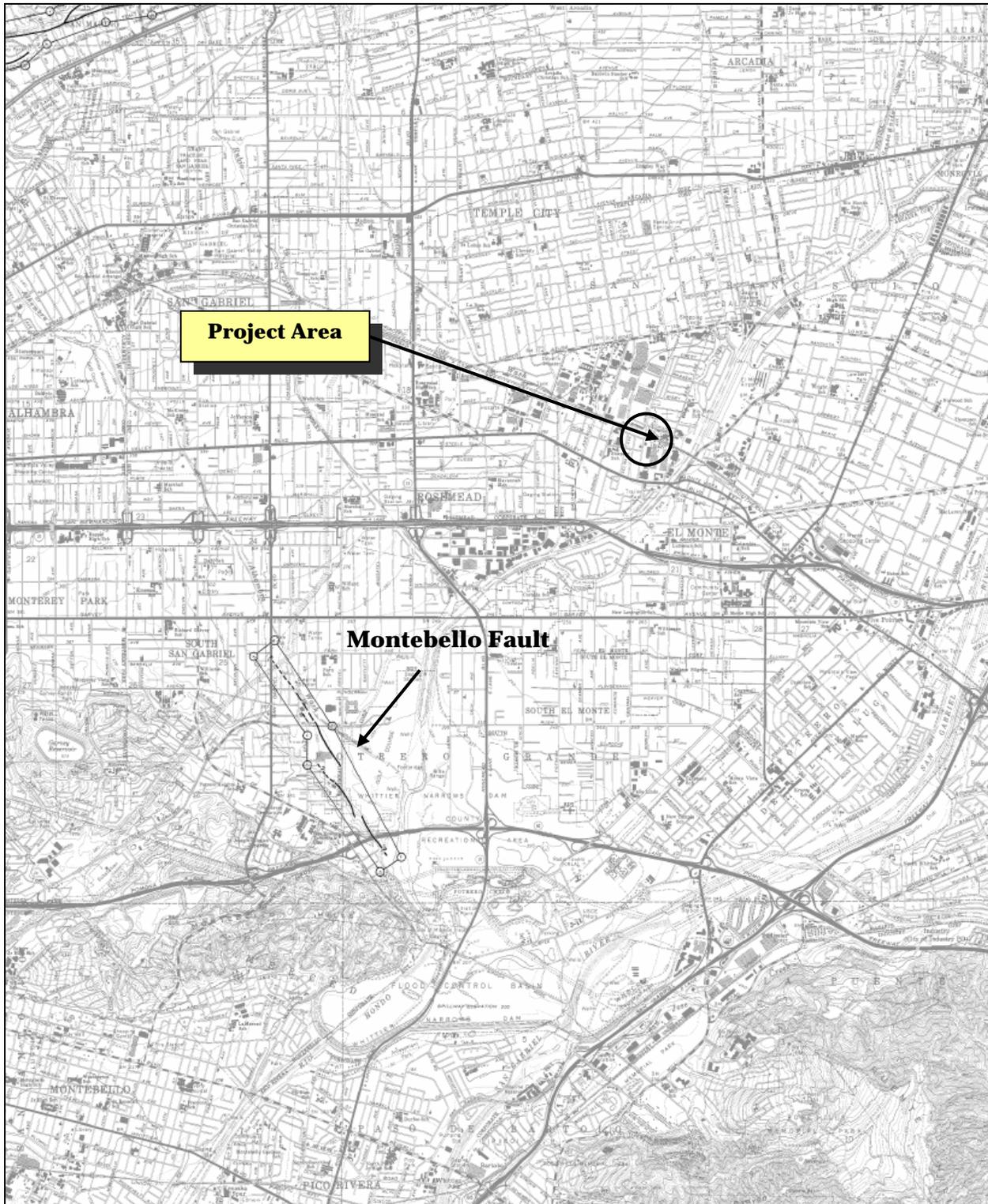


EXHIBIT 3-5
AREA FAULTS (APSSZ MAP)
Source: California Geological Survey

Local jurisdictions are required by California law to implement the Seismic Hazard Mapping Act, which requires that sites within "Zones of Required Investigation" be investigated for liquefaction before structures for human occupancy are constructed. In addition, adherence to the most recent City and State building codes governing seismic safety and structural design as well as the performance standards outlined in the Seismic Hazard Mapping Act would reduce the potential impacts to levels that are less than significant. There are a number of known faults located near the City including the Newport-Inglewood Fault Zone, the Whittier-Elsinore Fault, the Norwalk Fault, and the Elysian Park Fault.⁵⁰

- The Newport-Inglewood Fault Zone consists of a series of northwesterly trending folded hills and faults extending over 40 miles from the Santa Monica Mountains to the offshore area near Newport Beach. The fault segments include the Charnook Fault, the Overland Avenue Fault, the Inglewood Fault, the Portrero Fault, the Avalon-Compton Fault, the Cherry Hill Fault, and the Seal Beach Fault.
- The Whittier Fault extends over 20 miles from the Whittier Narrows area continuing southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore Fault. These two faults, combined with smaller faults, form the Whittier-Elsinore Fault zone. The San Andreas Fault is located approximately 30 miles to the northeast of El Monte. The fault extends more than 600 miles. An earthquake along the San Andreas Fault zone could affect most of Southern California.⁵¹
- The Puente Hills Blind Thrust Fault is located just south of the City. This fault produced the 5.9 magnitude Whittier Narrows earthquake. The Puente Hills Fault was discovered in 1999. A 2003 study led by the Southern California Earthquake Center (SCEC) researchers found that this fault had ruptured at least four times in the last 11,000 years, with magnitudes ranging from 7.2 to 7.5. This fault is a blind thrust fault that extends from the Puente Hills into downtown Los Angeles. This blind thrust fault is located deep below the ground surface and, as a result, no surface expression from previous earthquakes is visible.

Recent studies have been completed by the California Geological Survey (CGS) Seismic Hazard Zones Mapping Program. Exhibit 3-5 indicates the site's location with respect to the nearest APSSZ fault. According to the Seismic Hazard Evaluations of the El Monte 7.5 Minute Quadrangle prepared by the CGS, the project site is located within a potential liquefaction hazard zone (refer to Exhibit 3-6). As a result, the project site would continue to be exposed to potential liquefaction and ground-shaking in the event of an earthquake.

⁵⁰ United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.

⁵¹ Ibid.

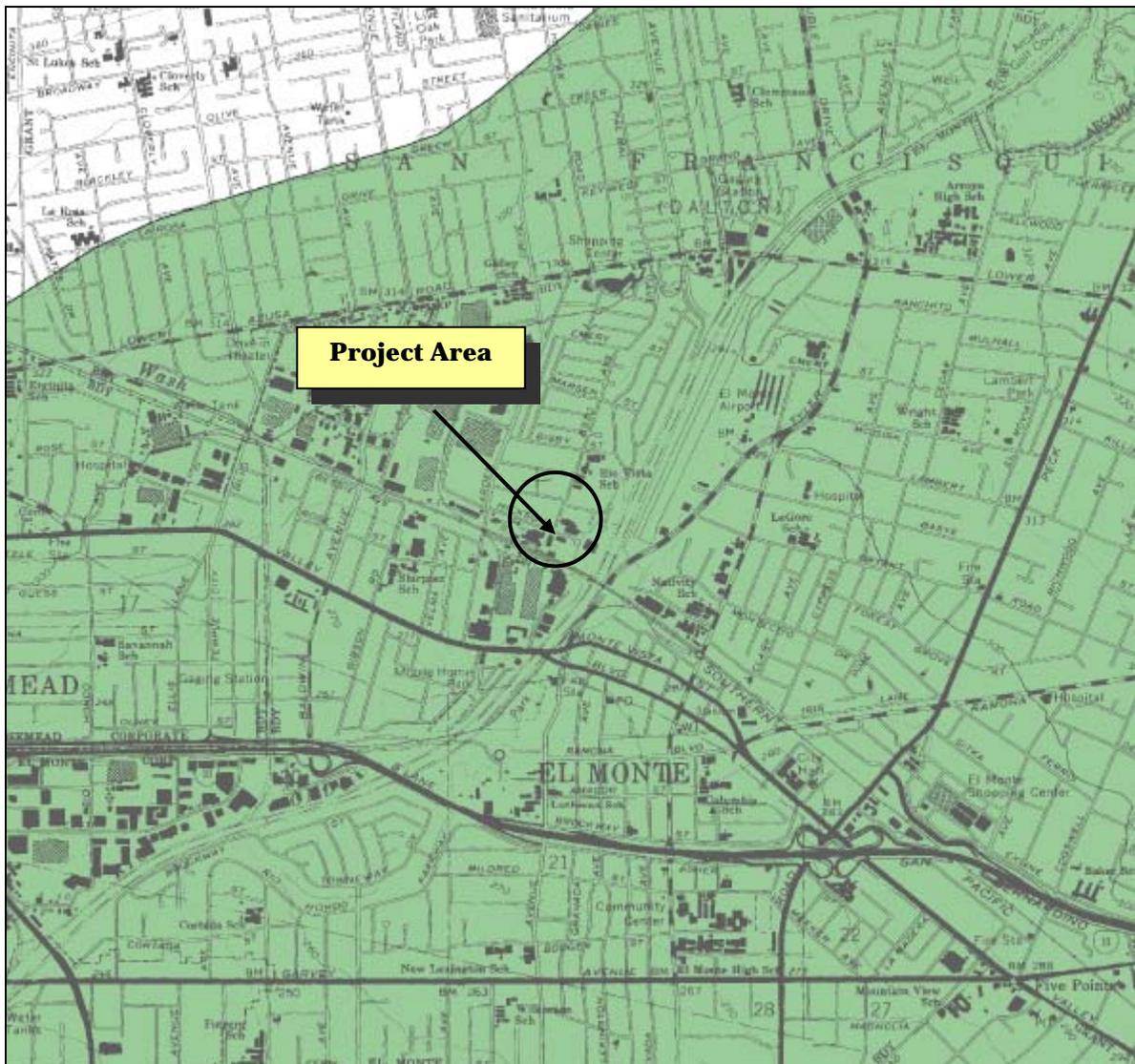


EXHIBIT 3-6

LIQUEFACTION POTENTIAL

Source: California Geological Survey

The following mitigation has been included and was taken from the Seismic Hazards Mapping Sheet provided on the California Department of Conservation website:

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

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

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

The project site is level and limited excavation will be required for structural supports, building foundations, and utility lines. Mitigation measures included in Section 3.9 will effectively mitigate potential storm water runoff impacts during construction. The project site is currently level and will remain level following the site's development. The surface grades within the parking and internal roadways will be designed to facilitate drainage into the Hickson Street curb and gutters. As a result, the impacts are expected to be less than significant.

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

The United States Department of Agriculture Soil Conservation Service Report and General Soil Map for Los Angeles County was reviewed for this project. The Hanford Association Soils are used almost exclusively for residential and industrial purposes.⁵² The project site is located within an area subject to potential liquefaction (refer to Exhibit 3-6). However, the entire City is located within a potential liquefaction zone and adherence to the most recent building codes will reduce potential liquefaction impacts to levels that are less than significant. In addition, adherence to the mitigation provided in subsection 3.6.2.A regarding the need for a liquefaction survey once the building and construction plans have been finalized will reduce potential impacts to levels that are less than significant.

The soils that underlie the project site pose no threat to development; in addition, the project site will be level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. As a result, the potential adverse impacts are less than significant.

⁵² United States Department of Agriculture Soil Conservation Service. Report and General Soil Map, Los Angeles County, California. Revised 1969.

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

The project site was formerly occupied by a foundry which has since been demolished. Previous construction activities may have altered the characteristics of the native soils. Nevertheless, the soils are suitable for development as is evident from observing land uses and development in the area. In addition, all new structural improvements would be required to comply with the most current California Building Code requirements. As a result, no impacts related to expansive soils are anticipated.

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

No septic tanks would be used as part of the future development. As stated previously, the soils that underlie the project site will support the proposed industrial development. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

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

3.6.4 MITIGATION MEASURES

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

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

3.7 GREENHOUSE GAS EMISSIONS IMPACTS

3.7.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.7.2 ENVIRONMENTAL ANALYSIS

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

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.⁵³

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes to include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.⁵⁴

⁵³ Environmental Protection Agency. <http://www.epa.gov/climatechange/ghgemissions/gases.html>. Site accessed on April 15, 2015.

⁵⁴ Ibid.

Table 3-5 summarizes annual greenhouse gas emissions from build-out of the proposed project. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO₂E for commercial projects, 3,500 tons per year for residential projects, 3,000 tons per year for mixed-use projects, and 7,000 tons per year for industrial projects. As indicated in Table 3-6, the CO₂E total for the project is 2,067 pounds per day or 0.93 MTCO₂E per day. The project will generate approximately 339 metric tons per year of CO₂E which is below the threshold. As a result, the impacts are under the recommended thresholds. Therefore, the project's GHG impacts are less than significant. As a result, the impacts will be less than significant.

**Table 3-6
 Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (Lbs/Day) | | | |
|---|-------------------------|-----------------|------------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | CO ₂ E |
| Construction Phase - Demolition | 2,509.05 | 0.63 | -- | 2,522.41 |
| Construction Phase - Site Preparation | 2,508.19 | 0.74 | -- | 2,523.92 |
| Construction Phase - Grading | 2,164.10 | 0.64 | -- | 2,177.66 |
| Construction Phase 2016 - Construction | 2,364.07 | 0.56 | -- | 2,375.97 |
| Construction Phase 2016- Construction | 2,352.22 | 0.54 | -- | 2,363.60 |
| Construction Phase - Paving | 1,804.86 | 0.53 | -- | 1,816.08 |
| Construction Phase - Coatings | 281.41 | 0.03 | -- | 282.14 |
| Long-Term – Area Emissions | 0.03 | | | 0.03 |
| Long-Term - Energy Emissions | 19.09 | | | 19.21 |
| Long-Term - Mobile Emissions | 2,046.01 | 0.08 | | 2,047.77 |
| Long-Term - Total Emissions | 2,065.15 | 0.08 | | 2,067.02 |

Source: CalEEMod.

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

The proposed project would be consistent with the California Environmental Protection Agency Climate Action Team's proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the California Air Resources Board (CARB) Scoping Plan and are mandated under AB-32.⁵⁵

⁵⁵ California Environmental Protection Agency. Climate Action Team and Climate Action Initiative. http://www.climatechange.ca.gov/climate_action_team/. Site accessed on April 15, 2015.

A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB-32 goals, as well as the Governor's Executive Order, is provided Table 3-7 (shown below and on the following page). Table 3-7 also identifies which CARB *Recommended Actions* apply to the proposed project, and of those, whether the proposed project is consistent. For this project, a number of specific measures will be implemented as a means to reduce its carbon footprint. First, the building's power equipment (lighting, climate controls, roll-up doors, etc.) will utilize the most efficient power conserving technology. The new buildings will also be designed and equipped with appliances that reduce energy consumption (electricity and natural gas use). Finally, the enclosed solid waste container area will include bins for recycled waste.

**Table 3-7
 Recommended Actions for Climate Change**

| ID # | Sector | Strategy Name | Applicable to Project? | Will Project Conflict With Implementation? |
|-------------|-----------------------------|---|-------------------------------|---|
| T-1 | Transportation | Light-Duty Vehicle GHG Standards | No | No |
| T-2 | Transportation | Low Carbon Fuel Standard (Discrete Early Action) | No | No |
| T-3 | Transportation | Regional Transportation-Related GHG Targets | No | No |
| T-4 | Transportation | Vehicle Efficiency Measures | No | No |
| T-5 | Transportation | Ship Electrification at Ports (Discrete Early Action) | No | No |
| T-6 | Transportation | Goods-Movement Efficiency Measures | No | No |
| T-7 | Transportation | Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure | No | No |
| T-8 | Transportation | Medium and Heavy-Duty Vehicle Hybridization | No | No |
| T-9 | Transportation | High Speed Rail | No | No |
| E-1 | Electricity and Natural Gas | Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards | Yes | No |
| E-2 | Electricity and Natural Gas | Increase Combined Heat and Power Use by 30,000 GWh | No | No |
| E-3 | Electricity and Natural Gas | Renewable Portfolio Standard | No | No |
| E-4 | Electricity and Natural Gas | Million Solar Roofs | No | No |
| CR-1 | Electricity and Natural Gas | Energy Efficiency | Yes | No |
| CR-2 | Electricity and Natural Gas | Solar Water Heating | No | No |
| W-4 | Water | Reuse Urban Runoff | No | No |
| W-5 | Water | Increase Renewable Energy Production | No | No |
| W-6 | Water | Public Goods Charge (Water) | No | No |
| I-1 | Industry | Energy Efficiency and Co-benefits Audits for Large Industrial Sources | No | No |
| I-2 | Industry | Oil and Gas Extraction GHG Emission Reduction | No | No |
| I-3 | Industry | GHG Leak Reduction from Oil and Gas Transmission | No | No |

**Table 3-7
Recommended Actions for Climate Change (continued)**

| ID # | Sector | Strategy Name | Applicable to Project? | Will Project Conflict With Implementation? |
|-------------|-------------------------------------|--|-------------------------------|---|
| I-4 | Industry | Refinery Flare Recovery Process Improvements | No | No |
| I-5 | Industry | Removal of Methane Exemption from Existing Refinery Regulations | No | No |
| RW-1 | Recycling and Waste Management | Landfill Methane Control (Discrete Early Action) | No | No |
| RW-2 | Recycling and Waste Management | Additional Reductions in Landfill Methane – Capture Improvements | No | No |
| RW-3 | Recycling and Waste Management | High Recycling/Zero Waste | No | No |
| F-1 | Forestry | Sustainable Forest Target | No | No |
| H-1 | High Global Warming Potential Gases | Motor Vehicle Air Conditioning Systems (Discrete Early Action) | No | No |
| H-2 | High Global Warming Potential Gases | SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action) | No | No |
| H-3 | High Global Warming Potential Gases | Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action) | No | No |
| H-4 | High Global Warming Potential Gases | Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008) | No | No |
| H-5 | High Global Warming Potential Gases | High GWP Reductions from Mobile Sources | No | No |
| H-6 | High Global Warming Potential Gases | High GWP Reductions from Stationary Sources | No | No |
| H-7 | High Global Warming Potential Gases | Mitigation Fee on High GWP Gases | No | No |
| A-1 | Agriculture | Methane Capture at Large Dairies | No | No |

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

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

3.7.3 CUMULATIVE IMPACTS

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

3.7.4 MITIGATION MEASURES

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

3.8 HAZARDS & HAZARDOUS MATERIALS IMPACTS

3.8.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project site is not identified by any regulatory agency as having known hazardous materials spills, releases or environmental-related violations. While the site was a former foundry, all of the above-ground improvements have been demolished though some of the concrete foundations of the former structures remain. Mitigation has been recommended in Section 3.8.2.C as a means to mitigate potential impacts from asbestos-containing materials and lead-based paint that may be encountered during demolition of the existing concrete surfaces and foundations and site preparation (refer to discussion included herein in

Section 3.8.2.C). Once the project is operational, materials that are classified as being hazardous may be transported to and from the project site. The hazardous materials may include, but not be limited to chemical products used in routine maintenance and cleaning, landscaping materials, paints and solvents, and other commercial products. The transport of these materials must comply with all pertinent U.S. Department of Transportation (DOT) requirements. The trucks will be confined to Hickson Street (larger trucks are not permitted on the residential streets located to the north). Hickson Street provides the most direct access to Arden Drive which connects to Valley Boulevard. In addition, the vehicle speeds will be reduced to 25 miles per hour which is the posted speed limit. The mitigation referred to in that section would further reduce the potential impacts to levels that are already less than significant.

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

All activities within the proposed project must comply with those permitted under the City's applicable M-1 zoning for the site. In addition, the use, storage, and handling of all materials must conform to all pertinent health and safety regulations. While the future occupants of the two buildings remain to be identified, the use of any products containing hazardous substances will be subject to all pertinent health and safety regulations. All such materials must be reported to the Los Angeles County Fire Department and the U.S. EPA. In addition, any accidental spills and the attendant clean-up will be required to adhere to all pertinent protocols. As a result, no significant adverse impacts concerning a release of hazardous materials are anticipated. Future on-site debris removal and construction activities must comply with the mitigation measure outlined in Section 3.8.2.C. As a result, the potential impacts will be less than significant.

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

The project site is located approximately 0.19 miles to the southwest of Rio Vista Elementary School.⁵⁶ The future tenants are still uncertain; nevertheless, the tenant will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the future tenant be involved in such uses. As stated earlier, the project site was previously developed as a foundry, though the structures that comprised the former foundry have been demolished. The project site is currently vacant, though construction and grading related activities could reveal lead and/or asbestos-containing materials. As a result, the following mitigation is required:

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

⁵⁶ Google Earth. Site accessed April 24, 2015.

The mitigation measures outlined in Section 3.9 (Hydrology & Water Quality) will ensure that construction activities do not lead to any contamination of surface water runoff. The aforementioned mitigation would reduce the potential impact to levels that are considered to be less than significant.

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No Impact.

The site is not known to contain any hazardous materials from the previous foundry use. The structural improvements that were part of the foundry have been demolished and potential hazardous materials have since been removed and disposed of. The proposed project site is not included on a hazardous sites list compiled pursuant to Government Code Section 65962.5. One Cortese site is located in the City of El Monte; the San Gabriel Underground Water Basin.⁵⁷ This contamination is currently undergoing remediation. The project site is not included on the Cortese List. Finally, the Los Angeles County Fire Department, Site Mitigation Units, Health Hazardous Materials Division sent the property owner that “No Further Action” is required related to the clean-up and remediation of the site. A copy of the No Further Action correspondence is provided herein in Appendix B. As a result, no impacts would occur with respect to locating a potential development on a site included on a hazardous list pursuant to the Government Code.

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

The project site is located within two miles of an operational public airport. The project site is located approximately 0.20 miles southwest of the El Monte Airport. However, the site is not located within the designated Runway Protection Zone and the proposed warehouses will not penetrate the airport’s 20:1 slope.⁵⁸ The 20-1 ratio refers to the slope of an airplane’s descent as it approaches the runway. The FAA regulations require a clear approach path with no penetrating obstructions of up to 10,000 feet in length, depending on the length of the runway. The new buildings will not have sufficient height to penetrate this 20-1 (5%) slope. Other major airports in the surrounding region include the Long Beach Airport is located approximately 19.10 miles to the southwest and the Los Angeles International Airport (LAX) is located approximately 22.86 miles to the west.⁵⁹ The project site is not located under the approach or take-off zones of any of the aforementioned airports. As a result, the proposed project’s implementation would not present a safety hazard to aircraft and/or airport operations at a public use airport.

⁵⁷ California, State of, Department of Toxic Substances Control, *DTSC’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

⁵⁸ Los Angeles County Department of Regional Planning, *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan*. http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf

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

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

The project site is not located within two miles of an operational private airport or airstrip. As a result, the proposed project would not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

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

At no time would any designated emergency evacuation routes be closed to vehicular traffic as a result of the proposed project's implementation. The project contractors would be required to submit a construction and staging plan to the City for approval. Thus, no impacts on emergency response or evacuation plans would result from the project's construction.

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

There are no areas of *native* vegetation found within or immediately adjacent to the project site. As a result, there is no wildfire risk from the project site or the adjacent properties.

3.8.3 CUMULATIVE IMPACTS

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

3.8.4 MITIGATION MEASURES

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

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

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

3.9 HYDROLOGY & WATER QUALITY IMPACTS

3.9.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Groundwater contamination has been a long-standing issue for the San Gabriel Valley. This contamination of the local aquifer within the San Gabriel Valley originated with the dumping of synthetic

organic compounds used primarily as solvents in industrial and commercial activities. The seriousness of the groundwater contamination problem became evident when high concentrations of volatile organic compounds (“VOCs”) were discovered in Azusa in 1979 near a major industrial complex. Further investigation revealed that there was widespread VOC contamination of the groundwater throughout the Basin. This discovery led the EPA to place four portions of the Basin under the authority of Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program. The area of groundwater contamination underlies significant portions of Alhambra, Arcadia, Azusa, Baldwin Park, Industry, El Monte, La Puente, Monrovia, Rosemead, South El Monte, West Covina, and other areas of the San Gabriel Valley.⁶⁰ The EPA and a number of local agencies have been conducting the clean-up of this contaminated groundwater by pumping groundwater from a series of wells and treating the water. To augment the EPA’s effort, cities and municipal water districts within the San Gabriel Valley Superfund area established the San Gabriel Water Quality Authority in 1993 to assist in this clean-up effort. Six active Operable Units (OUs) have been established to facilitate clean-up efforts. Portions of southwestern El Monte overlie the El Monte OU. Water from wells located within the OUs is treated and/or blended with higher quality water to meet drinking water standards before entering public water supply distribution systems.⁶¹ The proposed project will not impact this ongoing remediation effort.

In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants.⁶² The site will be graded so that storm water runoff will be directed to the curbs and gutters on Hickson Street. Overall, the quantities of storm water flows will be less than the existing due to the installation of the new landscaping. No landscaping is currently provided under the existing conditions and the entire site is covered over in impervious surfaces. The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the project Applicant to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California’s General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

⁶⁰ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁶¹ Ibid.

⁶² Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on April 8, 2015.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

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

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

The City of El Monte overlies a portion of the 225-square mile San Gabriel Valley [groundwater] Basin that encompasses most of eastern Los Angeles County. This hydrologic basin coincides with a portion of the upper San Gabriel River watershed and the groundwater basin underlies most of the San Gabriel Valley. The groundwater basin is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and by a series of hills and the Raymond Fault to the west.⁶³ The proposed project will not substantially deplete ground-water supplies. Projected water consumption is discussed further in Section 3.17.D. The proposed project's implementation would not involve any excavation that would affect a local aquifer. In addition, the proposed project would not affect any existing water well. As a result, no impacts are anticipated.

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

The San Gabriel Valley is located in southeastern Los Angeles County and is bounded on the north by the San Gabriel Mountains; on the west by the San Rafael and Merced Hills, on the south by the Puente Hills and the San Jose Hills, and on the east by a low divide between the San Gabriel River system and the Upper Santa Ana River system.⁶⁴ The San Gabriel River and its tributary, the Rio Hondo, drain an area of about 490 square miles upstream of Whittier Narrows. Whittier Narrows is a low gap between the Merced and Puente Hills, just northwest of the City of Whittier, through which the San Gabriel River and Rio Hondo flow to the coastal plain of Los Angeles. Whittier Narrows is a natural topographic divide and a subsurface restriction to the movement of groundwater between the Main San Gabriel Basin and the Coastal Plain. Of the approximately 490 square miles of drainage area upstream of Whittier Narrows, about 167 square miles are valley lands and about 323 square miles are mountains and foothills.⁶⁵ The proposed development will be restricted to the project site and will not affect or alter any existing stream

⁶³ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

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

⁶⁵ City of El Monte, 2010 Urban Water Management Plan.

or river. Additionally, previous construction activities may have altered the site's natural drainage characteristics. As a result, no impacts are anticipated.

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

Overall, the quantities of storm water flows will be slightly less than the existing due to the installation of the new landscaping. No landscaping is currently provided under the existing conditions. In addition, the project will be properly drained and is not expected to result in on or off-site flooding. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants.⁶⁶ The site will be graded so that storm water runoff will be directed to the curbs and gutters on Hickson Street. As indicated in the previous section, the proposed project will be restricted to the project site and will not alter the course of the Rio Hondo located 529 feet to the east. No other natural or man-made channels are located adjacent to the site or in the immediate vicinity. As a result, no impacts are anticipated.

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

The project site largely consists of pervious surfaces. Once complete, approximately eight percent of the project site will be covered in pervious surfaces (10,058 square feet of landscaping). In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that would be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the vicinity. The following measures are required as a means to address potential storm water impacts:

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

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

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

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

⁶⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was conducted on April 8, 2015.

G. *Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • Less than Significant Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-7). This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. In addition, the proposed project involves the construction two concrete tilt-up warehouses.

The project Applicant never intended to construct residential units as part of the proposed project. As a result, no impacts related to flood flows are associated with the proposed project's implementation.

H. *Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? • Less than Significant Impact.*

As indicated in Exhibit 3-6, the proposed project site is not located within a designated 100-year flood hazard area as defined by FEMA.⁶⁷ However as detailed in the next subsection, the proposed project as well as the majority of the City is within the limits of the inundation area which is within the potential flood area due to dam failure with the water surface at a spillway crest elevation of 496 feet. As a result, the future development's impact is less than significant.

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

According to the City's Natural Hazards Mitigation Plan, a breach of the Santa Fe Dam would pose the greatest risk to a majority of the City, including the proposed project site.⁶⁸ In the event of an unlikely failure, the Santa Fe Dam's inundation path would extend southwest, ultimately ending in the Whittier Narrows Flood Control Basin. The inundation map prepared for the Santa Fe Dam Emergency Plan indicates the majority of El Monte (except the northwestern-most corner) is located within the potential flood area due to dam failure with the water surface at a spillway crest elevation of 496 feet. At a distance of 2.3 miles from the dam (the approximate northern City boundary), water depth would increase 0.25 feet (arrival time) in 45 minutes and 2.5 hours in the southernmost portion of the City.⁶⁹ Emergency response and evacuation plans for the affected areas have been established by the Los Angeles County Sheriff's Department and the United States Army Corps of Engineers (USACE), to facilitate emergency operations in the event of dam failure or river overflow. In addition, the level of risk to future development within the project sites is comparable to that of the entire City. Therefore, the impacts related to flood flows are anticipated to be less than significant.

⁶⁷ Federal Emergency Management Agency. *Flood Insurance Rate Maps*. 2010 (as amended).

⁶⁸ City of El Monte. *City of El Monte, Natural Hazards Mitigation Plan*. Flooding-9. October 19, 2004.

⁶⁹ Appendix C, Existing Conditions Report. Chapter 5, Public Health and Safety. Page 39. May 24, 2006.

The blue denotes a river channel.



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

EXHIBIT 3-7 FEMA FLOOD MAP

Source: Los Angeles County Department of Public Works and ESRI

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

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

3.9.3 CUMULATIVE IMPACTS

The potential impacts related to localized flooding and ponding, are typically site specific. Overall, the quantities of “post project” surface runoff water flows will be less than the existing, “pre-project” surface runoff quantities due to the installation of the new landscaping. The site is currently covered in impervious surfaces and no landscaping is currently provided within the project site. As a result, the proposed project would not add any surface runoff beyond that which presently exists. As a result, no cumulative impacts are anticipated.

3.9.4 MITIGATION MEASURES

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

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

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

Mitigation Measure No. 14 (Hydrology & Water Quality Impacts). All catch basins and public access points that cross or abut an open storm drain shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 15 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer

⁷⁰ Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted on April 8, 2015.

3.10 LAND USE IMPACTS

3.10.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use?* • *Less than Significant Impact.*

The project site is located in an urban setting and is surrounded on all sides by urban development. Surrounding land uses and development in the vicinity of the project site include the following:

- *North of the Project Site.* Hickson Street extends along the project site's northern side. Two industrial buildings are located further north of the project site, on the north side of Hickson Street. These two buildings include one located at 10625 Hickson Street which is now vacant. The second building located 10651 Hickson Street is occupied by Sahn Yuan. A SCE substation is located on the northwest corner of Hickson Street and Esto Avenue.⁷¹
- *East of the Project Site.* Industrial uses abut the project site on the east. Prime Aerotech International, Inc. (10699 Hickson Street) occupies this building.⁷²
- *South of the Project Site.* A railroad right-of-way (ROW) extends along the project site's entire south side. This railroad ROW is owned and operated by Southern Pacific. Further south, to the south of the aforementioned railroad ROW, is an industrial property occupied by Bazic Products USA, Inc (10511 Valley Boulevard).⁷³
- *West of the Project Site.* A large vacant parcel that was once part of the manufacturing plant that occupied the site abuts the project site on the west side. Similar to the proposed project site, the above-ground improvements associated with this previous use have been demolished. Further

⁷¹ Blodgett Baylosis Environmental Planning. *Site Survey* [completed on April 8th, 2015].

⁷² Ibid.

⁷³ Ibid.

east is the City of El Monte Public Works, Transportation facility. A Department of Motor Vehicles (DMV) facility is located on the southwest corner of Hickson Street and Arden Drive.

- Other notable uses in the area is Peck Road Water Conservation Park, located in both Arcadia and El Monte approximately 1.5 miles to the northwest of the proposed project.⁷⁴

Direct vehicular access to the project site is limited to Hickson Street. Industrial zoned properties are located along the entire south side of the segment Hickson Street between the project site and Arden Drive. However, residentially zoned (R-1A) properties are located along the north side of Hickson Street between Arden Drive and Esto Avenue.⁷⁵ There are five single-family homes and four duplex units located along the north side of Hickson Street between Arden Drive and Esto Avenue. A SCE substation is located on the northwest corner of Esto Avenue and Hickson Street. This SCE property is also zoned R-1A. As indicated previously, there are no structural improvements that remain within the project site.

The proposed project will not require any zone change or general plan amendment. The applicable General Plan designation is *Industrial/Business Park* and the applicable zone designation is *Light Industrial (M-1)*. The existing General Plan and Zoning designations for the project site and the surrounding area are shown in Exhibits 3-8 and 3-9, respectively. A conditional use permit is required for any new industrial development that will be located within 150-feet of any residentially zoned property. As indicated previously, a SCE substation is located on the northwest corner of Esto Avenue and Hickson Street and this SCE property is zoned R-1A. The potential land use impacts are less than significant due to the following:

- The nearest residentially zoned property located within 200 feet of the project site is occupied by a SCE substation;
- The project site is currently unproductive since it is vacant and underutilized;
- The proposed project will meet all current City development and Code requirements and no zone variances are being requested; and,
- The proposed project will be consistent with the applicable General Plan designation that is “Industrial/Business Park”; and,
- The proposed project will be consistent, in terms of scale, building height, and design, with the existing industrial uses located near the eastern terminus of Hickson Street.

Based on the above findings, the proposed project’s land use impacts are considered to be less than significant.

⁷⁴ Blodgett Baylosis Environmental Planning. *Site Survey* [completed on April 8th, 2015].

⁷⁵ Michael Caley (AIA) Architects. *Hickson Business Park for Acclaimed Industrial Properties, LLC, 10620 Hickson Street, El Monte, California. (Site Plan, Sheet A-1)*. January 30, 2015.

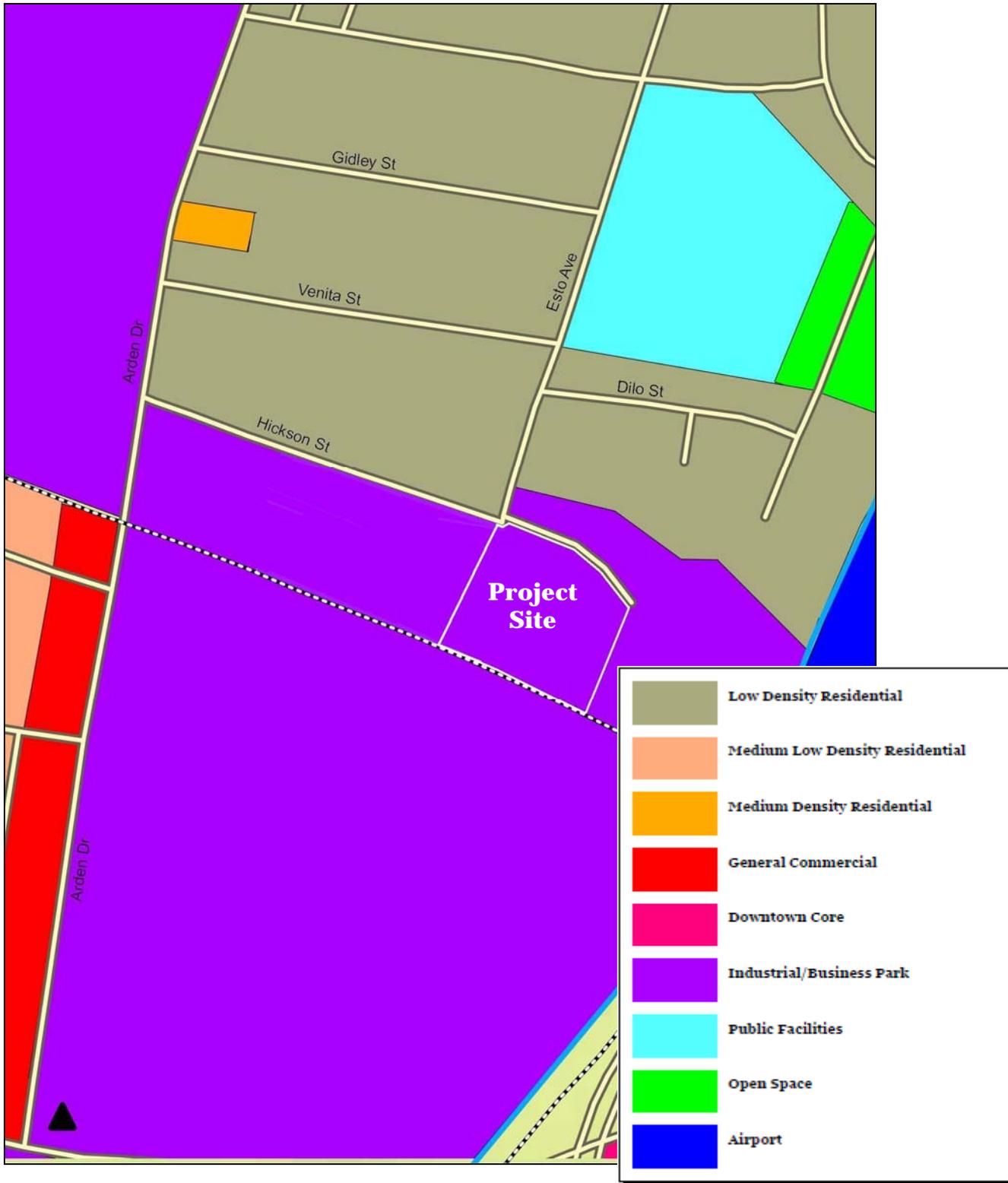


EXHIBIT 3-8
EXISTING GENERAL PLAN DESIGNATIONS

Source: City of El Monte

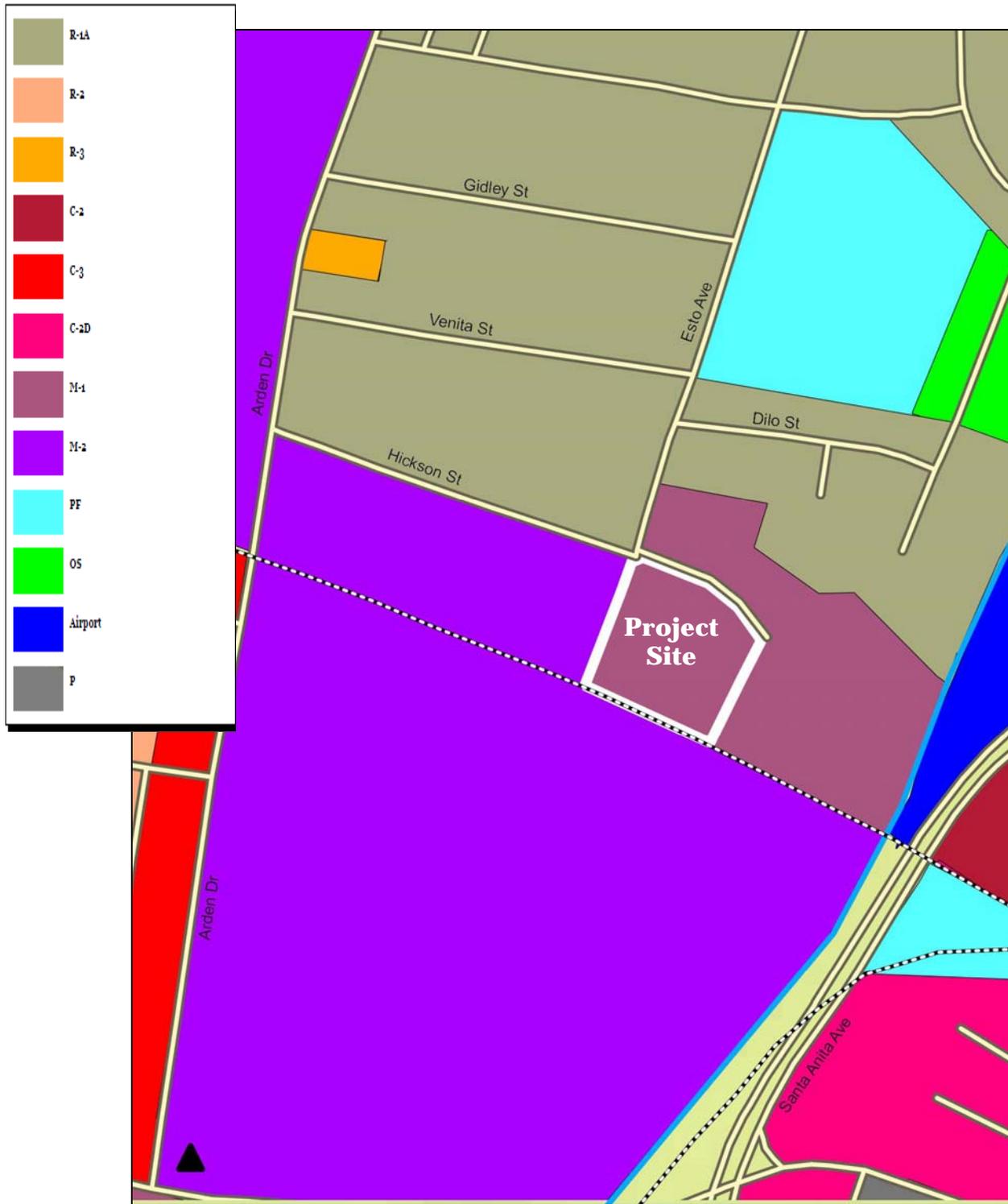


EXHIBIT 3-9 EXISTING ZONING DESIGNATIONS

Source: City of El Monte

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

The proposed project will not require any zone change or general plan amendment. The applicable General Plan designation is *Industrial/Business Park* and the applicable zone designation is *Light Industrial (M-1)*. As indicated in the previous section, a conditional use permit is required for any new industrial development that will be located within 150-feet of any residentially zoned property. As indicated previously, a SCE substation is located on the northwest corner of Esto Avenue and Hickson Street and this SCE property is zoned R-1A. The proposed project will also comply with all current City development and Code requirements and no zone variances are being requested. Finally, the potential environmental impacts that require mitigation can be reduced to levels that are less than significant.

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

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

No natural open space areas are located within the proposed project site. The project site and the adjacent parcels are not included within areas that are subject to a habitat conservation plan or a local coastal plan (LCP). The proposed project site is located 2.72 miles to the north of the Whittier Narrows Nature Center and Wildlife Sanctuary, which in turn is located within the larger Whittier Narrows Dam County Recreation Area Significant Ecological Area (SEA) No. 42, as designated by the Los Angeles Department of Recreation and Parks (LADRP). The proposed project site is well located outside of the SEA boundaries.⁷⁶ As a result, no impacts on local, regional, or State habitat conservation plans would result from the implementation of the proposed project.

3.10.3 CUMULATIVE IMPACTS

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

3.10.4 MITIGATION MEASURES

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

⁷⁶ Discovery Center Authority. *San Gabriel River Discovery Center Draft Environmental Impact Report*. June 2009.

3.11 MINERAL RESOURCES IMPACTS

3.11.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

There are no oil wells located within or near the proposed project site.⁷⁷ The California Geological Survey Mineral Resources Project provides information regarding mineral resources (metals, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate) and classifies lands throughout the State that contain regionally significant mineral resources. This classification is mandated by the Surface Mining and Reclamation Act (SMARA). The SMARA requires all cities to incorporate in their General Plans mapped designations approved by the State Mining and Geology Board.⁷⁸ The State Geologist classifies mineral resource areas into Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs). The categories of mineral resource zones are as follows:

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

The City of El Monte is located within the San Gabriel Production-Consumption Region. The northeastern portion of the City is identified as containing significant mineral deposits and is designated as a MRZ-2 zone. However, no County of Los Angeles-designated Mineral Resource Zones are located in El Monte. El Monte is completely urbanized and does not contain mining uses, nor does the City have land designated for mineral, aggregate, or sand production.⁷⁹ The project site is not located within a mineral resource zone

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

⁷⁸ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

⁷⁹ Ibid.

nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources would result from the proposed project's implementation.

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

There are no mineral, oil, or energy extraction and/or generation activities located within the project site. Review of maps provided by the State Department of Conservation indicates that there are no oil wells located within the project site or in the adjacent area.⁸⁰ In addition, the building materials used in the project's construction (concrete, steel rebar, aluminum, etc.) would not include any materials that are considered rare or unique. Thus, the proposed project would not result in any effects on mineral resources in the region.

3.11.3 CUMULATIVE IMPACTS

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

3.11.4 MITIGATION MEASURES

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

⁸⁰ State of California Department of Conservation. *Regional Wildcat Map*. October 2011.

3.12 NOISE IMPACTS

3.12.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels that are associated with everyday activities are illustrated in Exhibit 3-10. The City of El Monte Municipal Code has established the following noise control standards for residential and industrial development:

- *Single-family Residential:* 50 dBA between 7 AM to 10 PM and 45 dBA between 10 PM to 7 AM; and,
- *Industrial:* 70 dBA between 7AM to 10 PM and 70 dBA between 10 PM to 7 AM.

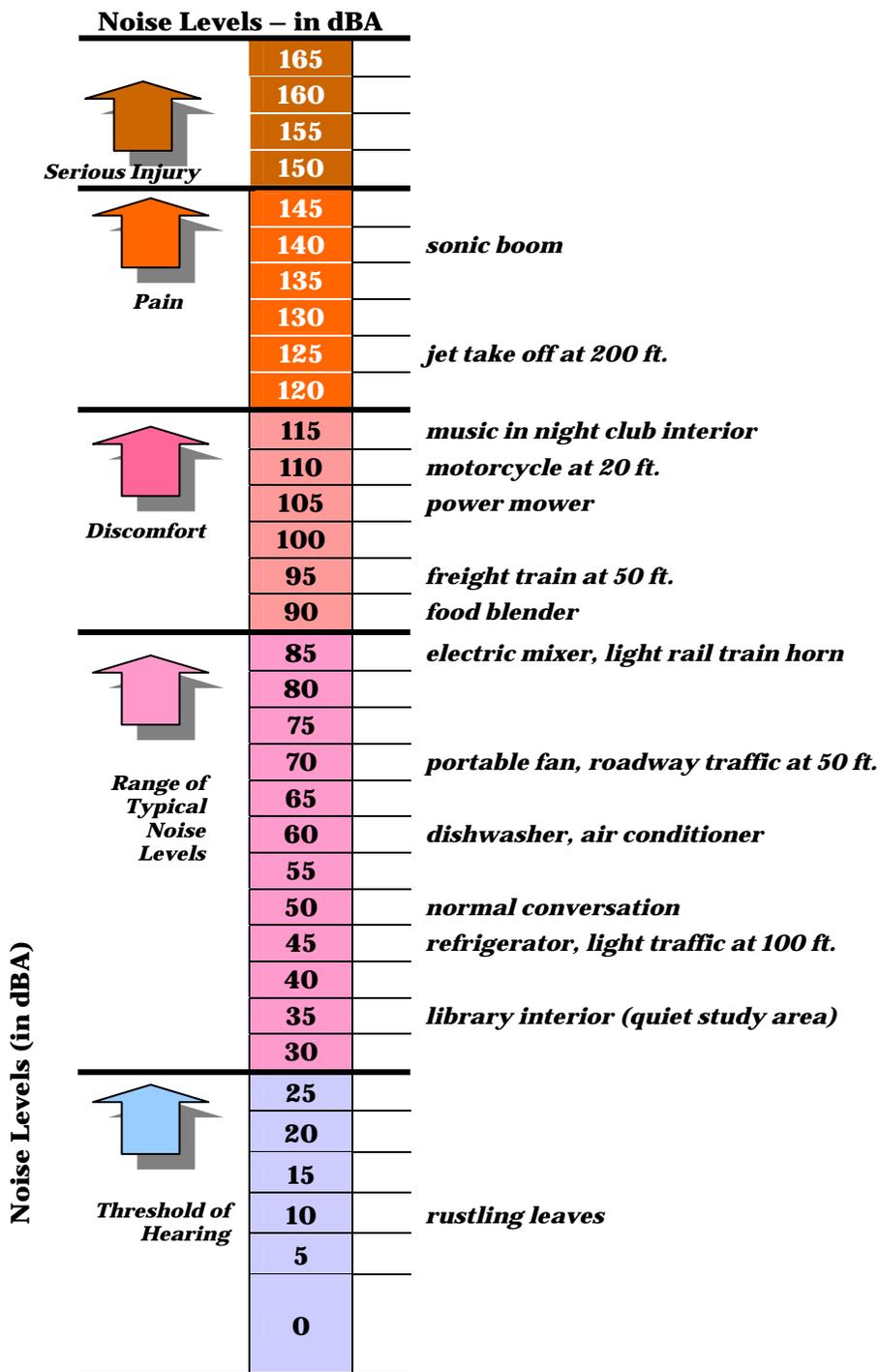


EXHIBIT 3-10 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

City noise standards are not to be exceeded by ten dBA for a cumulative period of one minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). The City also limits the use of power construction tools or equipment to between 6:00 AM and 7:00 PM on any working day, or 8:00 AM to 7:00 PM on weekends, unless performing emergency work.⁸¹

Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. A total of 100 noise measurements were taken along the south side of Hickson Street near the Hickson Street and Esto Avenue intersection. The measurements were taken at 2:45 PM on April 8th, 2015. The average noise levels at the measurement location in front of the project site along the Hickson Street frontage was 67.17 dBA.⁸² The results of the noise measurement survey are graphically depicted in Exhibit 3-11.

A change in traffic noise levels of between 3.0 dA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise). As indicated in Section 3.16, the proposed project is anticipated to generate approximately 26 AM peak hour trips, and 28 PM peak hour trips using a passenger car equivalent (PCE) measure. The existing peak hour traffic on Hickson Street is 148 AM peak hour trips and 107 PM peak hour trips. The proposed project's traffic generation will not result in a doubling of traffic volumes. In addition, the proposed use would be required to comply with the City of El Monte Noise Control Ordinance. The placement of the loading and receiving areas will aid in reducing noise associated with the loading docks (fork-lift noise, back-up alarms, etc.). In order to protect the residences along the north side of Hickson Street, the following mitigation is required:

- The developer shall install roll-up door equipment that will be effective in reducing noise impacts.
- Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings. Potential sources of stationary noise must also comply with the City's ambient noise standards (El Monte Municipal Code, Section 8.36.040).
- Trucks will not be permitted to idle or maneuver onto the site from the Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.
- All alarm equipment must be "silent."

The proposed project's tenants have not been identified at this time. Nevertheless, all machinery will be located within the new buildings. In addition, there will not be any direct line of site between the homes located on the north side of Hickson Street and the loading docks and truck maneuvering areas.

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

⁸² Blodgett Baylosis Environmental Planning. *Site Survey* (The site visit was conducted on April 8, 2015.)

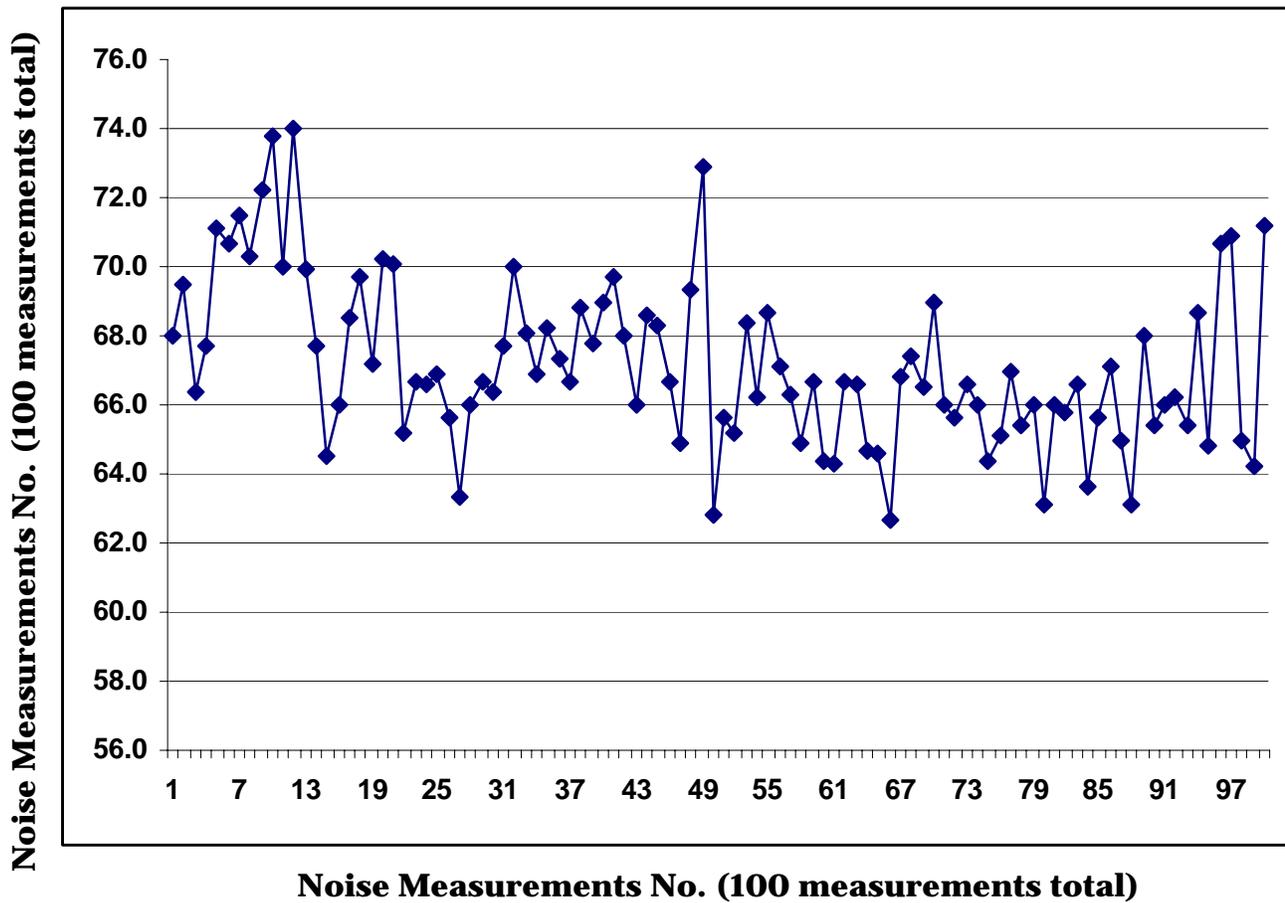


EXHIBIT 3-11
NOISE MEASUREMENT RESULTS
Source: Blodgett Baylosis Environmental Planning

The new building located in the western portion of the site will effectively attenuate noise from the loading docks and the truck maneuvering area. In addition, the project, once operational, will be required to adhere to all pertinent noise control requirements. Observance of the above mitigation measures will reduce noise levels to those that are less than significant.

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

As indicated in the previous section, a change in traffic noise levels of between 3.0 dA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise). The proposed project is anticipated to generate approximately 26 AM peak hour trips, and 28 PM peak hour trips using a passenger car equivalent measure. The existing peak hour traffic on Hickson Street is 148 AM peak hour trips and 107 PM peak hour trips. The proposed project's traffic generation will not result in a doubling of traffic volumes. In addition, any future project-related uses would be required to comply with the City of El Monte Noise Control Ordinance. The proposed project will not expose persons or sensitive receptors to excessive ground-borne noise levels. As a result, the potential impacts will be less than significant.

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

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

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

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-12. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 70 dBA at the property line.

Typical noise levels 50-ft. from source

| | | | 70 | 80 | 90 | 100 |
|---|-------------------------------------|-----------------------------|-------|-------|--------|---------|
| Equipment Powered by Internal Combustion Engines | Earth Moving Equipment | Compactors (Rollers) | | 70-80 | | |
| | | Front Loaders | | 70-80 | 80-90 | |
| | | Backhoes | | 70-80 | 80-90 | 90-100 |
| | | Tractors | | | 80-90 | 90-100 |
| | | Scrapers, Graders | | | 80-90 | |
| | | Pavers | | | 80-90 | |
| | | Trucks | | | 80-90 | 90-100 |
| | Materials Handling Equipment | Concrete Mixers | | 70-80 | 80-90 | |
| | | Concrete Pumps | | | 80-90 | |
| | | Cranes (Movable) | | 70-80 | 80-90 | |
| | | Cranes (Derrick) | | 70-80 | 80-90 | |
| | Stationary Equipment | Pumps | 70-80 | | | |
| | | Generators | | 70-80 | | |
| | | Compressors | | | 80-90 | |
| | Impact Equipment | Pneumatic Wrenches | | | 80-90 | |
| Jack Hammers | | | | 80-90 | 90-100 | |
| Pile Drivers | | | | | 90-100 | 100-110 |
| Other Equipment | Vibrators | 70-80 | 70-80 | | | |
| | Saws | | 70-80 | | | |

EXHIBIT 3-12
TYPICAL CONSTRUCTION NOISE LEVELS
 Source: Blodgett Baylosis Environmental Planning

The following mitigation measures are required to mitigate potential construction noise impacts:

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

The aforementioned mitigation will reduce the proposed project's construction noise impacts to levels that are less than significant.

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

The project site is located approximately 0.20 east of the El Monte Airport which is operated by Los Angeles County. The proposed project will not affect any airport land use plan because there currently is no Airport Land Use Compatibility Plan for the El Monte Airport. In addition, the project site is not located within the designated Runway Protection Zone (RPZ). As a result, the proposed project's implementation would not present any noise impacts related to aircraft and/or airport operations at a public use airport.

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

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

3.12.3 CUMULATIVE IMPACTS

The analysis indicated the implementation of the proposed project would not result in any significant immitigable adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts would occur.

3.12.4 MITIGATION MEASURES

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

Mitigation Measure No. 16 (Noise Impacts). The developer shall install roll-up door equipment that will be effective in reducing noise impacts.

Mitigation Measure No. 17 (Noise Impacts). Machinery (trash compactors, balers, etc.) and building equipment (air conditioners, etc.) must be designed so that potential noise generated by the equipment is attenuated. All machinery must be located inside the buildings. Potential sources of stationary noise must also comply with the City's ambient noise standards (El Monte Municipal Code, Section 8.36.040).

Mitigation Measure No. 18 (Noise Impacts). Trucks will not be permitted to idle or maneuver onto the site from the Hickson Street. This mitigation will prevent off-site engine noise and back-up alarms.

Mitigation Measure No. 19 (Noise Impacts). All alarm equipment must be "silent."

Mitigation Measure No. 20 (Noise Impacts). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 21 (Noise Impacts). The Applicant shall notify the nearby residents along Hickson Street as to the times and duration of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that will be located along the project sites Hickson Street frontage. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. The Applicant will also be responsible for maintaining records of any complaint calls that may be reviewed by the City.

3.13 POPULATION & HOUSING IMPACTS

3.13.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project involves the construction and operation of two concrete tilt-up industrial buildings that will have a total floor area of 67,111 square feet. Any potential tenants of the two buildings and the corresponding use will include those permitted under the M-1 (*Light Industrial*) zoning that is applicable to the project site. These uses may include smaller warehouse uses, assembly, and distribution. The potential employment for the proposed project is estimated to be approximately 65 to 70 jobs assuming an employment generation of one new job for every 1,000 square feet of floor area.

Potential growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts are identified in Table 3-8. As indicated in Table 3-8, the proposed project will not result in any significant growth-inducing impacts.

**Table 3-8
 Potential Growth-Inducing Impacts**

| Factor Contributing to Growth Inducement | Project's Potential Contribution | Basis for Determination |
|--|---|--|
| New development in an area presently undeveloped and economic factors which may influence development. | The proposed project would promote development of a vacant parcel. | The new development would promote development consistent with the General Plan Policies for infill development |
| Extension of roadways and other transportation facilities. | The proposed project would not involve the extension or modification of any off-site existing roadways. | The only off-site improvements include those required to facilitate access to the project site. |

**Table 3-8
 Potential Growth-Inducing Impacts**

| Factor Contributing to Growth Inducement | Project's Potential Contribution | Basis for Determination |
|--|---|--|
| Extension of infrastructure and other improvements. | No off-site water, sewer, and other critical infrastructure improvements are anticipated. | The only infrastructure improvements would be designed to serve the proposed project site only. |
| Major off-site public projects (treatment plants, etc). | No major facilities are proposed at this time. | No off-site facilities would be required to accommodate the projected demand for wastewater treatment or water. |
| The housing requiring replacement housing elsewhere. | The project does not involve the removal or the replacement of existing affordable or subsidized housing units. | No subsidized affordable housing would be affected by the proposed project. |
| Additional population growth leading to increased demand for goods and services. | The proposed project would result in long-term growth in employment. | New long-term employment would be provided by the proposed project. Given the area's unemployment rate, the additional jobs are seen as a benefit. |
| Short-term growth inducing impacts related to the project's construction. | The proposed project may result in the creation of new construction employment. | Short-term increases in construction employment are considered a beneficial impact. |

Source: Blodgett Baylosis Environmental Planning. 2015.

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

The proposed project's implementation would not result in the displacement of any residential units. As a result, no impacts related to displaced housing would occur.

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

As indicated previously, the proposed project will not involve the demolition of any existing housing units. As a result, no impacts related to the displacement of persons would occur.

3.13.3 CUMULATIVE IMPACTS

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

3.13.4 MITIGATION MEASURES

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

3.14 PUBLIC SERVICES IMPACTS

3.14.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The Los Angeles County Fire Department (LACFD) provides fire protection services in the City of El Monte. The City is located within the service boundaries of Battalion 10. The first response station to the project sites is Station No. 166 located at 3615 Santa Anita Avenue in the City of El Monte. This station has one fire engine/ladder truck, a utility truck, and one paramedic squad and a total daily staff of 6 firefighters. The proposed project involves the construction and operation of two concrete tilt-up industrial buildings that will have a total floor area of 67,111 square feet. Resources from the additional stations operated by the LACFD would be made available if needed.⁸³ The project's implementation would change the specific fire protection requirements applicable to the project site. However, the impacts on the provision of fire protection services would be less than significant given the access to the site and the

⁸³ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

location of the nearest fire station (Station No. 166 located at 3615 Santa Anita Avenue) 1.07 miles to the southeast. Future development of the new warehouse and office buildings would also be subject to any conditions prescribed by the LACFD (compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. However, the developer will be required to pay all pertinent development impact fees. The proposed project will also be required to adhere to all pertinent site and building design regulations. As a result, the impacts to fire protection service and facilities are anticipated to be less than significant.

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

Law enforcement services within the City are provided by the El Monte Police Department which serves the community from two police stations. The main station is located at 11333 Valley Boulevard and a substation facility located at 10503 Valley Boulevard. The El Monte Police Department is staffed with 161 police officers, 91 civilian staff and four K-9 units.⁸⁴ The proposed project involves the construction and operation of two concrete tilt-up industrial buildings that will have a total floor area of 67,111 square feet. The Police Department will review the development plan to ensure the proposed project conforms to the Department's security regulation. The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. The developer will be required to pay all pertinent development impact fees. As a result, the proposed project's law enforcement service impacts are less than significant.

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

The proposed project involves the construction and operation of two concrete tilt-up industrial buildings that will have a total floor area of 67,111 square feet. The City is served by the El Monte City School District and the El Monte Union High School District. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. Finally, the project developer will be required to pay all required school development fees at the time of Building Permit issuance. As a result, no school related impacts are anticipated to occur.

⁸⁴ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. May 24, 2006.

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

The proposed project's implementation is not expected to have any impact on other governmental services other than those identified in the preceding sections. As a result, the impacts are considered to be less than significant.

3.14.3 CUMULATIVE IMPACTS

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

3.14.4 MITIGATION MEASURES

The analysis determined that no mitigation would be required.

3.15 RECREATION IMPACTS

3.15.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* • *No Impact.*

The City of El Monte's Parks and Recreation Division is responsible for recreational services in the City. There are twelve City facilities available to City residents.⁸⁵ The nearest public park is Rio Vista Park, located 885 feet to the northeast of the project site. The proposed project will not physically impact this park or any other park facility. As a result, no impacts on park facilities would result from the implementation of the proposed project.

B. *Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?* *No Impact.*

As indicated in the previous section, the implementation of the proposed project would not physically affect any existing parks and recreational facilities in the City Due to the nature of the intended use. As a result, no impacts on park facilities would result from the implementation of the proposed project.

3.15.3 CUMULATIVE IMPACTS

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

3.15.4 MITIGATION MEASURES

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

⁸⁵ <http://www.ci.el-monte.ca.us/Government/ParksandRecreation/ParksRecreation.aspx>

3.16 TRANSPORTATION & CIRCULATION IMPACTS

3.16.1 THRESHOLDS OF SIGNIFICANCE

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

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

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion is experienced.

There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.⁸⁶

⁸⁶ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California*. August 2015.

A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six levels of service, as extracted from the manual, are listed in Table 3-9.

**Table 3-9
 Level of Service Definitions**

| LOS | Description |
|------------|--|
| A | No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation. |
| B | This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles. |
| C | This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted. |
| D | This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups. |
| E | Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand. |
| F | This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero. |

The thresholds of level of service for signalized and unsignalized intersections are shown in Table 3-10.

**Table 3-10
 Level of Service Criteria**

| Level of Service | Signalized Intersection Volume to Capacity (V/C) Ratio | Unsignalized Intersection Control Delay (seconds/vehicle) |
|-------------------------|---|--|
| A | ≤ 0.60 | ≤ 10 |
| B | > 0.60 – 0.70 | > 10 – 15 |
| C | > 0.70 – 0.80 | > 15 – 25 |
| D | > 0.80 – 0.90 | > 25 – 35 |
| E | > 0.90 – 1.00 | > 35 – 50 |
| F | > 1.00 | > 50 |

According to the City's General Plan (June 2011), LOS D is the minimum threshold at all key intersections in an urban area. The City's traffic study policies and procedures require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels 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; or,
- Intersections/roadways in or adjacent to commercial districts.

The above 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. Since 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.⁸⁷

For the signalized study intersections, the Intersection Capacity Utilization (ICU) method has been utilized to determine intersection levels of service. For all signalized intersections, a capacity volume of 1,600 vehicles per hour per lane (2,880 vehicles per hour per dual left turn lanes) was used. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies. Feasible mitigation measures were identified to a level of insignificance to mitigate the project and cumulative projects' significant impacts. Significant impacts by project were determined based on the following:

- Pre-Project LOS/VC: C = 0.71 to 0.80 to Project V/C Ratio Increase: 0.04 or more;
- Pre-Project LOS/VC: D= 0.81 to 0.90 to Project V/C Ratio Increase: 0.02 or more; and,
- Pre-Project LOS/VC: E/F= 0.91 or more to Project V/C Ratio Increase: 0.01 or more.

For the unsignalized study intersections, the Highway Capacity Manual (HCM) method has been utilized to determine intersection levels of service. The computer program Synchro 8 was utilized to compute the unsignalized intersection Level of Service (LOS) for this analysis. Synchro assigns control delay per vehicle for unsignalized intersections and assigns LOS based on the values shown in Table 3-10.

While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service.⁸⁸

⁸⁷ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California*. August 2015.

⁸⁸ Ibid.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City's circulation system is served by a network of freeways, arterial roadways, and local streets. The three regional freeways include the Interstate 10 Freeway (I-10), the Interstate 605 Freeway (I-605), and State Route 60 (SR-60). The principal regional access to the City is provided by the I-10 Freeway, which traverses El Monte in an east-to-west orientation. The I-10 Freeway has five general-purpose lanes in each direction. The I-605 Freeway extends in a north-to-south orientation east of the City. Finally, the SR-60 Freeway is located to the south of the City and runs in an east–west direction.⁸⁹

The most direct regional freeway access is provided by Interstate 10 (I-10) which is located approximately 0.86 miles to the south, Interstate 605 (I-605) located approximately 2.54 miles to the east, and Interstate 210 (I-210), located approximately 4.7 miles to the north. Local vehicular access to the project site is provided by Hickson Street which extends along the project site's northerly side. Employees and delivery traffic, including trucks, will use that segment of Hickson Street between the project site and Arden Drive. The most likely route of travel will then be for the traffic to continue south on Arden Drive to Valley Boulevard. Because the streets located to the north of the site are local streets that serve the residential neighborhoods located to the north, trucks traveling to and from the property will be restricted to Hickson Street. The project would provide vehicular access to the parking and truck loading via a driveway located on the west side at the cul-de-sac of Hickson Street. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.⁹⁰

- *Hickson Street* is an east-west local street in the vicinity of the project and striped with one travel lane in each direction. The street has a prima facie speed of 25 miles per hour. Parking is permitted along both curb lines. Hickson Street is stop controlled at Arden Drive. Hickson Street is a cul-de-sac east of the proposed warehouse project.
- *Arden Drive* is a north-south minor arterial street and striped with two travel lanes in each direction in the vicinity of the Hickson Street. The street is posted with a speed limit of 35 miles per hour. The intersection with Lower Azusa Road is signalized and striped with one left-turn lane and one combination through-right lane in both the northbound and southbound approaches. The intersection with Valley Boulevard is signalized and striped with one travel lane for left, through and right on northbound approach, and one dedicated left-turn, one left and through lane, and one dedicated right-turn lane on southbound approach. The intersection with Hickson Street is

⁸⁹ Google Earth. Site accessed April 23, 2015.

⁹⁰ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California*. August 2015.

uncontrolled and striped with two through lanes in both northbound and southbound approaches. Parking is partially permitted along both sides of the street.

- *Baldwin Avenue* is a north-south minor arterial street and striped with two travel lanes in each direction. Directional travel is separated by two-way left-turn lane. The street has a posted speed limit of 35 miles per hour. The intersection at Valley Boulevard is a signalized intersection and striped with one dedicated left-turn lane, two through-lanes, and one dedicated right-turn lanes. The southbound approach is striped with one dedicated left-turn lane, one through and one combination through-right-turn lane. Parking is permitted along both curb lines.
- *Valley Boulevard* is an east-west other principal arterial street and a truck route within the City. The intersections of Baldwin Avenue and Arden Drive are signalized and striped with one dedicated left-turn lane, one through lane and one combination through and right-turn-lane on both the east and westbound approaches. The roadway is posted with 35 miles per hour signs. Parking is partially restricted along both sides of the street.
- *Santa Anita Avenue* is a north-south other principal arterial street and a truck route within the City. The intersection with Valley Boulevard is signalized and striped with two dedicated left-turn lanes, three through lanes, and one dedicated right turn lane in the northbound approach. The southbound approach is striped with one dedicated left-turn lanes, two through lanes, and one combination through and right turn lane. Parking is not permitted on both sides of the street in the vicinity of the Valley Boulevard intersection. The posted speed limit is 35 miles per hour.
- *Lower Azusa Road* is an east-west minor arterial street and a truck route. The intersection with Arden Drive is signalized and striped with one dedicated left-turn lane, one through lane, and one combination through and right turn lane in both the east and westbound approaches. Parking is permitted on both sides of the street and the speed limit is 35 miles per hour.

The study area was carefully selected in accordance with local traffic study guidelines and consultation with City staff. Manual turning movement counts for the selected intersections were collected in the during the morning and evening peak periods during the month of July 2015. The peak hours for the counts were 7:00 to 9:00 AM and 4:00 to 6:00 PM.⁹¹ It was determined that the following five key intersections would be analyzed in the study:

- Baldwin Avenue and Valley Boulevard;
- Arden Drive and Lower Azusa Road;
- Arden Drive and Hickson Street;
- Arden Drive and Valley Boulevard; and,
- Santa Anita Avenue and Valley Boulevard.⁹²

⁹¹ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California.* August 2015.

⁹² Ibid.

Existing traffic counts were taken in July 2015. Therefore, school related traffic was not included. To account for missing school traffic, the 2015 existing 2015 volumes were increased by 2% (industry standard use) as shown in the Level of Service Analysis Sheet in Appendix B. The 2% factor used is typically used when analysis are conducted when schools are not in session. To satisfy the City’s concern a new AM count was taken on 10/22/2015. The results show the increase to be very near the stated 2%. The percentage could be higher at the intersection on Lower Azusa and Arden (adjacent to Gidley School) however, the project related traffic will not create an adverse impact. The locations of study intersections are shown in Exhibit 3-13. Existing lane configurations at the study intersections are shown in Exhibit 3-14. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-15. Detailed turning movement counts are included in the Technical Appendix of the Traffic Study.

Year 2015 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method for signalized intersections and Highway Capacity Manual (HCM) method for unsignalized intersections. Table 3-11 presents the existing condition intersection level of service analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of the Traffic Report. As shown in the Table 3-11, the study intersections are currently operating at a Level of Service (LOS) D or better during both the AM and PM peak hours.

**Table 3-11
 Existing (2015) Level of Service Summary**

| Intersection | Intersection Control Type | Peak Hour | Existing 2015 Conditions | |
|------------------------------------|---------------------------|-----------|--------------------------|----------------------|
| | | | LOS | V/C Ratio or [Delay] |
| 1. Baldwin Ave. & Valley Blvd. | Signal | AM PM | C D | 0.761 0.816 |
| 2. Arden Dr. & Lower Azusa Rd. | Signal | AM PM | A B | 0.593 0.617 |
| 3. Arden Dr. & Hickson St. | Unsignal | AM PM | C C | [15.9] [18.6] |
| 4. Arden Dr. & Valley Blvd. | Signal | AM PM | B A | 0.626 0.596 |
| 5. Santa Anita Ave. & Valley Blvd. | Signal | AM PM | C C | 0.734 0.749 |

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California.* August 2015.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates are based on nationally recognized recommendations contained in “Trip Generation” handbook, 9th edition, published by the Institute of Transportation Engineers (ITE). Table 3-12 shows a summary of trip generation estimates for the project. Since the project would involve truck trips, an estimate of truck trips was calculated using the rates provided in the regionally accepted publication, “Truck Trip Generation Study,” published by the City of Fontana in August 2003 for use in traffic studies involving truck trips. The “Trip Generation Manual” published by the Institute of Transportation Engineers states “Truck trips account 20 percent of the weekday traffic at one of the site surveys”. (Warehouse land use 9th edition). The truck trips were converted into equivalent passenger car trips using a passenger car equivalence factor of 2.5.

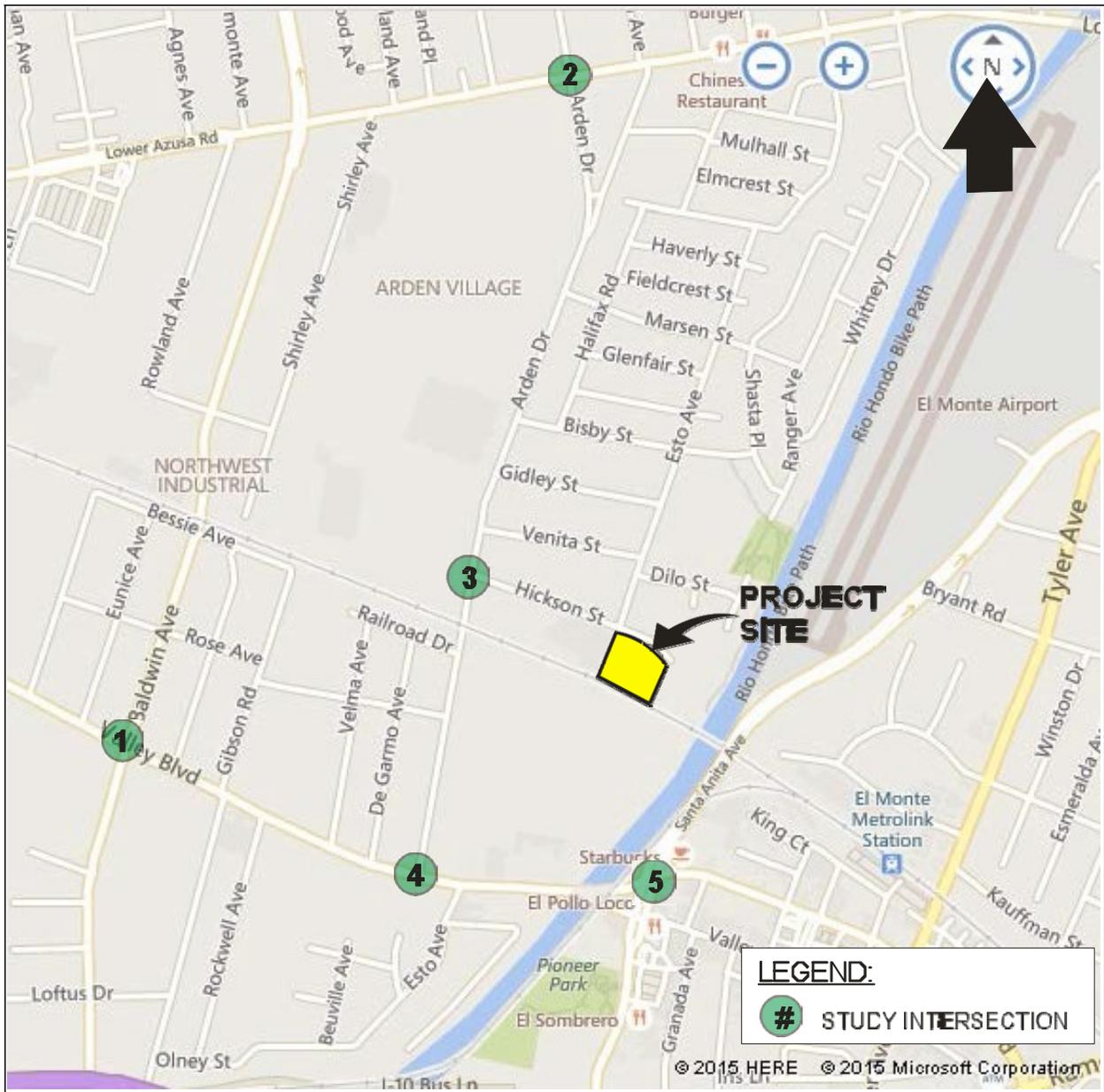


EXHIBIT 3-13 STUDY INTERSECTIONS LOCATIONS

Source: Crown City Engineers, Inc.

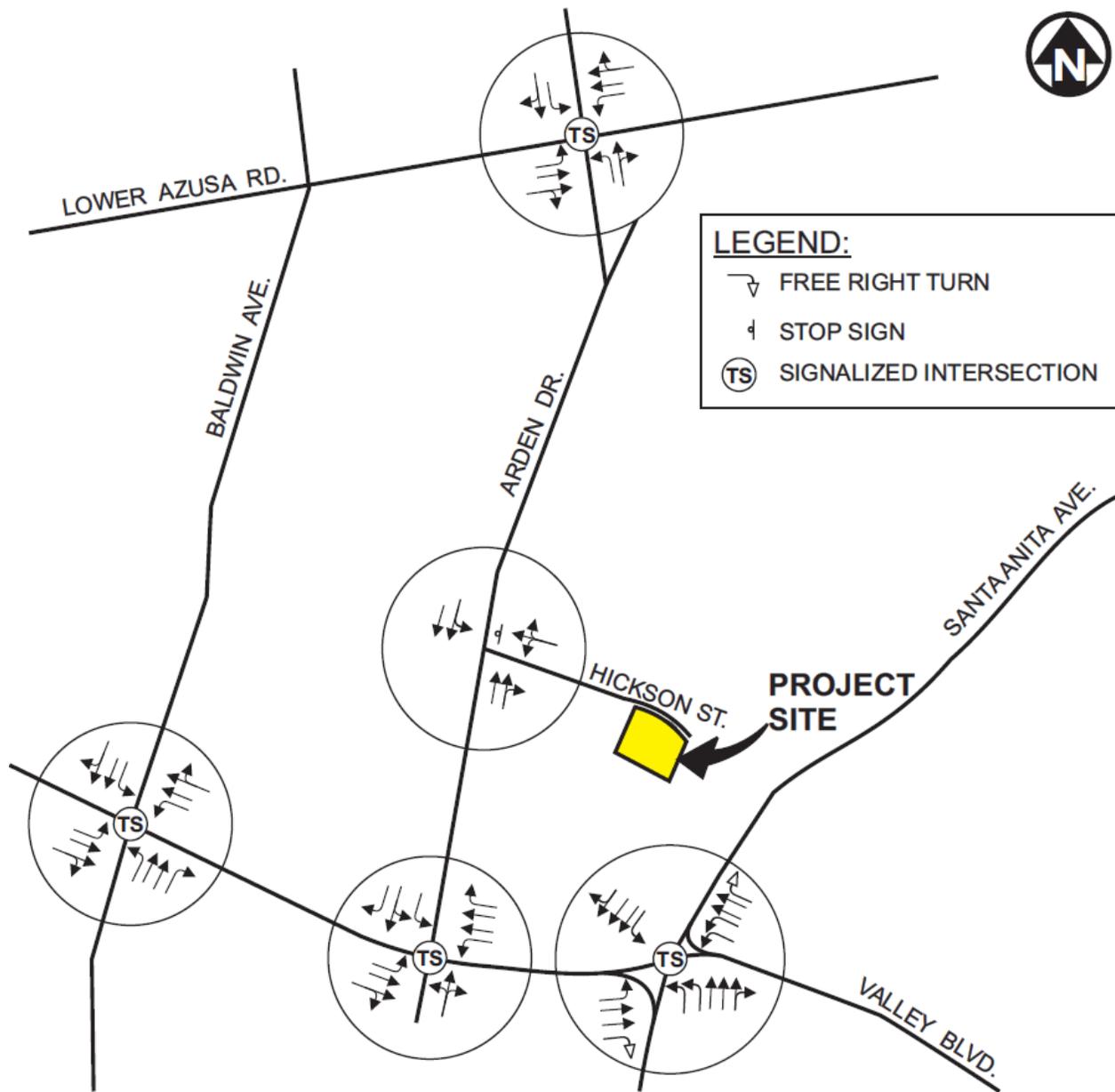


EXHIBIT 3-14

STUDY INTERSECTIONS LANE CONFIGURATIONS

Source: Crown City Engineers, Inc.

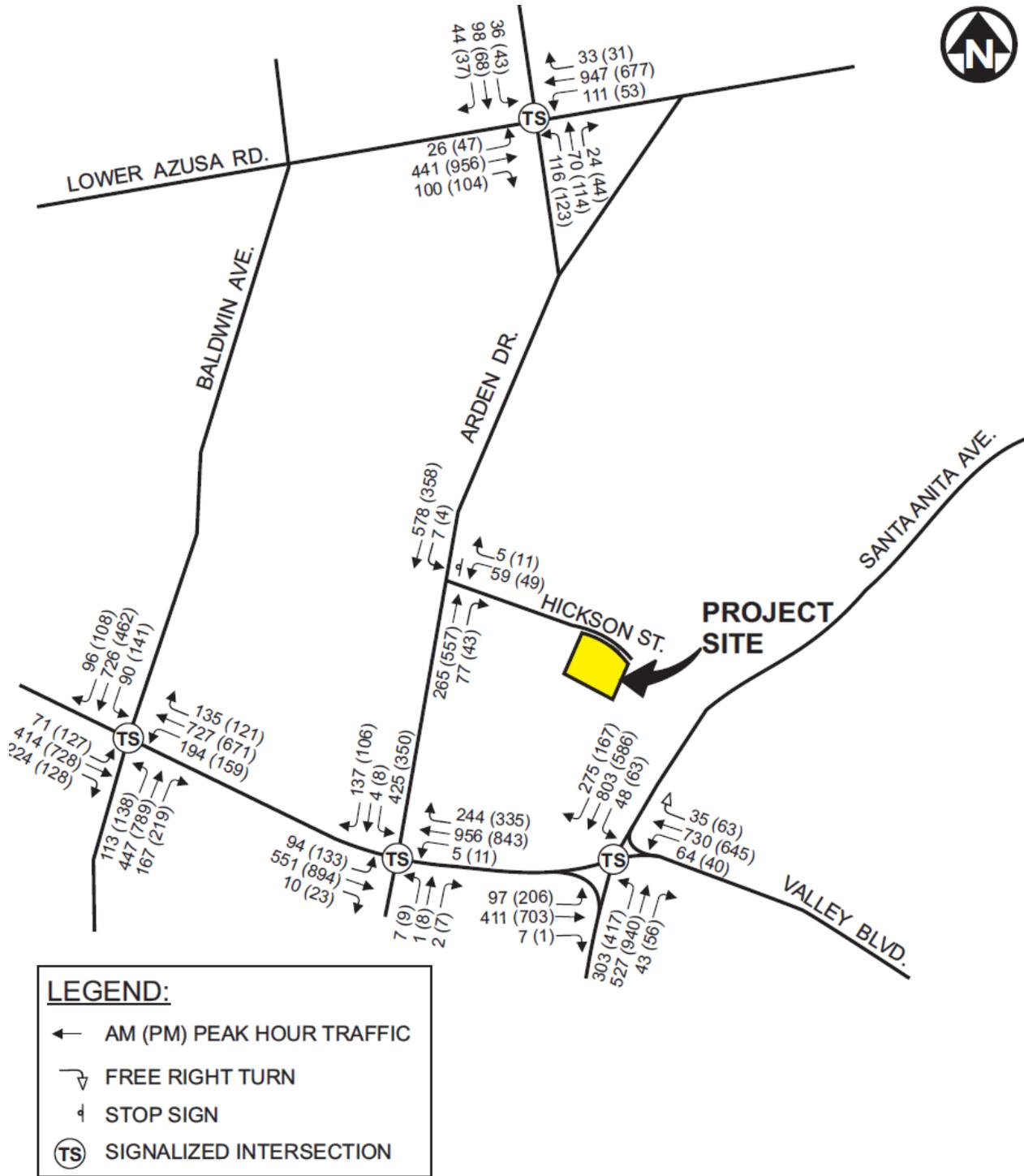


EXHIBIT 3-15 EXISTING AM AND PM PEAK HOUR TURNING MOVEMENTS

Source: Crown City Engineers, Inc.

**Table 3-12
 Projected Traffic Generation**

| ITE Code | Size | Trip Generation Rate | | | | | | | Average Traffic Volume | | | | | | |
|--|---------------|----------------------|--------------|------|-------|--------------|------|-------|------------------------|--------------|------|-------|--------------|------|-------|
| | | Daily Total | AM Peak Hour | | | PM Peak Hour | | | Daily Total | AM Peak Hour | | | PM Peak Hour | | |
| | | | %in | %out | total | %in | %out | total | | %in | %out | total | %in | %out | total |
| 150 | 67,111 s. ft. | 3.56 | 79% | 21% | 0.3 | 25% | 75% | 0.32 | 239 | 16 | 4 | 20 | 5 | 16 | 21 |
| Total vehicle trip generation in passenger car equivalents (PCE) | | | | | | | | | 311 | 21 | 5 | 26 | 7 | 21 | 28 |

Source: Institute of Transportation Engineers (ITE)'s "Trip Generation" Handbook, 9th Edition, 2012]

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics. Exhibit 3-16 and Exhibit 3-17 depict the regional trip distribution percentages of passenger vehicles and trucks to and from the site, respectively. Baldwin Avenue from Lower Azusa to the I-10 freeway is a truck route per the City of El Monte Municipal code 10.12.010 Truck Traffic Routes. The 40% distribution of truck traffic to and from Baldwin was based on the assumption a large percentage of the truck traffic would keyed to the Port of Los Angeles. Exhibit 3-18 presents the project traffic volume in passenger car equivalent (PCE). Future (2016) with cumulative project plus project traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method for signalized intersections and Highway Capacity Manual (HCM) method for unsignalized intersections. Detailed calculations relating to the study intersections are included in the Technical Appendix in the Traffic Study. The LOS and V/C ratios for the study intersections under future plus project conditions are summarized in Table 3-13.

**Table 3-13
 Existing (2015) and Future (2016) Level of Service Summary**

| Intersection | Control Type | Peak Hour | Existing 2015 | | | | Future 2016 | | | | Increase in V/C Ratio by Project |
|------------------------------------|--------------|-----------|----------------------|-----------|-------------------|-----------|------------------------------------|-----------|--|-----------|----------------------------------|
| | | | 2015 Without Project | | 2015 With Project | | 2016 Ambient + Cumulative Projects | | 2016 Ambient + Cumulative Projects + Project | | |
| | | | LOS | V/C Delay | LOS | V/C Delay | LOS | V/C Delay | LOS | V/C Delay | |
| 1. Baldwin Ave. & Valley Blvd. | Signal | AM PM | C | 0.761 | C | 0.763 | D | 0.869 | D | 0.871 | 0.002 |
| | | | D | 0.816 | D | 0.819 | E | 0.948 | E | 0.951 | 0.003 |
| 2. Arden Dr. & Lower Azusa Rd. | Signal | AM PM | A | 0.593 | A | 0.595 | B | 0.613 | B | 0.615 | 0.002 |
| | | | B | 0.617 | B | 0.619 | B | 0.659 | B | 0.661 | 0.002 |
| 3. Arden Dr. & Hickson St. | Unsignal | AM PM | C | [15.9] | C | [16.3] | C | [16.1] | C | [16.6] | [0.5] |
| | | | C | [18.6] | C | [20.1] | C | [19.0] | C | [20.6] | [1.6] |
| 4. Arden Dr. & Valley Blvd. | Signal | AM PM | B | 0.626 | B | 0.632 | B | 0.680 | B | 0.687 | 0.007 |
| | | | A | 0.596 | A | 0.601 | C | 0.710 | C | 0.714 | 0.004 |
| 5. Santa Anita Ave. & Valley Blvd. | Signal | AM PM | C | 0.734 | C | 0.736 | D | 0.899 | D | 0.901 | 0.002 |
| | | | C | 0.749 | C | 0.750 | E | 0.934 | E | 0.934 | 0.000 |

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California. August 2015.*

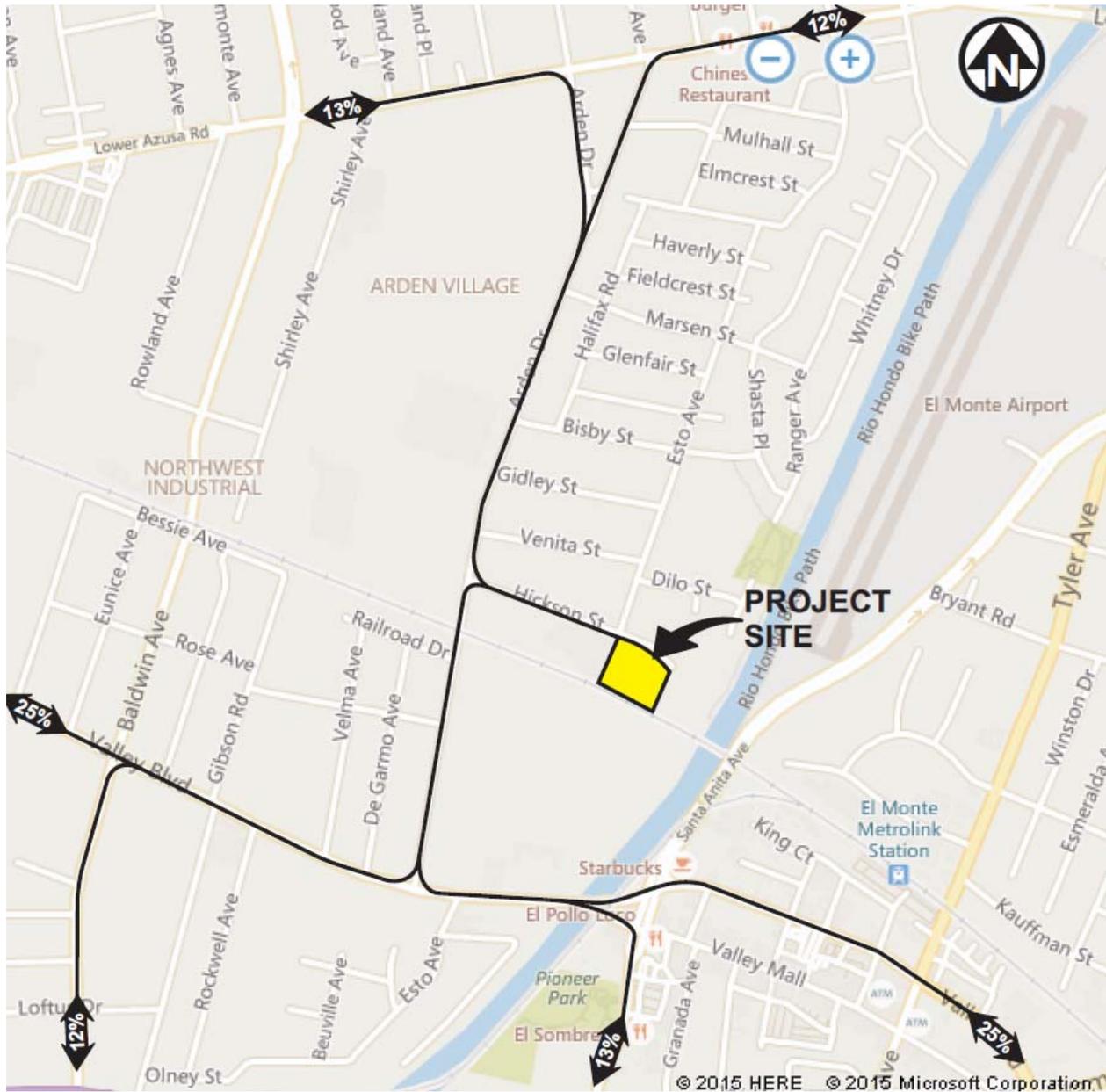


EXHIBIT 3-16 TRIP DISTRIBUTION – PASSENGER VEHICLES

Source: Crown City Engineers, Inc.

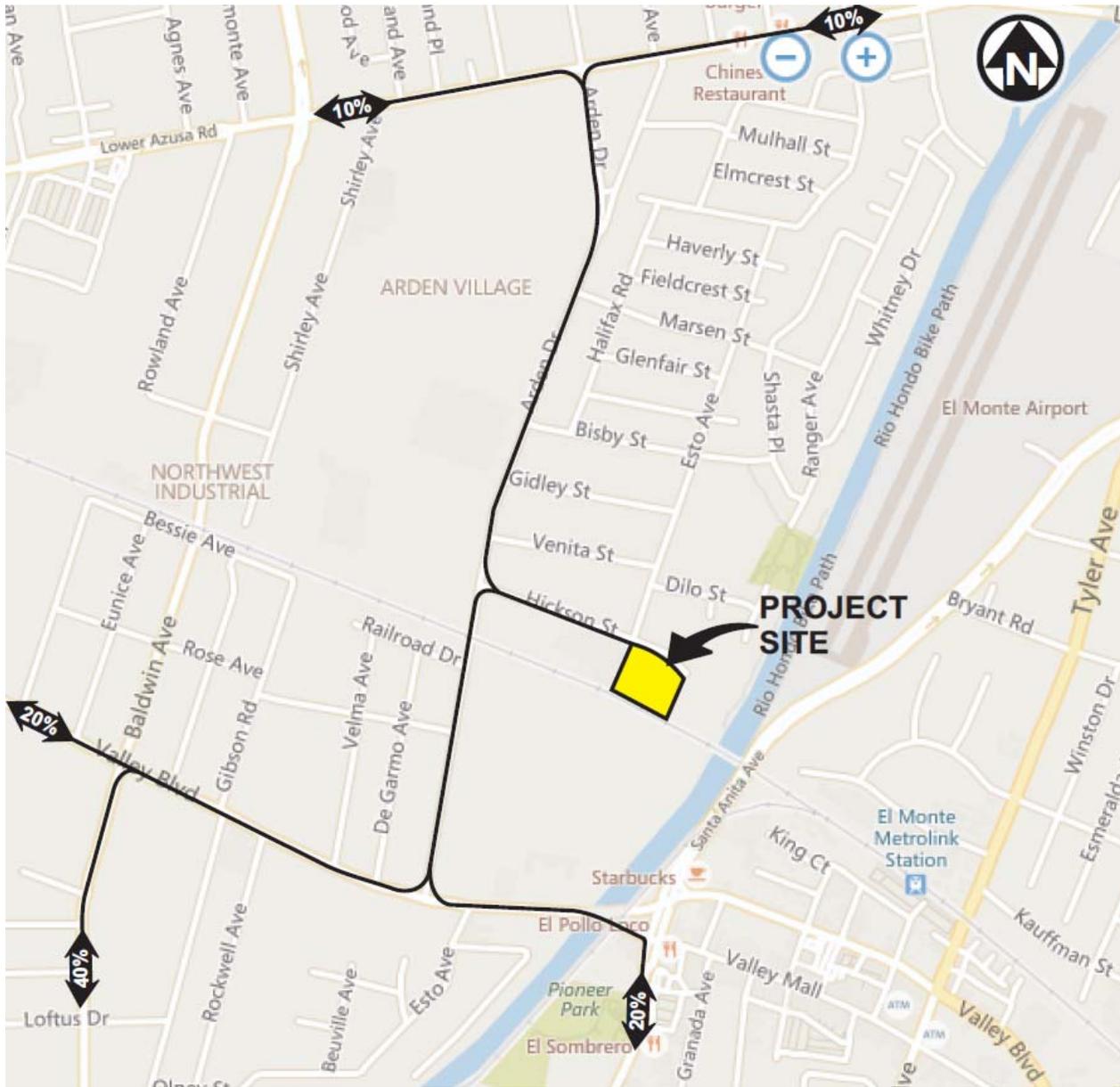


EXHIBIT 3-17

TRIP DISTRIBUTION – TRUCKS

Source: Crown City Engineers, Inc.

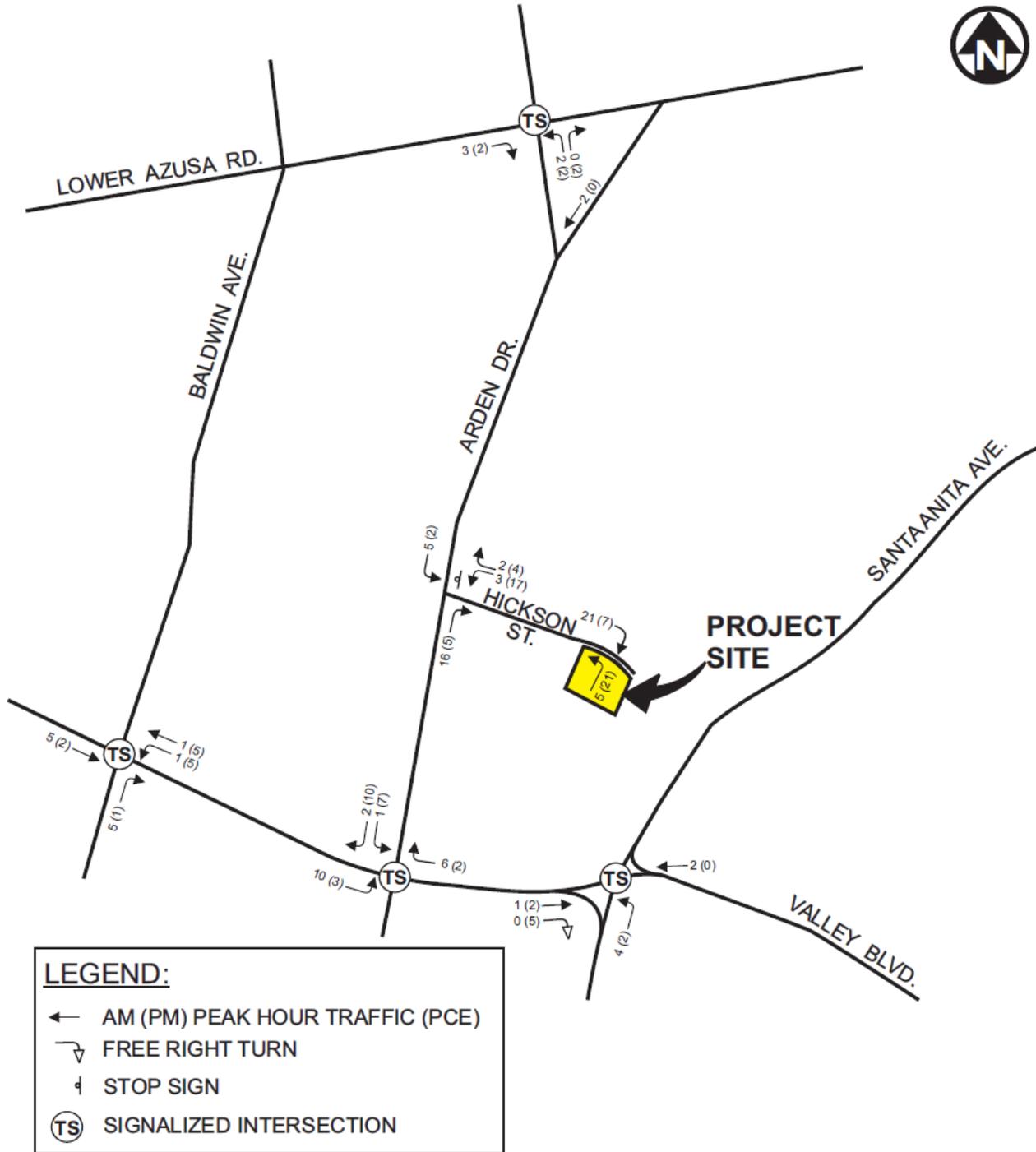


EXHIBIT 3-18 PROJECT TRAFFIC VOLUMES (IN PCES)

Source: Crown City Engineers, Inc.

As shown in Table 3-13, the Baldwin Avenue and Valley Boulevard and the Santa Anita Avenue and Valley Boulevard intersections are expected to operate at LOS D and E during the AM and PM peak hours, respectively. However, LOS E may be acceptable at truck-route intersections or roadways per the City of El Monte General Plan (June 2011). In addition, it is expected to have 0.3% or less increase in Volume-to-Capacity (V/C) ratio by the project at both the intersections. Therefore, the project is not expected to have significant impacts at both the Baldwin Avenue and Valley Boulevard and the Santa Anita Avenue and Valley Boulevard intersections. The rest of the study intersections are expected to operate at LOS D or better during both the AM and PM peak hours without any significant impacts.

The proposed building area is 67,111 square feet including a 54,411 square-foot warehouse and 12,700 square-foot office area. The requirement for parking for this project is 1 space per 400 square feet of floor area for the first 5,000 square feet of gross floor area, 1 space per 500 square feet of floor area for the next 5,000 square feet of gross floor area, 1 space per 750 square feet of floor area after the next 15,000 square feet, and 1 space per 1,500 square feet of floor area after the first 25,000 square feet. Since the total office space does not occupy more than 25% of the total floor area, the office space is counted as industrial/warehouse space per 17.08.090 Parking Requirements for Specific Land Uses. The total parking requirement of the project is 71 spaces [= 5,000 / 400 + (10,000 - 5,000) / 500 + (25,000 - 10,000) / 750 + (67,111 - 25,000) / 1,500].⁹³

The number of proposed parking spaces is a total of 99 spaces on-site. Therefore, the project's parking demand would be satisfied on-site in accordance with the parking code requirements of the City of El Monte. Table 3-14 presents parking requirement of the City of El Monte.⁹⁴

**Table 3-14
 Parking Requirements**

| Use | Sq. Ft. | Sq. ft. of GLA | Parking Ratio | | Parking Spaces Required | Parking Spaces Provided |
|--------------------------|---------|---|---------------|--------------|-------------------------|-------------------------|
| Warehouse (54,411 SF) | 67,111 | UP TO 5,000 | 1 | PER 400 SF | 13 | 99 |
| | | 5,001 TO 10,000 | 1 | PER 500 SF | 10 | |
| | | 10,001 TO 25,000 | 1 | PER 750 SF | 20 | |
| | | 25,001 AND UP | 1 | PER 1,500 SF | 8 | |
| Office (12,700 SF) | | 18% (= 12,700 / 67,111) OF TOTAL FLOOR AREA | | | | |
| Total | 67,111 | - | - | - | 71 | |

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California.* August 2015.

⁹³ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California.* August 2015.

⁹⁴ Ibid.

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

The Congestion Management Program (CMP) is a State-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The nearest CMP facility in the project vicinity are Interstate 10 (I-10) and its interchanges at Baldwin Avenue (located 0.85 linear miles to the southwest). Rosemead Boulevard is the nearest CMP arterial roadway located approximately 1.8 linear miles to the west. A review of Congestion Management Program (CMP) guidelines was also conducted. The project will not add 50 or more trips to any CMP arterial monitoring intersection during either the AM or PM weekday peak hours. The project will not add 150 or more trips on the freeway mainline traffic volume in any direction during the AM or the PM weekday peak hours. No freeway monitoring location was required to be analyzed per CMP guidelines.⁹⁵ As a result, no impacts are anticipated.

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

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

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

The project would provide a full access driveway on Hickson Street to accommodate necessary turning radius for large trucks that would ingress/egress the site. In addition, the docking area as designed appears to be sufficient to accommodate necessary truck maneuvers. As presented in Appendix C of the Traffic Study, the truck turning template analyses were conducted for interstate semitrailer (W-20 [W-65 and W-67]) design vehicles based on “A Policy on Geometric Design of Highway and Street.” At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curb needs to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection.⁹⁶ A secondary concern of City staff was the potential for truck traffic queuing north or south of the aforementioned railroad tracks. The City of El Monte is served by Metrolink, the regional commuter rail system. There is a rail station just north of downtown El Monte. Metrolink operates on the Union Pacific Railroad (UPRR) line just north of Valley Boulevard and east of the Rio Hondo River, the Metrolink route extends in a southerly direction towards the El Monte Metrolink station. At the present time, Metrolink transit

⁹⁵ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620Hickson Street, El Monte, California.* August 2015.

⁹⁶ Ibid.

connections from the current rail station to the Northwest Industrial District are not provided. The UPRR segment south of the project site handles only freight rail traffic traveling to and from the Los Angeles Redondo Junction. The Los Angeles Redondo Junction contains the current Amtrak maintenance facility and is located 3.5 miles south of the Union Station passenger terminal in Downtown Los Angeles. The Los Angeles Redondo Junction services Amtrak lines including the Southwest Chief, the Coast Starlight, the Desert Wind, the Sunset Limited, and the Pacific Surf liner. During the numerous site visits and extended field surveys, no trains were observed. From Hickson Street south to the UPRR crossing, the linear distance is approximately 300 feet. Assuming an average truck length of 53 feet, there is a stacking capacity for five trucks when a train has the crossing blocked. The distance between Valley Boulevard to the rail crossing is approximately 1,670 feet. In the event of a train using this rail segment, the southbound lanes of Arden Drive may be blocked due to traffic queuing. In this instance, trucks desiring to make southbound movements may have to wait on Hickson Street before making a left turn movement on to Arden Drive. This is not deemed to represent a significant impact due to the limited frequency of rail traffic during the peak traffic periods. The anticipated truck maneuvering movements both into the site and near the truck high doors are illustrated in Exhibit 3-19. As indicated in this exhibit, sufficient room is provided to accommodate the larger trucks.⁹⁷ However, the following mitigation measures are required as a means to facilitate ingress and egress to the project site once it is operational:

- All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queuing will be permitted within the Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Hickson Street.
- No on-street parking along the proposed project's Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Hickson Street.
- The line of site at the project's Hickson Street driveway must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.
- At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curb needs to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.
- The Applicant will be required to install and maintain a sign at the site's exit driveway that states "Right Turn Only." Trucks exiting the project site will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.

⁹⁷ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California*. August 2015.



EXHIBIT 3-19
ON-SITE TRUCK MANEUVERING ANALYSIS
Source: Crown City Engineers, Inc.

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

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

The proposed project would not impede emergency access to any neighboring properties during construction. At no time will Hickson Street be closed to traffic during the project's construction. The LACFD will review the on-site circulation to ensure that sufficient emergency access and clearance is provided. As a result, no impacts related to emergency access will occur.

F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • No Impact.

There are continuous sidewalks along the north side of Hickson Street and a new sidewalk will be installed along the project site's frontage. The City requested a pedestrian survey be undertaken to identify the number of students that use Hickson Street to walk to the nearest elementary school. The nearest elementary school is Rio Vista Elementary School located at 4300 Esto Avenue approximately two blocks north of Hickson Street. The survey involved counting the number of students going to school in the morning and leaving in the afternoon. The counters were parked on Hickson Street west of Esto Avenue and only those pedestrians observed on Hickson Avenue were counted. The afternoon counts were taken on March 2, 2016 between 2:00 PM and 3:00 PM. The morning counts were taken on March 3, 2016 between 7:00 AM and 8:00 AM. The afternoon survey identified two pedestrians, a parent and student, walking westbound on the sidewalk. The morning survey identified 12 persons over the one-hour measurement period. All but one pedestrian appeared to be walking to the nearby school. A crossing guard was stationed on Arden Drive next to the railroad tracts. Other than school-related pedestrian traffic, very little or no pedestrian traffic was observed. In addition, the T-intersection at Esto Avenue and Hickson Street is controlled by 3-way stop signs. As a result, no pedestrian-related impacts will result from the proposed project's implementation. It is important to note that while sidewalks are provided on both sides of the street, no residential development is located to the south of Hickson Street.

No bus stops are located along the project site's Hickson Street frontage. As a result, no bus stops will be impacted by the proposed project. The proposed project will not significantly affect transit patronage. As a result, no transit-related impacts will result from the proposed project's implementation.

3.16.3 CUMULATIVE IMPACTS

A 1.5 percent per year ambient traffic growth rate was applied to existing traffic volumes to create a 2016 base condition (i.e., a factor of 1.015 was applied to 2015 volumes to obtain 2016 base traffic volumes). This ambient traffic growth rate accounts for the population growth and any other unknown traffic generators within the study area. There are five cumulative projects in the vicinity of this proposed warehouse project. Future 2016 cumulative traffic conditions were evaluated as shown in Table 4 of the Traffic Report.

This pre-project traffic condition with the above cumulative projects was evaluated using the Intersection Capacity Utilization (ICU) method for signalized intersections and Highway Capacity Manual (HCM) method for unsignalized intersections. Detailed calculations for the study intersections are included in the Technical Appendix of the Traffic Study. The LOS and V/C ratios for the study intersections under 2016 pre-project conditions with cumulative projects (without project) are shown in Table 3-15.

**Table 3-15
 Future (2016) Pre-Project with Cumulative Projects Level of Service Summary**

| Intersection | Control Type | Peak Hour | Future 2016 Pre-Project Conditions | |
|------------------------------------|--------------|-----------|------------------------------------|----------------------|
| | | | LOS | V/C Ratio or [Delay] |
| 1. Baldwin Ave. & Valley Blvd. | Signal | AM PM | DE | 0.869 0.948 |
| 2. Arden Dr. & Lower Azusa Rd. | Signal | AM PM | BB | 0.613 0.659 |
| 3. Arden Dr. & Hickson St. | Unsignal | AM PM | CC | [16.1] [19.0] |
| 4. Arden Dr. & Valley Blvd. | Signal | AM PM | BC | 0.680 0.710 |
| 5. Santa Anita Ave. & Valley Blvd. | Signal | AM PM | DE | 0.899 0.934 |

As shown in Table 3-15, the Baldwin Avenue and Valley Boulevard and the Santa Anita Avenue and Valley Boulevard intersections are expected to be operating at a LOS D and E during the AM and PM peak hours, respectively. The rest of the study intersections are expected to operate at LOS D or better during both the AM and PM peak hours.⁹⁸

3.16.4 MITIGATION MEASURES

The following mitigation measures are required as a means to facilitate ingress and egress to the project site once it is operational:

Mitigation Measure No. 22 (Transportation & Circulation Impacts). All truck maneuvering and parking must occur within the project site. No truck parking, trailer drop-offs, or queing will be permitted within the Hickson Street public right-of-way. The Applicant will be required to inform drivers of the parking prohibitions on Hickson Street.

⁹⁸ Crown City Engineers, Inc. *Traffic Impact Study [for the] Warehouse Development [located at] 10620 Hickson Street, El Monte, California.* August 2015.

Mitigation Measure No. 23 (Transportation & Circulation Impacts). No on-street parking along the proposed project's Hickson Street frontage will be permitted. The Applicant will be required to inform drivers of the parking prohibitions on Hickson Street.

Mitigation Measure No. 24 (Transportation & Circulation Impacts). The line of site at the project's Hickson Street driveway must be maintained. No signs or landscaping that would potentially obstruct the line of sight of vehicles exiting the project site will be permitted.

Mitigation Measure No. 25 (Transportation & Circulation Impacts). At the Arden Drive and Hickson Street intersection, trucks from northbound to eastbound would encroach against the westbound traffic lane at the eastern leg of the intersection. Therefore, red curb needs to be installed on both the north and south sides of Hickson Street for northbound trucks to make a right-turn, and on the east side of Arden Drive for westbound trucks to make a right-turn at the intersection. Approximately 60 feet of red curb will be required along the north and south side of Hickson, from the curb return at Arden west. Approximately 40 feet of red curb will be required along the east curb of the Arden from the curb return at Hickson north.

Mitigation Measure No. 26 (Transportation & Circulation Impacts). The Applicant will be required to install and maintain a sign at the site's exit driveway that states "Right Turn Only." Trucks exiting the project site will be required to use Hickson Street to access Arden Drive. No truck traffic will be permitted on Esto Avenue. This mitigation will prevent trucks from using local streets located to the north of the project site.

3.17 UTILITIES IMPACTS

3.17.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

The project site is located within the service area of the San Gabriel Valley Water Company (SGVWC). The SGVWC is based in El Monte and serves a population of more than 210,000 in Los Angeles and San Bernardino Counties. The source of water provided to SGVWC’s customers (with the exception of portions of Montebello, Whittier, and Santa Fe Springs) is groundwater from the Main San Gabriel Basin. Groundwater is treated and/or disinfected prior to entry into the distribution system. The SGVWC provides water service to approximately 9,800 customers in El Monte. SGVWC water supplies meet all State and Federal safe drinking water standards. The proposed project, if approved, will consist of two concrete tilt-up industrial buildings that will have a total floor area of 67,111 square feet. The future water consumption is summarized in Table 3-16. As indicated in Table 3-16, the future water consumption is estimated to be 9,395 gallons of water on a daily basis.

**Table 3-16
 Water Consumption (gals/day)**

| | |
|--------------------------|------------------------|
| Generation Factor | 0.14 gals./day/sq. ft. |
| Project (67,111 sq. ft.) | 9,395 gals/day |

Source: Blodgett Baylosis Environmental Planning,
 2015.

Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City’s present wastewater system includes a total of 135 miles of pipeline, six pump stations, and 2,697 manholes. A limited number of residences are also on septic tanks. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement. The agreement provides for a regional interconnected system of facilities and an inter-jurisdictional agreement to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the Joint Outfall System. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD) at three treatment plants.

Table 3-17 indicates the existing estimated sewage generation rates and those rates projected as part of the proposed improvements. As indicated in Table 3-17, the future development is projected to generate 7,382 gallons of effluent on a daily basis. The Whittier Narrows Water Reclamation Plant has a total treatment capacity of 15 million gallons per day (mgd) and a residual capacity of approximately seven MGD. The proposed project’s wastewater generation will not result in the remaining capacity being exceeded. In addition, the City’s sewer system has sufficient capacity to accommodate the proposed project.

Table 3-17
Sewage Generation (gals/day)

| | |
|--------------------------|------------------------|
| Generation Factor | 0.11 gals./day/sq. ft. |
| Project (67,111 sq. ft.) | 7,382 gals/day |

Source: Blodgett Baylosis Environmental Planning,
2015.

The installation of modern and up-to-date plumbing fixtures in the new buildings will further reduce the sewage generation. As a result, the projected effluent generation will not likely exceed current levels and no impacts are anticipated.

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

As indicated in Table 3-17, the proposed project is estimated to generate 7,382 gallons of effluent on a daily basis. The installation of more modern and up-to-date plumbing fixtures in the new building will result in a further reduction in sewage generation. The project's water consumption is estimated to be 9,395 gallons of water on a daily basis. As a result, the impacts will be less than significant.

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

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

The Los Angeles County Flood Control District (LACFCD) has the regional, county-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The proposed project will be subject to a General Construction National Pollutant Discharge Elimination System (NPDES) permit from the

Regional Water Quality Control Board. The project itself will not result in a measurable increase in the amount of surface runoff. The existing site is presently covered in impervious surfaces. Following development, a total of 10,058 square feet will be landscaped. As a result, the post project runoff quantities will be less than the pre-project quantities.⁹⁹ As a result, the potential impacts will be less than significant.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • No Impact.

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

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

As indicated previously, the San Gabriel Valley Water Company is responsible for providing domestic water service to the project area. Water mains are located within the existing public streets located adjacent to the project sites. California has experienced a prolonged drought over the past four years. In response to this drought, Governor Brown announced emergency legislation aimed at reducing water consumption. Governor Brown signed an Executive Order in April requiring El Monte and other cities to reduce their citywide water consumption by 25%. Governor Brown also outlined other initiatives that would include fines for those consumers that fail to conserve water. The existing domestic water reservoirs that serve the area will continue to provide adequate supplies and pressure to serve the proposed project. As indicated in the previous sections, the future consumption is projected to be 9,395 gallons of water on a daily basis. The age and size of the existing water main will be sufficient in accommodating the projected flows according to the project architect. According to the City's General Plan FEIR, the City of El Monte has an adequate supply of water in acre-feet through the year 2025.¹⁰⁰ Even though the City has an adequate supply of water for future and existing consumption, the proposed project will be required to implement the following measure to further reduce the project's water consumption:

⁹⁹ Personal communication with project architect. Michael Caley (AIA) Architects. August, 2015.

¹⁰⁰ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

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

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

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

Sewer connections to the proposed project site will be obtained from the existing sewer mains in Hickson Street. All internal sewer line sizes and connections are subject to review by the City. No new treatment facilities or expanded entitlements will be required. In addition, no upgrades to the existing off-site sewer lines would be required to accommodate the proposed use. The proposed project's effluent generation will be less than that which presently exists (refer to Table 3-17). As a result, no impacts are anticipated.

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

El Monte is served by four waste management companies through nonexclusive franchise agreements. All four waste haulers—American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management—provide waste collection and recycling services for the commercial sector. Valley Vista and Phoenix Waste provide curbside residential collection and recycling services. American Reclamation and Phoenix Waste collect and recycle trash from the multiple family residential (apartments, town-homes, etc.) developments. Valley Vista and Waste Management provide temporary roll-off services.¹⁰¹

In previous years, solid waste generated within the City of El Monte was disposed of at the Puente Hills landfill prior to the landfill's closure on October 31, 2013. Upon the landfill's closure, the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.¹⁰² In addition, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. The project is expected to produce 403 pounds of waste on a daily basis (shown in Table 3-18).

¹⁰¹ City of El Monte (and Planning Center). *General Plan and Zoning Code Update and EIR Existing Conditions Report*. Final. May 2011.

¹⁰² Ibid.

Table 3-18
Solid Waste Generation (lbs/day)

| | |
|--------------------------|--------------------------|
| Generation Factor | 6 lbs./day/1,000 sq. ft. |
| Project (67,111 sq. ft.) | 403 lbs./day |

Source: Blodgett Baylosis Environmental Planning. 2015.

As indicated in Table 3-18, the proposed project is anticipated to generate 403 pounds of solid waste daily. As a result, the impacts are less than significant.

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

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

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

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

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

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

3.17.3 CUMULATIVE IMPACTS

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

3.17.4 MITIGATION MEASURES

The analysis determined that the following mitigation would be required to address potential impacts related to water consumption:

Mitigation Measure No. 27 (Utilities Impacts). The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

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



SECTION 4 - CONCLUSIONS

4.1 FINDINGS

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

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



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SECTION 5 - REFERENCES

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